



Santa Cruz County Regional Transportation Commission

Special Meeting Agenda

**Thursday, December 8, 2016
9:00 a.m.**

**NOTE LOCATION THIS MONTH
City of Santa Cruz Council Chambers
809 Center Street
Santa Cruz, CA**

NOTE: Pursuant to Government Code Section 54953(b), Commissioner Jimmy Dutra will be attending the Commission meeting via teleconferencing from: Washington Hilton, 1919 Connecticut Avenue NW., Washington, DC 20009 (202) 483-3000. Members of the public may attend and may address the legislative body at this teleconference location.

NOTE

See the last page for details about access for people with disabilities and meeting broadcasts.

En Español

Para información sobre servicios de traducción al español, diríjase a la última página.

AGENDAS ONLINE

To receive email notification when the RTC meeting agenda packet is posted on our website, please call (831) 460-3200 or email info@sccrtc.org to subscribe.

COMMISSION MEMBERSHIP

| | |
|--|------------------|
| Caltrans (ex-officio) | Tim Gubbins |
| City of Capitola | Dennis Norton |
| City of Santa Cruz | Don Lane |
| City of Scotts Valley | Randy Johnson |
| City of Watsonville | Jimmy Dutra |
| County of Santa Cruz | Greg Caput |
| County of Santa Cruz | Ryan Coonerty |
| County of Santa Cruz | Zach Friend |
| County of Santa Cruz | John Leopold |
| County of Santa Cruz | Bruce McPherson |
| Santa Cruz Metropolitan Transit District | Karina Cervantez |
| Santa Cruz Metropolitan Transit District | Cynthia Chase |
| Santa Cruz Metropolitan Transit District | Ed Bottorff |

The majority of the Commission constitutes a quorum for the transaction of business.

1. Roll call
2. Oral communications

Any member of the public may address the Commission for a period not to exceed three minutes on any item within the jurisdiction of the Commission that is not already on the agenda. The Commission will listen to all communication, but in compliance with State law, may not take action on items that are not on the agenda.

Speakers are requested to sign the sign-in sheet so that their names can be accurately recorded in the minutes of the meeting.

3. Additions or deletions to consent and regular agendas

CONSENT AGENDA

All items appearing on the consent agenda are considered to be minor or non-controversial and will be acted upon in one motion if no member of the RTC or public wishes an item be removed and discussed on the regular agenda. Members of the Commission may raise questions, seek clarification or add directions to Consent Agenda items without removing the item from the Consent Agenda as long as no other Commissioner objects to the change.

MINUTES

4. Approve draft minutes of the November 3, 2016 Regional Transportation Commission meeting

POLICY ITEMS

No consent items

PROJECTS and PLANNING ITEMS

No consent items

BUDGET AND EXPENDITURES ITEMS

5. Accept status report on Transportation Development Act (TDA) revenues
6. Fiscal Year (FY) 2016-17 State Transit Assistance (STA) Claim for Santa Cruz Metropolitan Transit District (METRO) **(Resolution)**

ADMINISTRATION ITEMS

No consent items

INFORMATION/OTHER ITEMS

7. Accept monthly meeting schedule
8. Accept correspondence log
9. Accept letters from RTC committees and staff to other agencies-*none*
10. Accept miscellaneous written comments from the public on RTC projects and transportation issues
11. Accept information items-*none*

REGULAR AGENDA

12. Measure D – Transportation Improvement Program
(*Karena Pushnik, Senior Transportation Planner*)
 - a. Staff report
 - b. Measure D – Transportation Improvement Program Expenditure Plan of Projects
 - c. 2016 California Transportation Measures
13. Options for use of the rail corridor
(*George Dondero, Executive Director*)
 - a. Staff report
 - b. Rail Transit Feasibility Study Timeline
 - c. Measure D Expenditure Plan
 - d. Letter from the Land Trust of Santa Cruz County
14. Commissioner reports – oral reports
15. Appreciation of departing Commissioners for their service – oral presentation
(*Don Lane, Commission Chair and George Dondero, Executive Director*)
16. Election of 2017 RTC chair and vice-chair
(*Don Lane, Chair*)
17. Director's Report – oral report
(*George Dondero, Executive Director*)
18. Caltrans report and consider action items
 - a. District Director's report
 - b. Santa Cruz County project updates

19. Unified Corridor Investment Study – Public Participation Plan and Project Update
(*Ginger Dykaar and Grace Blakeslee, Transportation Planners*)
 - a. Staff report
 - b. Resolution to execute a contract with MetroQuest for services required to provide interactive survey tools
 - c. Unified Corridor Investment Study – Phase 2 Fact Sheet
 - d. Consultant Scope of Work
 - e. MetroQuest survey screenshots
20. Adjourn to a special meeting of the Service Authority for Freeway Emergencies
 - a. SAFE agenda attached separately
21. Reconvene to the Santa Cruz County Regional Transportation Commission meeting
22. Review of items to be discussed in closed session

CLOSED SESSION

23. Public Employee Performance Review: Executive Director pursuant to Government Code Section 54957(b)
24. CONFERENCE WITH LEGAL COUNSEL-EXISTING LITIGATION. (Paragraph (1) of subdivision (d) of Section 54956.9 of the Government Code) Santa Clara Superior Court Case No. 16CV293441

OPEN SESSION

25. Report on closed session
26. Next meetings

The next RTC meeting is scheduled for Thursday, January 19, 2017 at 9:00 a.m. at the City of Santa Cruz Council Chambers, 809 Center Street, Santa Cruz, CA.

The next Transportation Policy Workshop is scheduled for Thursday, February 16, 2017 at 9:00 a.m. at the RTC Offices, 1523 Pacific Ave., Santa Cruz, CA.

HOW TO REACH US

Santa Cruz County Regional Transportation Commission

1523 Pacific Avenue, Santa Cruz, CA 95060

phone: (831) 460-3200 / fax: (831) 460-3215

Watsonville Office

275 Main Street, Suite 450, Watsonville. CA 95076

phone: (831) 460-3205

email: info@sccrtc.org / website: www.sccrtc.org

COMMENTS FROM THE PUBLIC

Written comments for items on this agenda that are received at the RTC office in Santa Cruz by noon on the day before this meeting will be distributed to Commissioners at the meeting.

HOW TO STAY INFORMED ABOUT RTC MEETINGS, AGENDAS & NEWS

Broadcasts: Many of the meetings are broadcast live. Meetings are cablecast by Community Television of Santa Cruz. Community TV's channels and schedule can be found online (www.communitytv.org) or by calling (831) 425-8848.

Agenda packets: Complete agenda packets are available at the RTC office, on the RTC website (www.sccrtc.org), and at the following public libraries:

- Aptos Library
- Boulder Creek Library
- Branciforte Library
- Capitola Library
- Felton Library
- Garfield Park Library
- La Selva Beach Library
- Live Oak Library
- Santa Cruz Downtown Library
- Scotts Valley Library
- Watsonville Main Library

For information regarding library locations and hours, please check online at www.santacruzpl.org or www.watsonville.lib.ca.us.

On-line viewing: The SCCRTC encourages the reduction of paper waste and therefore makes meeting materials available online. Those receiving paper agendas may sign up to receive email notification when complete agenda packet materials are posted to our website by sending a request to info@sccrtc.org. Agendas are typically posted 5 days prior to each meeting.

Newsletters: To sign up for E-News updates on specific SCCRTC projects, go to www.sccrtc.org/enews.

HOW TO REQUEST

ACCOMMODATIONS FOR PEOPLE WITH DISABILITIES

The Santa Cruz County Regional Transportation Commission does not discriminate on the basis of disability and no person shall, by reason of a disability, be denied the benefits of its services, programs, or activities. This meeting location is an accessible facility. If you wish to attend this meeting and require special assistance in order to participate, please contact RTC staff at 460-3200 (CRS 800/735-2929) at least three working days in advance of this meeting to make arrangements. People with disabilities may request a copy of the agenda

in an alternative format. As a courtesy to those person affected, Please attend the meeting smoke and scent-free.

SERVICIOS DE TRADUCCIÓN/ TRANSLATION SERVICES

Si gusta estar presente o participar en esta junta de la Comisión Regional de Transporte del Condado de Santa Cruz y necesita información o servicios de traducción al español por favor llame por lo menos con tres días laborables de anticipo al (831) 460-3200 para hacer los arreglos necesarios. (Spanish language translation is available on an as needed basis.) Please make advance arrangements (at least three days in advance) by calling (831) 460-3200.

TITLE VI NOTICE TO BENEFICIARIES

The RTC operates its programs and services without regard to race, color and national origin in accordance with Title VI of the Civil Rights Act. Any person believing to have been aggrieved by the RTC under Title VI may file a complaint with RTC by contacting the RTC at (831) 460-3212 or 1523 Pacific Avenue, Santa Cruz, CA 95060 or online at www.sccrtc.org. A complaint may also be filed directly with the Federal Transit Administration to the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.

AVISO A BENEFICIARIOS SOBRE EL TITULO VI

La RTC conduce sus programas y otorga sus servicios sin considerar raza, color u origen nacional de acuerdo al Titulo VI del Acta Sobre los Derechos Civiles. Cualquier persona que cree haber sido ofendida por la RTC bajo el Titulo VI puede entregar queja con la RTC comunicándose al (831) 460-3212 o 1523 Pacific Avenue, Santa Cruz, CA 95060 o en línea al www.sccrtc.org. También se puede quejar directamente con la Administración Federal de Transporte en la Oficina de Derechos Civiles, Atención: Coordinador del Programa Titulo VI, East Building, 5th Floor-TCR, 1200 New Jersey Avenue, SE, Washington, DC 20590.



Santa Cruz County Regional Transportation Commission

MINUTES

**Thursday, November 3, 2016
9:00 a.m.**

**Watsonville City Council Chambers
275 Main St., Ste 450
Watsonville, CA**

1. Roll call

The meeting was called to order at 9:06 a.m.

Members present:

| | |
|-------------------------|------------------------|
| Don Lane | Jimmy Dutra |
| Ryan Coonerty | John Leopold |
| Greg Caput | Ed Bottorff |
| Bruce McPherson | Mike Rotkin (alt) |
| Karina Cervantez | Patrick Mulhearn (alt) |
| Randy Johnson | Michael Termini (alt) |
| Aileen Loe (ex-officio) | |

Staff present:

| | |
|----------------|-------------|
| George Dondero | Luis Mendez |
| Yesenia Parra | Jenn Eames |

Commissioners adjourned to closed session at 9:07 a.m.

CLOSED SESSION

2. CONFERENCE WITH LEGAL COUNSEL-EXISTING LITIGATION. (Paragraph (1) of subdivision (d) of Section 54956.9 of the Government Code) Santa Clara Superior Court Case No. 16CV293441

OPEN SESSION

Commissioners reconvened to open session at 9:51 a.m. and there was no closed session report.

3. Oral communications

Lowell Hurst, Watsonville resident, stated that traffic congestion in South County is substantial and the many infrastructure issues in the community make it challenging to use alternative transportation.

4. Additions or deletions to consent and regular agendas

A handout for Item 14 was distributed.

CONSENT AGENDA

Commissioner Leopold moved and Commissioner Alternate Rotkin seconded the consent agenda. The motion passed unanimously with Commissioners Lane, Dutra, Cervantez, Caput, Bottorff, Leopold, Coonerty, McPherson, Johnson, and Commissioner Alternates Mulhearn, Rotkin and Termini voting "aye".

MINUTES

5. Approved draft minutes of the October 6, 2016 Regional Transportation Commission meeting
6. Approved draft minutes of the October 20, 2016 Transportation Policy Workshop meeting

POLICY ITEMS

No consent items

PROJECTS and PLANNING ITEMS

No consent items

BUDGET AND EXPENDITURES ITEMS

7. Accepted status report on Transportation Development Act (TDA) revenues

ADMINISTRATION ITEMS

No consent items

INFORMATION/OTHER ITEMS

8. Accepted monthly meeting schedule
9. Accepted correspondence log
10. Accepted letters from RTC committees and staff to other agencies - None
11. Accepted miscellaneous written comments from the public on RTC projects and transportation issues
12. Accepted information items
 - a. Article from the Santa Cruz Sentinel on October 8, 2016 "Measure D can get county moving again" by Mark Dettle, Scott Hamby, Steve Jesberg, Steve Palmisano and John Presleigh

REGULAR AGENDA

13. Commissioner reports – oral reports

Commissioner Alternate Rotkin reported that Santa Cruz Metropolitan District (METRO) voted unanimously to support Measure D and funding from the local sales tax measure would reduce the possibility of further cuts to METRO.

14. Director's Report – oral report

George Dondero, Executive Director, reported on: the recently released California Statewide Local Streets and Roads Needs Assessment ranking Santa Cruz County 51 out of 58 counties in the condition of local streets and roads and having low countywide Pavement Condition Index (PCI) ratings between 46 and 61; the California Transportation Commission (CTC) staff's recommendation for the Active Transportation Program (ATP) grant to fund Segments 8 and 9 of the Coastal Rail Trail; and RTC staff presenting an update to the trail projects underway at the California Coastal Conservancy's next board meeting on December 1st in Santa Cruz.

Commissioners discussed: appreciation to RTC staff for their work on the ATP grant for Segments 8 and 9 of the Coastal Rail Trail.

15. Appointment of an ad-hoc committee for the performance review of the Executive Director

Chair Lane appointed Commissioners Lane, Friend, and McPherson to the ad-hoc committee for the performance review of the Executive Director.

16. Nominating Committee for 2017 RTC Chair and Vice Chair

Luis Mendez, Deputy Director, presented the staff report.

Chair Lane appointed Commissioners Leopold and Friend for the 2017 RTC Chair and Vice Chair nominating committee.

17. Caltrans report and consider action items

Aileen Loe, District 5 Deputy Director, reported on: articles in the current issue of the *Mile Marker*; the recent approval of the 2040 California Transportation Plan (CTP); a pilot program to reduce the incidence of wrong-way drivers on freeways; volunteers needed for the first ever California Bicycle and Pedestrian Plan questionnaire at www.cabikepedplan.org; and expectation for traffic control delays in Watsonville.

Commissioners discussed: appreciation for Boulder Creek Elementary School's retaining wall project completion; and for Caltrans' work on infrastructure and cleanup projects in South County.

18. Draft Highway 17 Access Management Plan (AMP)

George Dondero introduced Kelly McClendon and Joe Erwin, Caltrans District 5, to present on the findings and improvement recommendations of the Draft Highway 17 AMP. The long-range plan focuses on 7.1 miles between Granite Creek Road and Summit Road, and is intended to improve traffic flow and safety along Highway 17. Not included in the AMP are maintenance and safety projects, right-of-way information, and cost and schedule.

Commissioner discussed: appreciation for the outreach process and interaction with the community for inclusivity of the public's ideas; the process to get the AMP finalized and approved; improvement concepts being integrated into the planning phase and into the 2040 Regional Transportation Plan (RTP); prioritizing the recommended improvements; concerns with detour roads not being able to support the traffic flow during the construction phase; the value in sharing the study with the public and building good rapport; encouraging safe driving on Highway 17 and riding METRO as an alternative; and reducing the 59 access points along Highway 17.

19. Project Updates from City of Watsonville Public Works – oral presentation

Murray Fontes, City of Watsonville Public Works, gave a presentation on: nine projects programmed with existing funds; the existing road network conditions that continue to deteriorate; and the lack of funding resources. Mr. Fontes noted that funds from the passage of Measure D would be used throughout Watsonville to improve traffic flow, maintain roads, and develop pedestrian facilities.

Commissioners discussed: appreciation to the RTC and Watsonville Public Works; the importance of Measure D to be able to leverage grants for funds to complete more projects in the community; funding needed to complete the pedestrian bridge over Highway 1 and Harkins Slough Road; prioritizing funds for safety improvements; and Watsonville's annual road repair budget to be doubled if Measure D passes.

20. Highway 1 Mar Vista Bicycle/Pedestrian Overcrossing: Consultant Services Agreement

Luis Mendez, Deputy Director, presented the staff report. The construction phase of the project is projected to start in 2018.

Commissioners discussed: the selection of the consulting firm.

Commissioner Alternate Mulhearn moved and Commissioner Alternate Rotkin seconded the staff recommendations to adopt **Resolution 10-17**:

1. Awarding a consultant agreement to Moffat and Nichol, Inc. to perform duties required to complete the Project Approval and Environmental Documentation (PA&ED) phase of the Highway 1 Mar Vista Bicycle/Pedestrian Overcrossing project at a cost of \$423,305; and
2. Amending the 2016 Regional Transportation Improvement Plan (RTIP) to move \$252,000 in federal Regional Surface Transportation Program (RSTP)

funds from the construction phase in FY 2018-19 to the environmental phase in FY 2016-17 of the Highway 1 Mar Vista Bicycle/Pedestrian Overcrossing project; and

3. Authorizing the exchange of these federal RSTP funds for state RSTP Exchange (RSTPX) funds; and
4. Amending the FY 2016-17 RTC Budget and Work Program accordingly to reflect the programming, exchange and distribution of the additional \$252,000 to the Highway 1 Mar Vista Bicycle/Pedestrian Overcrossing project.

The motion passed with Commissioners Lane, Dutra, Caput, Bottorff, Leopold, Coonerty, McPherson, Johnson, and Commissioner Alternates Mulhearn and Rotkin voting "aye" and Commissioner Alternate Termini voting "no".

21. Next meetings

The next RTC meeting is scheduled for Thursday, December 1, 2016 at 9:00 a.m. at the County Board of Supervisors Chambers, 701 Ocean St. 5th floor, Santa Cruz, CA.

The next Transportation Policy Workshop is scheduled for Thursday, November 17, 2016 at 9:00 a.m. at the RTC Offices, 1523 Pacific Ave., Santa Cruz, CA.

The meeting adjourned at 11:16 a.m.

Respectfully submitted,

Jenn Eames, Staff

Attendees:

Maria Ester Rodriguez
Lowell Hurst
Gary Antonucci
Heather Adamson
Alex Clifford

City of Watsonville
City of Watsonville
Moffat and Nichol
Association of Monterey Bay Area Governments
Santa Cruz METRO

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
TDA REVENUE REPORT
FY 2016-2017**

| MONTH | FY15 - 16 ACTUAL REVENUE | FY16 - 17 ESTIMATE REVENUE | FY16 - 17 ACTUAL REVENUE | DIFFERENCE AS % OF PROJECTION | DIFFERENCE AS % OF PROJECTION | CUMULATIVE % OF ACTUAL TO PROJECTION |
|--------------|---|---|---|--|--|---|
| JULY | 601,300 | 618,978 | 629,500 | 10,522 | 1.70% | 101.70% |
| AUGUST | 801,800 | 825,373 | 839,400 | 14,027 | 1.70% | 101.70% |
| SEPTEMBER | 872,384 | 898,032 | 872,266 | -25,766 | -2.87% | 99.95% |
| OCTOBER | 617,500 | 635,655 | 657,500 | 21,845 | 3.44% | 100.69% |
| NOVEMBER | 823,300 | 847,505 | 876,700 | 29,195 | 3.44% | 101.30% |
| DECEMBER | 917,127 | 762,375 | | | | |
| JANUARY | 631,600 | 637,176 | | | | |
| FEBRUARY | 842,100 | 849,639 | | | | |
| MARCH | 763,406 | 783,442 | | | | |
| APRIL | 559,000 | 555,688 | | | | |
| MAY | 745,400 | 740,917 | | | | |
| JUNE | 795,139 | 904,623 | | | | |
| TOTAL | 8,970,056 | 9,059,403 | 3,875,366 | 49,823 | 0.55% | 43% |

Note:

I:\FISCAL\TDA\MonthlyReceipts\FY2017\[FY2017 TDA Receipts.xlsx]FY2017

AGENDA: December 8, 2016

TO: Regional Transportation Commission

FROM: Rachel Moriconi, Regional Transportation Commission (RTC)

RE: Fiscal Year (FY) 2016-17 State Transit Assistance (STA) Claim for Santa Cruz Metropolitan Transit District (METRO)

RECOMMENDATION

Staff recommends that the Regional Transportation Commission (RTC):

1. Adopt the attached resolution ([Attachment 1](#)) approving the fiscal year (FY) 2016-17 State Transit Assistance (STA) claim ([Attachment 2](#)) from the Santa Cruz Metropolitan Transit District to provide \$1,875,277 for fixed route public transit and American Disability Act complementary paratransit operations and amending the RTC Budget to reflect the updated State Controller (SCO) estimates for FY16/17.
-

BACKGROUND

The Regional Transportation Commission (RTC) is responsible for allocating the region's share of Transportation Development Act (TDA) and State Transit Assistance (STA) funds.

State Transit Assistance (STA) funds are generated from the sales tax on diesel fuel and the amount of funds available statewide varies from year to year with the change in diesel fuel prices. Annually the State Controller's Office (SCO) provides an estimate of STA funds for all counties and transit agencies in the state. This includes population-based formula funds to the RTC (PUC Section 99313) and revenue-based formula shares to transit agencies (PUC Section 99314).

While the Santa Cruz Metropolitan Transit District STA Claim is typically combined with its TDA Claim, at its May 2016 meeting, the RTC postponed approval and sub-allocation of the of the region's share of State Transit Assistance (STA) funds to the Santa Cruz Metropolitan Transit District due to pending changes in State law and distribution formulas.

Earlier this year, the SCO's re-interpretation of statutes and regulations governing the STA program suggested that 106 new transit agencies may be eligible for STA – which would significantly reduce the proportional share of funding available for traditional STA-recipients, including Santa Cruz METRO. In September, the Governor signed legislation (Senate Bill 838) directing the State Controller's Office (SCO) to instead distribute funds for the last two quarter of FY15/16 and for

FY16/17 and FY17/18 based on the long-understood historic methodology. In accordance with SB838, the State Controller's Office (SCO) finally released State Transit Assistance (STA) program payments for the third and fourth quarters of FY 2015-16 (January to June 2016) on October 18.

While SB 838 provides a short-term fix, discussions are underway between transit providers, legislators, the SCO, Caltrans, and regional agencies to clarify which "transit operators" will be eligible for STA funds, which may include Consolidated Transit Service Agencies (such as Lift Line), and the definition of "operating revenues" that should be counted by the SCO in its calculation of PUC 99314 shares of STA funds moving forward (starting with FY18/19 allocations).

DISCUSSION

The SCO released updated distribution projections for FY16/17 on November 18, 2016, based on the statewide estimates included in the adopted state budget. Due to significant drop in diesel prices, FY16/17 STA revenues are expected to be considerably lower than in recent years (\$266,873,000 statewide in FY16/17, as compared to \$383,914,500 in FY14/15). Actual amounts will vary based on quarterly diesel sales tax revenues. The SCO estimated **Santa Cruz County share for FY16/17 is \$1,875,277** (\$937,831 from population-based formula; \$937,446 based on METRO's revenues). This is \$120,163 lower than the preliminary estimate that was included in the RTC's FY16/17 budget. Also, FY16/17 first quarter actual receipts were \$392,199.

If the SCO's methodology for calculating shares is changed to make more entities eligible for STA funds in the state, fuel prices remain low, and/or our county's proportional share of statewide population or revenues drops, Santa Cruz County's share of funds would drop even more in the future.

Santa Cruz Metropolitan Transit District

The Santa Cruz Metropolitan Transit District operates and maintains the countywide public transportation system. Fixed-route public transit operations serve 28 routes throughout Santa Cruz County and the Highway 17 Express. ParaCruz, the Santa Cruz Metropolitan Transit District's complementary paratransit service, operates 40 accessible vans in demand response service for persons who, due to disability, cannot access the fixed-route system. **In FY 2016-17, Santa Cruz Metropolitan Transit District anticipates using approximately \$370,000 of the STA funds in its capital improvement program and the balance to assist with operating the fixed route bus and the American's with Disabilities Act-mandated paratransit services for seniors and people with disabilities.** In order to balance its operating budget, METRO restructured its route network to optimize access while reducing operating hours by approximately 12% starting in September 2016. Early planning projected the service reduction to be at least 25% to align costs with available revenue; however, during the planning process, Cabrillo College students voted to increase the transit access fee contributed to METRO for unlimited boardings and UCSC increased the volume of service it contracted to maintain more of the existing service. METRO provided approximately

5.5 million trips in FY15/16. METRO projects ridership to be 5,057,000 trips in FY 2016-17.

Staff recommends that the RTC adopt the attached resolution (Attachment 1) amending the FY16/17 RTC budget to reflect the updated STA apportionment amount and approve the FY16/17 STA claim from the Santa Cruz Metropolitan Transit District (METRO) for \$1,875,277 in STA funds (Attachment 2). Actual amounts will be adjusted based on quarterly payments from the State Controller. The RTC's Elderly & Disabled Transportation Advisory Committee (E&D TAC) reviewed the Santa Cruz Metropolitan Transit District FY 2016-17 claim, budget, and operating plan at its April 12, 2016 meeting.

SUMMARY

Staff recommends that the Regional Transportation Commission (RTC) approve Santa Cruz Metropolitan Transit District's claim for the expenditure of FY16/17 State Transit Assistance (STA) funds, consistent with the recently released estimates from the State Controller's Office (SCO), state requirements and the RTC's rules and regulations.

Attachments:

1. Resolution amending the RTC budget and authorizing FY 2016-17 STA Claim for Santa Cruz METRO
2. Santa Cruz METRO Claim and budget summary (6/24/16)

RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of December 8, 2016
on the motion of Commissioner
duly seconded by Commissioner

A RESOLUTION APPROVING THE FISCAL YEAR 2016-17 STATE TRANSIT ASSISTANCE (STA) CLAIM FROM THE SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

WHEREAS, the Transportation Development Act of 1971, Article 4, Section 99260(a) of the Public Utilities Code provides that transit operators may file a claim for monies from a county's local transportation fund with the transportation planning agency for that county; and

WHEREAS, the Santa Cruz Metropolitan Transit District (METRO) is a transit operator in accordance with Article 1, Section 99210 of the Public Utilities Code, and the Santa Cruz County Regional Transportation Commission (RTC) is the regional transportation planning agency (RTPA) for Santa Cruz County responsible for selecting projects and programs to receive State Transit Assistance funds, in accordance with Article 1, Section 99214 of the Public Utilities Code; and

WHEREAS, the Mills-Alquist-Deddeh Act ("Transportation Development Act" or "TDA"), PUC Section 99200 et seq., provides that the State Controller shall, pursuant to PUC Section 99310, allocate funds in the Public Transportation Account of the State Transit Assistance program to RTPAs to be subsequently allocated by the RTPAs to eligible claimants in the region; and

WHEREAS, pursuant to PUC Section 99314.5(a) and 99314.5(b) claimants eligible for TDA Article 4 and Article 8 funds are eligible claimants for STA funds; and

WHEREAS, Santa Cruz METRO is currently the only eligible claimant for STA funds in Santa Cruz County and has submitted a claim for allocation of FY16/17 STA funds for the following purposes: operating the fixed route bus and the American's with Disabilities Act-mandated paratransit services for seniors and people with disabilities; and up to \$370,000 for capital projects including bus, paratransit van, and other vehicle replacements, Pacific Station/Metro Center design, facility repairs, and ticket vending machines.

WHEREAS, the RTC apportioned \$6,804,838 in Transportation Development Act (TDA) funds and \$1,995,440 in State Transit Assistance (STA) funds to METRO in its fiscal year 2016/17 budget, based on prior estimates; and

WHEREAS, the State Controller's Office released updated estimates for STA funds for FY16/17 on November 18, 2016, showing Santa Cruz County's share is now \$1,875,277 (\$937,831 from PUC Section 99313; \$937,446 from PUC Section 99314); and

WHEREAS, METRO submitted a claim for State Transit Assistance funds in accordance with state statutes and the RTC Rules and Regulations and has certified that the projects and purposes to be funded by STA funds are in compliance with state law;

WHEREAS, the RTC's Elderly & Disabled Transportation Advisory Committee has reviewed and provided input on the claim; and

WHEREAS, the RTC approved the FY16/17 TDA claim by METRO at its May 2016 meeting, but postponed action on the STA Claim due to anticipated legislation clarifying the definition of eligible operators and revenues for STA funds;

BE IT RESOLVED BY THE SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION:

1. The RTC's FY16/17 budget is hereby amended to show \$1,875,277 in STA funds, based on updated estimates of FY16/17 allocations from the State Controller.
2. The FY 2016/17 State Transit Assistance (STA) claim by Santa Cruz Metropolitan Transit District (METRO) fulfills the requirements specified in state statutes and the Santa Cruz County Regional Transportation Commission's (RTC) Rules and Regulations and the RTC finds that:
 - a. METRO has submitted or shall have submitted prior to the disbursement of funds, copies to appropriate agencies of all required State Controller's reports and fiscal audit reports prepared in accordance with PUC Sections 99243 and 99245.
 - b. The proposed expenditures are in conformity with the *Regional Transportation Plan*.
 - c. The level of passenger fares and charges is sufficient to enable the METRO to meet the fare revenue requirements of Public Utilities Code sections 99268 et seq.
 - d. METRO is making full use of federal funds available under the Urban Mass Transportation Act of 1964 and Fixing America's Surface Transportation (FAST) Act, as amended.
 - e. The sum of METRO's allocations from the State Transit Assistance (STA) does not exceed the amount that METRO is eligible to receive during the fiscal year.
 - f. The claim funds may be used to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority public transportation needs.
 - g. METRO made a reasonable effort to implement the productivity improvements recommended pursuant to Public Utilities Code Section 99244, include, but not limited to, those recommendations related to productivity made in the performance audit conducted pursuant to PUC Section 99246.
 - h. METRO obtained certification from the California Highway Patrol verifying that METRO is in compliance with section 1808.1 of the Vehicle Code, as required in Public Utilities Code section 99251.
2. The claim submitted by the Santa Cruz Metropolitan Transit District for State Transit Assistance funds for fiscal year 2016-17 is hereby approved, to be paid in quarterly payments, consistent with allocations made by the State Controller's Office.

3. Should revenues increase or decrease, the RTC Executive Director is authorized to modify the payment amounts and schedules consistent with the amounts received from the state.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

ABSENT: COMMISSIONERS

Don Lane, Chair

ATTEST:

George Dondero, Secretary

Distribution: METRO
RTC Fiscal

Transportation Development Act (TDA) – Local Transportation Funds and State Transit Assistance (STA) CLAIM FORM

Submit a separate form for each project.

This form has been developed in an effort to standardize information required from TDA recipients, based on TDA Statute, RTC Rules and Regulations, and/or RTC board requests.

If you have any questions about this claim form or would like an electronic copy of the form, please contact the Santa Cruz County Regional Transportation Commission at 460-3200.

Project Information

1. Project Title: FY17 Public Transit Operations in Santa Cruz County
2. Implementing Agency: Santa Cruz Metropolitan Transit District (METRO)
3. Sponsoring Agency (if different) – must be a TDA Eligible Claimant:
4. Funding requested this claim:

| | |
|--------------------|-----------------------------------|
| TDA | <u>\$6,701,163</u> |
| STA (transit only) | <u>\$1,875,277 (11/16 update)</u> |
5. Fiscal Year (FY) for which funds are claimed: FY17
6. General purpose for which the claim is made, identified by the article and section of the Act which authorizes such claims:

☐ Article 8 Bicycle and/or Pedestrian Facility
☒ Article 4 Public Transportation
☐ Article 8 Specialized Transportation
☐ Article 3 & 8 TDA Admin or Planning
7. Contact Person/Project Manager

Name: Alex Clifford, CEO/General Manager
 Telephone Number: (831) 426-6080 E-mail: aclifford@scmttd.com

 Secondary Contact (in event primary not available): Thomas Hiltner, Acting Planning & Development Manager
 Telephone Number: (831) 426-2580 E-mail: thiltner@scmttd.com
8. Project/Program Description/Scope (use additional pages, if needed, to provide details such as work elements/tasks).

This project provides operating assistance for fixed-route public transit and ADA complementary paratransit operations in Santa Cruz County. Fixed-route public transit operations require a maximum fleet of 83 vehicles serving 36 routes throughout Santa Cruz County and the Highway 17 Express, the commuter express and AMTRAK feeder service between Santa Cruz and San Jose (Diridon Station). ParaCruz, METRO's complementary paratransit service, operates 40 accessible vans in demand-response service for persons who, due to disability, cannot access the fixed-route system.

9. Project Location/Limits (attach a map and/or photos if available/applicable, include street names):

METRO Service Area



10. Justification for the project: (Why is this project needed? Primary goal/purpose of the project; problem to be addressed; project benefits; importance to the community)

This project supports public fixed-route transit and paratransit service in Santa Cruz County. Public transit serves as an alternative transportation mode of choice and as essential lifeline transportation for residents who do not have access to a privately owned vehicle.

11. Project Productivity Goals for this fiscal year:

- a. Measures of performance, success or completion to be used to evaluate project/program (ex. increase use of facility/service, decrease collisions, etc.):

Total Annual passenger trips

Operating Cost/Hour

Farebox Recovery Ratio

- b. Number of people to be served/anticipated number of users of project/program (ex. number of new or maintained bike miles; number of people served/rides provided):

For FY17, METRO projects 5,100,000 trips on its fixed-route (including commuter) and 100,000 trips on ParaCruz.

12. Consistency and relationship with the Regional Transportation Plan (RTP) - Is program/project listed in the RTP and/or consistent with a specific RTP Goal/Policy?

Yes, METRO's FY17 TDA/STA project conforms to these goals from the *2014 Santa Cruz County Regional Transportation Plan*:

Goal 1: Improve people's ability to meet most of their daily needs without having to drive.

Improve access and proximity to employment centers (p. 4-7; p. 7-1).

- Improve people's ability to meet most of their daily needs without having to drive.
Improve access and proximity to employment centers (p. 7-1).
- Re-invest in the local economy by reducing transportation expenses from vehicle ownership, operation and fuel consumption. Reduce smog-forming pollutants and greenhouse gas emissions (p. 7-2).
- Improve the convenience and quality of trips, especially for walk, bicycle, transit, freight and carpool/vanpool trips (p. 7-3).
- Improve health by increasing the percentage of trips made using active transportation, including bicycling, walking and transit (p. 7-4).

13. Impact(s) of project on other modes of travel, if any (ex. parking to be removed):

- Reduce congestion on local streets and roads by providing alternatives to the private automobile.
- Increase range of travel for bicycles by accommodating bikes on buses.
- Provide feeder service to intercity bus, rail and airline network at San Jose.

14. Estimated Project Cost/Budget, including other funding sources, and Schedule: (*attach project budget*). *Specialized Transportation Claims require 10% local match. Local match can take the form of fares, donations, agency charges, grants, revenue sharing and other non-restricted sources. In kind services may NOT apply toward the local match.*

What is the total project cost?

\$49,850,197 for FY17 as published in the *Metropolitan Transit District Preliminary FY17 & FY18 Operating Budget, 3/25/16, Attachment A.*

Is project fully funded? The *Metropolitan Transit District Preliminary FY17 & FY18 Operating Budget* indicates that the FY17 Operating Budget has "unrealized revenue" of \$6,337,061. The *Preliminary FY17 & FY18 Operating Budget* is a work in progress which will be refined to achieve a balanced budget with a fully funded project by July 1, 2016, the beginning of the project fiscal year.

What will TDA (and STA) funds be used on (ex. administration, brochures, engineering, construction)?
Public transit operations; administration.

15. Preferred Method and Schedule for TDA fund distribution (*see RTC Rules and Regulations for details*):

a. Bike/Ped: ☐ Up to 90% upon initiation of work OR ☐ 100% upon project completion

b. CTSA: ☐ Quarterly disbursement, with up to 35% in first quarter, and the remaining quarterly payments being one-third of the remaining claim amount;
OR ☐ Quarterly disbursement

c. Volunteer Center: ☐ Full approved claim amount in the first quarter

d. SCMTD: ☒ Quarterly disbursement

16. TDA Eligibility:

| | YES?/ NO ? |
|--|------------------|
| <p>A. Has the project/program been approved by the claimant's governing body? Form of approval (eg resolution, work program, budget, other document) <u>On 3/25/16 The Board adopted the Preliminary FY17 & FY18 Operating Budget for the purpose of submitting the TDA and STA claim in the amounts requested with this claim.</u></p> <p>If "NO," provide the approximate date approval is anticipated. _____</p> | Yes |
| B. Has this project previously received TDA funding? (This Project is defined as FY17 operations.) | No |
| C. For capital projects, have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility provide its name: _____) | Yes |
| D. Bike, Ped, and Specialized Transportation Claims: Has the project already been reviewed by the RTC Bicycle Committee and/or Elderly/Disabled Transportation Advisory Committee? (If "NO," project will be reviewed prior to RTC approval). | NA |
| E. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: http://www.dot.ca.gov). | NA |

SCMTD, CTSA, Bike to Work, CTSC Only – PLEASE KEEP ANSWERS BRIEF

17. Improving Program Efficiency/Productivity

- Describe any areas where special efforts have been made in the **last fiscal year** to reduce operating cost and/or increase ridership/program usage. Note any important trends.
 - METRO added “opportunity” trips on the Highway 17 weekend service to meet demand. Arrival and departure times on some routes were adjusted to improve connections with Caltrain and AMTRAK at the San Jose Diridon Station.
 - METRO adjust running times on routes to improve on-time performance.
 - METRO neared completion of the new Judy K. Souza Operations Building which will improve the daily fleet operations and reduce operating expenses when it opens with the elimination of property leases and extra security details and by reducing deadhead hours in shuttling buses between remote lots and the fueling and maintenance facilities.
 - METRO initiated a comprehensive operational analysis to determine where service could be streamlined to reduce operating costs while still providing a functional county-wide network, frequent intercity service and effective local service.
 - METRO completed conceptual design services for the Pacific Station and Watsonville Transit Center renovations. Transit center improvements can increase accessibility to the transit network by providing greater safety, enhanced amenities and improved customer service. New facilities have lower maintenance costs, which would reduce operating expenses.
- Goals for next fiscal year (ex. identify opportunities to maximize economies of scale, planned productivity improvements). Describe any areas where special efforts will be made to improve efficiency and increase program usage/ridership:
 - Conduct environmental impact reviews for Pacific Station and Watsonville Transit Center renovations.
 - Seek grant funds to implement an electric bus fleet. Electric buses have demonstrated the ability to deliver reliable transit service and attain a range of 200 miles on a full-charge, well within the range of most of METRO’s bus blocks. Electric buses have lower lifecycle costs due to lower fuel costs and less maintenance requirements.

- Implement a comprehensive service realignment to reduce operating costs within available level while maintaining an effective and efficient transit network.
- Improve on-time performance..

18. What is different from last year's program/claim?

- a. The TDA claim amount this year is greater than last year's.
- b. The STA claim is \$900,000 less than last year's due to decreased tax revenue from diesel fuel sales.
- c. No reserve funds are available to augment the operating budget, and METRO will reduce service to bring FY17 operating costs within available revenue.
- d. Due to an anticipated service reduction, METRO forecast FY17 ridership to fall approximately 10% below the FY16 ridership.

19. Schedule of regular progress reports including an evaluation at the end of the year:

- ☒ SCMD – April each year
- ☐ Specialized Transportation: Quarterly to E/D TAC, RTC _____ (Months/Year)
- ☐ CTSA: Bicycle Committee _____ (Month, year); RTC _____ (Month, year)
- ☐ B2W: Bicycle Committee _____ (Month, year); RTC _____ (Month, year)

CTSA and Volunteer Center (Article 8) Only

20. Are these transportation services responding to transportation needs not otherwise being met within the community or jurisdiction of the claimant? Describe.

21. Where appropriate, are these specialized transportation services coordinated with other transportation services? Describe.

SCMTD & RTC Only

22. List the recommendations provided in your last Triennial Performance Audit and your progress toward meeting them.

- ***Describe the work your agency has undertaken to implement each performance audit recommendation and the steps it will take to fully implement the recommendation.***
- ***For any recommendations that have not been implemented, explain why the recommendation has not been implemented and describe the work your agency will undertake to implement each performance audit recommendation.***
- ***Describe any problems encountered in implementing individual recommendations.***

1. ***Santa Cruz METRO should submit Annual State Controller Reports to SCCRTC***

METRO's Finance Department is distributing its Annual State Controller reports to the SCCRTC.

2. ***Santa Cruz METRO should further promote security aspects of the transit system.***

METRO continues to augment its security systems by updating hardware in the comprehensive video surveillance system, installing back-up generators, upgrading its land mobile radio system and installing high-intensity, energy efficient lighting funded with revenue from the California Transit Security Grant Program. In addition, METRO maintains 24-hour private security foot patrols and coordinates with local police to improve safety and security at all of its transit facilities. METRO has programmed its future California Transit Security Grant Program funding to install an on-board video surveillance system

3. ***Santa Cruz METRO should develop a method to continuously track on-time performance.***

Installing an Automatic Vehicle Locator system is one of METRO's highest-priority, unfunded capital projects. Until that is installed, however, METRO will rely upon point-check

surveys to evaluate performance and revise scheduled running time as indicated. In September 2015, METRO adjusted time points and added running time to several of its chronically late routes to improve schedule adherence.

SCMTD Only

23. Farebox Recovery Ratio: (split out=urbanized service vs. non-urban service farebox ratios for prior year and year-to-date)

The following table shows Urban vs. Rural Farebox recovery ratio for FY15. The allocation of ridership and revenue between rural and urban service is calculated by using the actual FY15 revenue/cost ratio for rural and urban operations and the FY17 budgeted revenue/ costs. Differences between the recovery ratios shown here and reported for the system-wide performance result from assumptions used to make the urban/rural split.

| Farebox Recovery Ratio: Urban vs. Rural FY15 ⁽¹⁾ | | |
|---|---------------|--------------|
| Funds | Urbanized | Rural |
| Fare Revenue | \$ 7,133,097 | \$ 274,357 |
| Local support Revenues | \$ 36,199,961 | \$ 1,869,196 |
| Operation Costs | 33,574,845 | 1,719,959 |
| Fare Ratio | 21.2% | 16.0% |
| Passengers/Year ⁽²⁾ | 5,294,939 | 116,344 |
| Cost/Ride | \$ 6.34 | \$ 14.78 |

(1) FY17 Revised Final Budget and FY15 FTA 5311 rural cost and farebox revenue

(2) Excludes Highway 17 performance

Note: Exemptions for calculating operating costs – spell out in your operating budget summary.

- Service extensions are exempt until two years after the end of the fiscal year during which they were established (PUC Sec. 99268.8). This exemption applies only if the new service was not provided nor was funded by LTF/STA during any of the prior three fiscal years.
- The additional operating costs to a transit operator of providing comparable complementary paratransit services, pursuant to the Americans with Disabilities Act, that exceed operator's prior year costs as adjusted by the CPI are excluded from operating cost.

The FY15 cost per ride in the urbanized area is \$6.34 and \$14.78 in the rural area. These differences reflect the much lower ridership per hour in the rural areas vs. the urban areas. Ridership, costs and revenue for the Highway 17 Express are excluded.

24. FY17 budgeted fare & local support revenue to operating cost ratio versus FY1978-79 ratio (for services to the general public):

- Current ratio ((sum of fare revenues + local support) ÷ operating cost): 59%
- FY1978-79 Ratio: 56.9%

| SCMTD REVENUE RATIO FY79 | | SCMTD REVENUE RATIO FY17 budget | |
|--------------------------|--------------|---------------------------------|---------------|
| FARES: | | FARES: | |
| | \$ | Passenger Fares | \$ 3,800,000 |
| Passenger Fares | 657,335 | Special Transit Fares | \$ 3,403,500 |
| Special Transit Fares | 220,261 | Paratransit Fares | 354,000 |
| Other Trans.Rev. | 795 | Highway 17 Fares | 2,275,000 |
| ### Total Fares | 878,391 | Total Fares | 9,832,500 |
| TAXES | | TAXES | |
| Property Tax | 11,454 | | |
| Sales Tax | 1,036,540 | Sales Tax | 19,572,494 |
| Total Taxes | 1,047,994 | Sales Tax | 19,572,494 |
| TOTAL LOCAL REVENUE | \$ 1,926,385 | TOTAL LOCAL REVENUE | \$ 29,404,994 |
| OPERATING EXPENSE | \$ 3,384,715 | OPERATING EXPENSE | \$ 49,850,197 |
| REVENUE RATIO FY79 | 56.9% | REVENUE RATIO FY15 | 59.0% |

25. Did the SCMTD operating budget increase over 15% from the prior fiscal year? NO, the FY17 preliminary operating budget shows an increase of 0.5% over the final FY16 budget (June 2015).

If the answer is yes, please provide a statement identifying and substantiating the reason or need for the increase in the transit operating budget in excess of 15% above the preceding year, and identify substantial increases or decreases in the scope of operations or capital provisions for major new service - (transit claimants only, if applicable).

26. Operating statistics (*compare current fiscal year to date to last three full fiscal years; *TDA required performance indicators*), submit items from the following list.

Please see METRO Performance Indicators FY12– FY15 Following

- *Annual passengers*
 - *Rides/passenger trips provided by type (student, senior, adult, pass holders, etc, or however stat's kept) and amount of TDA \$ used for each type of ride.*

For FY17, TDA funds will contribute an estimated \$1.17 per fixed-route passenger trip and \$7.38 per ParaCruz passenger trip.

- *Annual service hours*- Please see Transit Fact Sheet, attached
- *Passengers per vehicle service hour**- Please see Transit Fact Sheet, attached
- *Annual service miles*- Please see Transit Fact Sheet, attached
- *# of fixed-route miles*- Please see Transit Fact Sheet, attached
- *Passengers per vehicle service mile**- Please see Transit Fact Sheet, attached
- *Average passengers per weekday*
- *Total operating costs in budget*- Please see Transit Fact Sheet, attached
- *Operating cost per vehicle service hour**- Please see Transit Fact Sheet, attached
- *Total operating cost per passenger**- Please see Transit Fact Sheet, attached
- *Average Farebox Revenue per passenger (describe what is included)*- Please see Transit Fact Sheet, attached
- *# of FTE employees (all employees, not just drivers)* Please see Transit Fact Sheet, attached
- *Vehicle Service hours/Employee**- Please see Transit Fact Sheet, attached
- *# of routes*- Please see Transit Fact Sheet, attached
- *Average route length*-
- *Average travel times/rider*
- *# of bus stops*- Please see Transit Fact Sheet, attached
- *# of vehicles in operation*- Please see Transit Fact Sheet, attached
- *# of monthly bus passes in circulation*
- *Max vehicles in service at any time*: Please see Transit Fact Sheet, attached
- *Hours of service*: Please see Transit Fact Sheet, attached
- *Approximate # of unduplicated passengers*
- *Cost per unit of service plus text about long range plans to make/keep this low*- Please see Transit Fact Sheet, attached.
METRO will continue to provide transit service that balance the needs of the community in a cost efficient manner, including high ridership corridors, geographic coverage, and equitability.
- *Funds and percentage spent on administration/overhead/grantee allocation/etc*
- *Actual financials compared with budget*
- *Actual number of rides provided compared with goal and text about whether goal was met and why/why not*

| Santa Cruz METRO Operating Financials | | | | |
|---------------------------------------|---------------------|---------------------|---------------------|---------------------|
| Operating Expenses | FY12 | FY13 | FY14 | FY15 |
| Local Fixed-Route Expenses | \$ 29,299,275 | \$ 32,169,191 | \$ 35,141,998 | \$ 35,413,642 |
| Highway 17 | 3,613,863 | 3,491,147 | 4,197,527 | 4,198,933 |
| Paratransit | \$ 4,639,062 | \$ 5,140,727 | \$ 5,446,729 | \$ 5,515,934 |
| TOTAL Operating Expenses* | \$37,552,200 | \$40,801,065 | \$44,786,254 | \$45,128,509 |
| Operating Revenue | FY12 | FY13 | FY14 | FY15 |
| Fixed-Route Fares | \$ 3,729,509 | \$ 3,849,089 | \$ 3,850,237 | \$ 3,759,724 |
| Fares-Contracts | 3,014,081 | 3,249,049 | 3,336,122 | 3,647,730 |
| Highway 17 Fares | 1,482,786 | 1,471,122 | 1,500,202 | 1,547,791 |
| Highway 17 Payments | 250,228 | 330,265 | 497,552 | 511,729 |
| ParaCruz Fares | 296,345 | 304,536 | 327,498 | 329,050 |
| Sales Tax | 16,064,503 | 17,250,072 | 15,685,172 | 16,405,582 |
| Federal Transit Administration (FTA) | 4,883,799 | 4,909,385 | 5,719,483 | 5,690,364 |
| Transit Development Act (TDA) | 5,244,964 | 5,507,038 | 6,244,316 | 6,444,515 |
| State Transit Assistance (STA) | - | - | 5,565,844 | 5,075,119 |
| Misc. Revenue | 959,933 | 1,521,788 | 982,986 | 1,207,514 |
| One-Time Revenue | \$ 1,626,052 | \$ 2,408,721 | \$ 1,076,842 | \$ 508,731 |
| TOTAL Operating Revenue | \$37,552,200 | \$40,801,065 | \$44,786,254 | \$45,128,509 |
| Santa Cruz METRO Operating Statistics | | | | |
| System Information | FY12 | FY13 | FY14 | FY15 |
| Directional Route Miles | 479.3 | 479.3 | 479.3 | 430.59 |
| Number of Bus Stops | 987 | 957 | 935 | 936 |
| Number of Routes | 38 | 34 | 35 | 36 |
| Total Active Fleet | 112 | 111 | 109 | 108 |
| Maximum Bus In-Svc | 78 | 80 | 78 | 83 |
| Total METRO Employees | 312 | 320 | 329 | 318 |
| Revenue Hour Per Employee | 654 | 674 | 680 | 709 |
| Local Fixed-Route Performance | FY12 | FY13 | FY14 | FY15 |
| Ridership | 5,034,169 | 5,179,457 | 5,145,862 | 5,274,631 |
| Revenue Hours | 180,797 | 194,512 | 199,953 | 201,462 |
| Revenue Miles | 2,376,833 | 2,561,028 | 2,639,606 | 2,642,511 |
| Passengers Per Hour | 27.84 | 26.63 | 25.74 | 26.18 |
| Passengers Per Mile | 2.12 | 2.02 | 1.95 | 2.00 |
| Total Cost Per Passenger | \$5.82 | \$6.21 | \$6.83 | \$6.71 |
| Revenue Per Passenger | \$1.34 | \$1.37 | \$1.40 | \$1.40 |
| Farebox Recovery | 23.02% | 22.07% | 20.45% | 20.92% |
| Highway 17 Performance | FY12 | FY13 | FY14 | FY15 |
| Ridership | 339,048 | 352,824 | 368,338 | 379,181 |
| Revenue Hours | 23,200 | 21,101 | 23,902 | 23,893 |
| Revenue Miles | 614,837 | 610,983 | 685,566 | 683,260 |
| Passengers Per Hour | 14.61 | 16.72 | 15.41 | 15.87 |
| Passengers Per Mile | 0.55 | 0.58 | 0.54 | 0.55 |
| Total Cost Per Passenger | \$10.66 | \$9.89 | \$11.40 | \$11.07 |
| Revenue Per Passenger | \$5.11 | \$5.11 | \$5.42 | \$5.43 |
| Farebox Recovery | 47.95% | 51.60% | 47.59% | 49.05% |
| Fixed-Route Total Performance | FY12 | FY13 | FY14 | FY15 |
| Ridership | 5,373,217 | 5,532,281 | 5,514,200 | 5,653,812 |
| Revenue Hours | 203,997 | 215,613 | 223,855 | 225,355 |
| Revenue Miles | 2,991,670 | 3,172,011 | 3,325,172 | 3,325,771 |
| Passengers Per Hour | 26.34 | 25.66 | 24.63 | 25.09 |
| Passengers Per Mile | 1.80 | 1.74 | 1.66 | 1.70 |
| Total Cost Per Passenger | \$ 6.13 | \$ 6.45 | \$ 7.13 | \$ 7.01 |
| Revenue Per Passenger | \$ 1.58 | \$ 1.61 | \$ 1.67 | \$ 1.67 |
| Farebox Recovery | 25.75% | 24.96% | 23.35% | 23.90% |
| Subsidy Per Passenger | \$ 4.55 | \$ 4.84 | \$ 5.47 | \$ 5.33 |
| Cost Per Revenue Hour | \$ 161.34 | \$ 165.39 | \$ 175.74 | \$ 175.78 * |
| ParaCruz Performance | FY12 | FY13 | FY14 | FY15 |
| Ridership | 92,325 | 90,492 | 96,868 | 98,096 |
| Revenue Hours | 46,163 | 45,678 | 48,714 | 48,995 |
| Revenue Miles | 628,247 | 418,781 | 481,345 | 531,250 |
| Passengers Per Hour | 2.00 | 1.98 | 1.99 | 2.00 |
| Passengers Per Mile | 0.15 | 0.22 | 0.20 | 0.18 |
| Total Cost Per Passenger | \$ 50.25 | \$ 56.81 | \$ 56.23 | \$ 56.23 |
| Revenue Per Passenger | \$ 3.21 | \$ 3.37 | \$ 3.38 | \$ 3.35 |
| Farebox Recovery | 6.39% | 5.92% | 6.01% | 5.97% |
| Subsidy Per Passenger | \$ 47.04 | \$ 53.44 | \$ 52.85 | \$ 52.88 |
| Cost Per Revenue Hour | \$ 100.49 | \$ 112.54 | \$ 111.81 | \$ 112.58 |

* Expenses do not include year-end Depreciation, W/C IBNR, GASB 45 OPEB adjustments, or GASB 68 Pension adjustments

Documentation to Include with your Claim:

All Claims

- ☐ **A letter of transmittal** addressed to the SCCRTC Executive Director that attests to the accuracy of the claim and all its accompanying documentation.
- ☐ **Statement from the TDA Eligible Claimant** indicating its role and responsibilities.

Article 8 Bicycle/Pedestrian Claims

- ☐ Evidence of environmental review for capital projects

All Transit and Specialized Transportation Claims (*SCMTD, CTSA, and Volunteer Center*)

- ☐ **A copy of the operating and capital budgets for the coming fiscal year**
- ☐ **Description of capital projects**, including time frame over which project will be funded and implemented
- ☐ **Operating Plan** for current and upcoming activities – can be within project description

Article 4 Transit Claims

- ☐ **A certification from the California Highway Patrol** (completed within the last 13 months) indicating that the operator is in compliance with Section 1808.1 of the Vehicle Code.
- ☐ **Other Certifications**

Local Agency Certification:

This TDA Claim has been prepared in accordance with the SCCRTC's Budget, SCCRTC's Rules and Regulations, and Caltrans TDA Guidebook (<http://www.dot.ca.gov/hq/MassTrans/State-TDA.html>). I certify that the information provided in this form is accurate and correct. I understand that if the required information has not been provided this form may be returned and the funding allocation may be delayed.

Signature _____



Title: CEO/General Manager

Date: April 1, 2016

Final Budget, Adopted 6/24/16
SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY17 & FY18 OPERATING BUDGET
REVENUE SOURCES

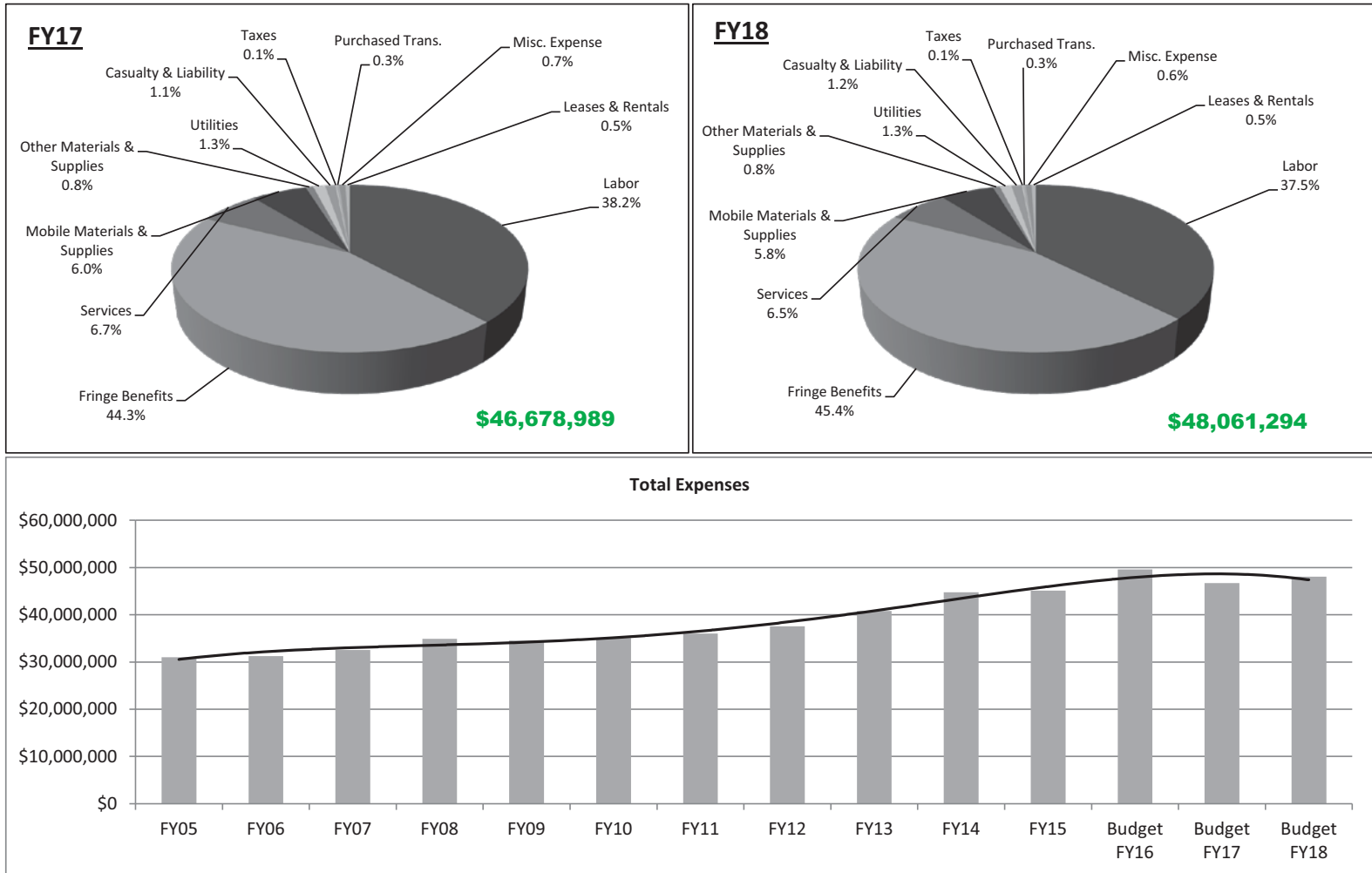
Full budget online at:

<https://www.scmtd.com/en/agency-info/administration/financial-reports>

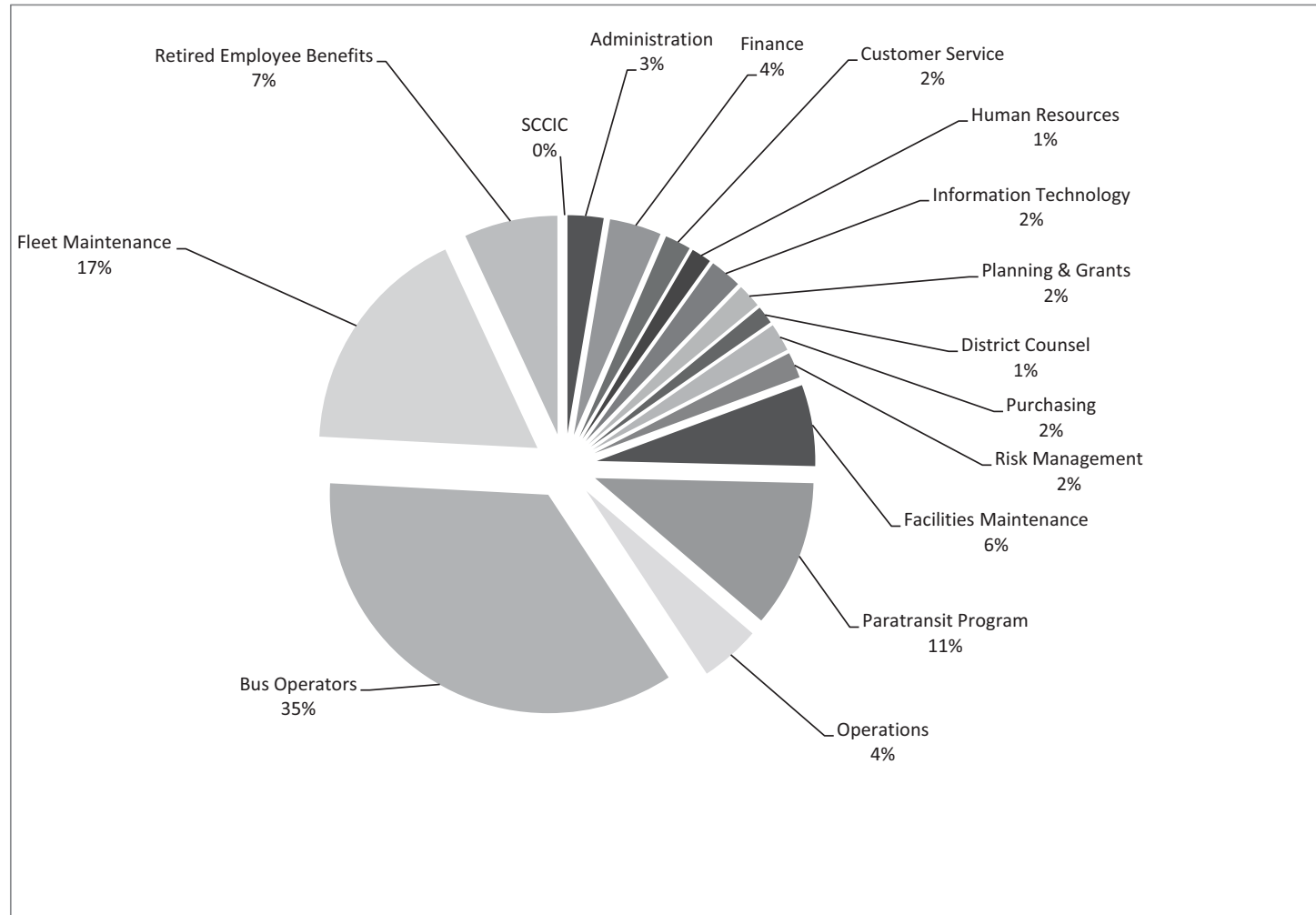
| REVENUE SOURCE | | ACTUAL FY14 | ACTUAL FY15 | FINAL BUDGET FY16 June 2015 | REVISED BUDGET FY17 | % CHANGE BUDG FY16 BUDG FY17 | BUDGET FY18 | % CHANGE BUDG FY17 BUDG FY18 |
|---------------------------|---|-------------------|-------------------|-----------------------------------|---------------------------|------------------------------------|-------------------|------------------------------------|
| 1 | Passenger Fares | 3,850,237 | 3,759,724 | 3,800,000 | 3,681,471 | -3.1% | 3,681,471 | 0.0% |
| 2 | Special Transit Fares | 3,336,122 | 3,647,730 | 3,400,000 | 3,874,017 | 13.9% | 3,874,017 | 0.0% |
| | <i>Anticipated Increase from Cabrillo Contract</i> | - | - | - | 944,000 | 100.0% | 944,000 | 0.0% |
| | <i>Anticipated Increase from UCSC Commitment</i> | - | - | - | 600,000 | 100.0% | 600,000 | 0.0% |
| 3 | Paratransit Fares | 327,498 | 329,050 | 354,000 | 339,141 | -4.2% | 339,141 | 0.0% |
| 4 | Highway 17 Fares | 1,500,202 | 1,547,791 | 1,775,000 | 1,826,000 | 2.9% | 1,826,000 | 0.0% |
| 5 | Highway 17 Payments | 497,552 | 511,729 | 500,000 | 525,000 | 5.0% | 525,000 | 0.0% |
| | <i>Estimated Reduction in Fares due to Service Cuts</i> | - | - | - | (500,000) | 100.0% | (500,000) | 0.0% |
| 6 | Commissions | 2,848 | 3,063 | 3,500 | 2,000 | -42.9% | 2,000 | 0.0% |
| 7 | Advertising Income | 281,391 | 269,899 | 225,000 | 275,000 | 22.2% | 275,000 | 0.0% |
| 8 | Rent Income | 159,141 | 159,154 | 144,344 | 150,000 | 3.9% | 154,500 | 3.0% |
| 9 | Interest Income | 74,639 | 85,908 | 65,000 | 80,000 | 23.1% | 80,000 | 0.0% |
| 10 | Other Non-Transp Revenue | 17,466 | 21,144 | 13,000 | 13,000 | 0.0% | 13,000 | 0.0% |
| 11 | Sales Tax (1/2 cent) | 18,297,933 | 18,763,918 | 19,095,116 | 19,572,494 | 2.5% | 20,061,806 | 2.5% |
| 12 | Additional Sales Tax (RTC) | - | - | - | - | 0.0% | 2,500,000 | 100.0% |
| 13 | SLPP Backfill for Metro Base | (2,612,760) | (2,358,336) | (2,000,000) | - | -100.0% | - | 0.0% |
| 14 | Transp Dev Act (TDA) Funds | 6,244,316 | 6,444,515 | 6,377,491 | 6,701,163 | 5.1% | 6,835,186 | 2.0% |
| 15** | FTA Sec 5307 - Op Assistance | 4,068,224 | 4,133,984 | 4,163,523 | 4,246,793 | 2.0% | 4,331,729 | 2.0% |
| 16 | FTA Sec 5311 - Rural Op Asst | 207,574 | 212,267 | 177,787 | 166,738 | -6.2% | 152,000 | -8.8% |
| 17 | AMBAG/Misc. Grant Funding | 7,094 | 29,488 | 64,000 | 73,000 | 14.1% | - | -100.0% |
| 18 | STIC | 1,443,685 | 1,344,113 | 1,323,588 | 2,125,425 | 60.6% | 2,167,934 | 2.0% |
| 19 | STIC (Transfer to Capital Budget) | - | - | - | - | 0.0% | - | 0.0% |
| 20 | STA - SLPP Backfill for Metro Base | 2,612,761 | 2,358,336 | 2,000,000 | - | -100.0% | - | 0.0% |
| 21 | STA - Operating (Current Year) | 2,953,083 | 2,717,443 | 2,832,152 | 1,995,540 | -29.5% | 2,145,540 | 7.5% |
| | STA - Operating (Current Year) (1/5 Transfer to Capital Budget) | - | - | - | (370,000) | 100.0% | (370,000) | 0.0% |
| 22 | Low Carbon Transit Operations Program (LCTOP) | - | - | 100,694 | - | -100.0% | - | 0.0% |
| 24 | Fuel Tax Credit | 320,287 | 638,208 | 638,208 | 638,208 | 0.0% | 657,354 | 3.0% |
| 25 | Fuel Tax Credit (Transfer to Reserves) | - | - | (638,208) | (638,208) | 0.0% | (657,354) | 3.0% |
| 26 | Medicare Subsidy | 120,121 | 651 | 141,743 | - | -100.0% | - | 0.0% |
| 27 | Transfer (to)/from Operations Sustainability Reserve | 1,076,840 | 508,731 | 5,038,761 | 358,207 | -92.9% | (1,577,030) | -540.3% |
| UNREALIZED REVENUE | | - | - | - | - | 0.0% | - | 0.0% |
| TOTAL REVENUE | | 44,786,254 | 45,128,510 | 49,594,699 | 46,678,989 | -5.9% | 48,061,294 | 3.0% |

** FTA funding is used solely to fund labor expense

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT FY17 & FY18 FINAL OPERATING BUDGET EXPENSES



**SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
FY17 & FY18 FINAL OPERATING BUDGET
DEPARTMENTAL EXPENSES**



SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

FY17 CAPITAL BUDGET

AS OF JUNE 24, 2016

| | PROJECT/ACTIVITY | RESTRICTED FEDERAL FUNDS | RESTRICTED - SAKATA/LAW SUIT PROCEEDS | RESTRICTED - PTMISEA (1B) | RESTRICTED - PTMISEA (1B) - PACIFIC STATION PLACEHOLDER | RESTRICTED - CAL-OES PROP 1B - TRANSIT SECURITY | RESTRICTED - STIP | RESTRICTED - CAPITAL STA | UNRESTRICTED FY17 STA (1/5) | TOTAL |
|--|--|--------------------------------|--|------------------------------|---|---|----------------------|-----------------------------|--------------------------------|---------------|
| | Estimated Cash Balance on Hand (if applicable) | N/A | \$ 460,000 | \$ 2,500,000 | \$ 5,949,126 | \$ 1,090,000 | N/A | \$ 45,000 | \$ - | \$ 10,044,126 |
| | Amount Available if not Cash on Hand | \$ 1,036,040 | | | | | \$ 247,950 | | \$ 370,000 | \$ 1,653,990 |
| Construction Related Projects | | | | | | | | | | |
| 1 | Metrobase Project - Judy K.Souza - Operations Bldg. | \$ - | \$ 460,000 | \$ 1,420,000 | \$ 545,000 | \$ 445,000 | \$ - | \$ - | | \$ 2,870,000 |
| 2 | Transit Security Projects | | | | | \$ 630,000 | | | | \$ 630,000 |
| 3 | Pacific Station/Metro Center - Conceptual Design / MOU | \$ 168,822 | | | | | | | \$ 42,205 | \$ 211,027 |
| | Subtotal | \$ 168,822 | \$ 460,000 | \$ 1,420,000 | \$ 545,000 | \$ 1,075,000 | \$ - | \$ - | \$ 42,205 | \$ 3,711,027 |
| IT Projects | | | | | | | | | | |
| 4 | HR Software Upgrade (con't.) | | | | | | | \$ 18,000 | | \$ 18,000 |
| | Subtotal | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 18,000 | \$ - | \$ 18,000 |
| Facilities Repair & Improvements | | | | | | | | | | |
| 5 | Repaint Watsonville Transit Center (FTA 5339) | \$ 85,632 | | | | | | \$ 21,408 | | \$ 107,040 |
| 6 | Reseal, Resurface Parking Lots (FTA 5339) | \$ 60,000 | | | | | | | \$ 15,000 | \$ 75,000 |
| 7 | Maintenance Bldg. Structural Upgrade | | | | | | | | \$ 30,000 | \$ 30,000 |
| 8 | Repair Roof at Pacific Station (FTA 5339) | \$ 12,000 | | | | | | \$ 3,000 | | \$ 15,000 |
| 9 | Relocate Mechanics Sink-Golf Club (FTA 5339)-ON HOLD * | \$ 7,638 | | | | | | | \$ 1,910 | \$ 9,548 |
| 10 | Upgrade Exhaust Evac.-Golf Club (FTA 5339)-ON HOLD * | \$ 6,400 | | | | | | | \$ 1,600 | \$ 8,000 |
| | Subtotal | \$ 171,670 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 24,408 | \$ 48,510 | \$ 244,588 |
| Revenue Vehicle Replacement & Campaigns | | | | | | | | | | |
| 11 | Paracruz Van Replacements (2 - 2 purch in FY16) | | | | | | \$ 247,950 | | \$ 87,786 | \$ 335,736 |
| 12 | Mid-Life Bus Engine Overhaul (6) (FTA 5339)-ON HOLD * | \$ 189,666 | | | | | | | \$ 47,416 | \$ 237,082 |
| 13 | Bus Repaint Campaign (56) (FTA 5339)-ON HOLD * | \$ 162,539 | | | | | | | \$ 40,635 | \$ 203,174 |
| 14 | FTA Section 5310-(1 Paratransit Vehicle TBD) | \$ 50,400 | | | | | | | \$ 12,600 | \$ 63,000 |
| | Subtotal | \$ 402,605 | \$ - | \$ - | \$ - | \$ - | \$ 247,950 | \$ - | \$ 188,437 | \$ 838,992 |
| Non-Revenue Vehicle Replacement | | | | | | | | | | |
| 15 | Replace 11 Non-Revenue Vehicles (FTA 5339)-ON HOLD * | \$ 171,023 | | | | | | | \$ 42,756 | \$ 213,779 |
| 16 | Replace High Lift Bucket Truck (FTA 5339)-ON HOLD * | \$ 75,318 | | | | | | | \$ 18,830 | \$ 94,148 |
| 17 | Propane Fueled Tow Motor (FTA 5339)-ON HOLD * | \$ 46,602 | | | | | | | \$ 11,651 | \$ 58,253 |
| | Subtotal | \$ 292,943 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 73,237 | \$ 366,180 |
| Fleet & Maint Equipment | | | | | | | | | | |
| 18 | None at this time | \$ - | | | | | | | | \$ - |
| | Subtotal | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Office Equipment | | | | | | | | | | |
| 19 | None at this time | | | | | | | \$ - | \$ - | \$ - |
| | Subtotal | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Misc. | | | | | | | | | | |
| 20 | Ticket Vending Machine-SLV-Installation Costs | | | | | | | | \$ 17,045 | \$ 17,045 |
| | Subtotal | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 17,045 | \$ 17,045 |
| TOTAL CAPITAL PROJECTS | | | | | | | | | | |
| | | \$ 1,036,040 | \$ 460,000 | \$ 1,420,000 | \$ 545,000 | \$ 1,075,000 | \$ 247,950 | \$ 42,408 | \$ 369,434 | \$ 5,195,832 |

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

FY17 CAPITAL BUDGET

AS OF JUNE 24, 2016

| PROJECT/ACTIVITY | RESTRICTED FEDERAL FUNDS | RESTRICTED - SAKATA/LAW SUIT PROCEEDS | RESTRICTED - PTMISEA (1B) | RESTRICTED - PTMISEA (1B) - PACIFIC STATION PLACEHOLDER | RESTRICTED - CAL-OES PROP 1B - TRANSIT SECURITY | RESTRICTED - STIP | RESTRICTED - CAPITAL STA | UNRESTRICTED FY17 STA (1/5) | TOTAL |
|--|--------------------------------|--|------------------------------|---|---|----------------------|-----------------------------|--------------------------------|---------------------|
| CAPITAL PROGRAM FUNDING | | | | | | | | | |
| Federal Sources of Funds: | | | | | | | | | |
| Federal Grants (FTA) | \$ 1,036,040 | | | | | | | | \$ 1,036,040 |
| Sakata / Lawsuit Proceeds | | \$ 460,000 | | | | | | | \$ 460,000 |
| State Sources of Funds: | | | | | | | | | |
| PTMISEA (1B) | | | \$ 1,420,000 | \$ 545,000 | | | | | \$ 1,965,000 |
| Cal-OES Prop 1B Transit Security Grant Funds (CTSGP) | | | | | \$ 1,075,000 | | | | \$ 1,075,000 |
| Statewide Transportation Improvement Program (STIP) | | | | | | \$ 247,950 | | | \$ 247,950 |
| Capital Restricted - State Transit Assistance (STA) | | | | | | | \$ 42,408 | | \$ 42,408 |
| State Transit Assistance (STA) - (1/5 of FY17 Allocation) | | | | | | | | \$ 369,434 | \$ 369,434 |
| Local Sources of Funds: | | | | | | | | | |
| Operating and Capital Reserve Fund | | | | | | | | | \$ - |
| TOTAL CAPITAL FUNDING BY FUNDING SOURCE | \$ 1,036,040 | \$ 460,000 | \$ 1,420,000 | \$ 545,000 | \$ 1,075,000 | \$ 247,950 | \$ 42,408 | \$ 369,434 | \$ 5,195,832 |
| Restricted Funds | \$ 1,036,040 | \$ 460,000 | \$ 1,420,000 | \$ 545,000 | \$ 1,075,000 | \$ 247,950 | \$ 42,408 | | \$ 4,826,398 |
| Unrestricted Funds | | | | | | | | \$ 369,434 | \$ 369,434 |
| TOTAL CAPITAL FUNDING | \$ 1,036,040 | \$ 460,000 | \$ 1,420,000 | \$ 545,000 | \$ 1,075,000 | \$ 247,950 | \$ 42,408 | \$ 369,434 | \$ 5,195,832 |
| * All FTA 5339 funded projects are currently on hold - with the exception of four (4) projects with pre-award authority. | | | | | | | | | |

**Santa Cruz County Regional Transportation Commission
THREE MONTH MEETING SCHEDULE**

**December 2016
Through
February 2017**

All meetings are subject to cancellation when there are no action items to be considered by
the board or committee

Please visit our website for meeting agendas and locations
www.sccrtc.org/meetings/

| Meeting Date | Meeting Day | Meeting Type | Meeting Time | Meeting Place |
|---|-------------|---|--------------|---|
| 12/8/16 | Thursday | Special Meeting: Regional Transportation Commission | 9:00 am | City of Santa Cruz Council Chambers |
| 12/12/16 | Monday | Bicycle Advisory Committee | 6:00 pm | Commission Offices |
| 12/13/16 | Tuesday | Elderly & Disabled Transportation Advisory Committee | 1:30 pm | Commission Offices |
| 12/15/16 | Thursday | Transportation Policy Workshop | 9:00 am | Commission Offices |
| 12/15/16 | Thursday | Interagency Technical Advisory Committee | 1:30 pm | Commission Offices |
| 1/19/17* | Thursday | Regional Transportation Commission *Note meeting date 2 weeks later | 9:00 am | City of Santa Cruz Council Chambers |
| 1/19/17* | Thursday | Transportation Policy Workshop *CANCELLED due to holiday schedule | 9:00 am | Commission Offices |
| 1/19/17 | Thursday | Interagency Technical Advisory Committee | 1:30 pm | Commission Offices |
| 2/2/17 | Thursday | Regional Transportation Commission | 9:00 am | City of Watsonville Council Chambers |
| 2/9/17 | Thursday | Budget and Administration/Personnel Committee | 3:00 pm | CAO Conference Room |
| 2/13/17 | Monday | Bicycle Advisory Committee | 6:00 pm | Commission Offices |
| 2/14/17 | Tuesday | Elderly & Disabled Transportation Advisory Committee | 1:30 pm | Commission Offices |
| 2/16/17 | Thursday | Transportation Policy Workshop | 9:00 am | Commission Offices |
| 2/16/17 | Thursday | Interagency Technical Advisory Committee | 1:30 pm | Commission Offices |
| RTC Commission Offices – 1523 Pacific Ave. – Santa Cruz, CA | | | | |
| Board of Supervisors Chambers/CAO/RDA Conference room – 701 Ocean St-5 th floor – Santa Cruz, CA | | | | |
| City of Capitola-Council Chambers – 420 Capitola Ave – Capitola, CA | | | | |
| City of Santa Cruz-Council Chambers – 809 Center St – Santa Cruz, CA | | | | |
| City of Scotts Valley-Council Chamber – 1 Civic Center Dr – Scotts Valley, CA | | | | |
| City of Watsonville-Council Chambers – 275 Main St Ste 400 – Watsonville, CA | | | | |

Correspondence Log
December 8, 2016

| Date Letter Rec'd/Sent | Format | Incoming/ Outgoing | Response | TO | | | FROM | | | Subject |
|---------------------------|--------|-----------------------|----------------|---------|----------|------------------------------------|--------|----------|--------------|---|
| | | | | First | Last | Organization | First | Last | Organization | |
| 10/24/16 | Email | I | KS 10/26/16 | | | SCCRTC | Frank | Rimicci | | Bay Porter |
| 10/27/16 | Email | I | KP 10/27/16 | | | SCCRTC | Jondi | Gumz | | Map Showing Road Congestion |
| 10/28/16 | Letter | O | | Stephen | Slade | Land Trust of Santa Cruz County | Cory | Caletti | SCCRTC | Invoice #1 (LANDT01) for the Land Trust of Santa Cruz County Funds Granted to Santa Cruz County Regional Transportation Commission (SCCRTC) for the Monterey Bay Sanctuary Scenic Trail (MBSST) Project |
| 11/01/16 | Letter | O | | Stephen | Slade | Land Trust of Santa Cruz County | Cory | Caletti | SCCRTC | Invoice #2 (LANDT02) for the Land Trust of Santa Cruz County Funds Granted to Santa Cruz County Regional Transportation Commission (SCCRTC) for the Monterey Bay Sanctuary Scenic Trail (MBSST) Project |
| 11/01/16 | Letter | O | | Rod | Hudson | Aptos Station Development | Luis | Mendez | SCCRTC | Rental of Santa Cruz Branch Rail Line Premises with Assigned Lease Audit No. 193091 for Landscaping Purposes |
| 11/02/16 | Email | I | | | | SCCRTC | Hayden | Milliron | | Hwy 1 Corridor |
| 11/03/16 | Email | I | CJ 11/03/16 | | | SCCRTC | Len | Beyea | | Rail Transit |
| 11/03/16 | Letter | O | | Donn | Miyahara | Caltrans, District 5 | Luis | Mendez | SCCRTC | Final Invoice for Reimbursement for STIP-Administering Agency-State Agreement NO. 00483S and Program Supplemental Agreement No. N79, Effective August 25,2015 for Freeway Patrol Project |

Correspondence Log
December 8, 2016

| Date Letter Rec'd/Sent | Format | Incoming/ Outgoing | Response | TO | | | FROM | | | Subject |
|---------------------------|--------|-----------------------|----------------|---------|---------|--------------|---------|-------------|--------------|---|
| | | | | First | Last | Organization | First | Last | Organization | |
| 11/03/16 | Email | I | CJ 11/03/16 | | | SCCRTC | Reiller | | | Still Gathering Info About Measure D? |
| 11/04/16 | Email | I | KP 11/16/16 | | | SCCRTC | Boone | White | | Oversight Committee Interest |
| 11/14/16 | Email | I | CJ 11/15/16 | | | SCCRTC | Michael | McBride | | Trail Now |
| 11/17/16 | Letter | I | | Zach | Friend | SCCRTC | Becky | Steinbruner | | Community Input from Aptos Village Residents to Discuss Construction Schedule for Phase I Aptos Village Traffic Project |
| 11/17/16 | Letter | I | | Zach | Friend | SCCRTC | Becky | Steinbruner | | Community Input from Aptos Village Residents to Discuss Proposed Traffic Improvement for the Phase II Aptos Village Traffic Project |
| 11/19/16 | Email | I | CJ 11/21/16 | | | SCCRTC | Brian | Peoples | | Unified Corridor Investment Study |
| 11/20/16 | Email | I | CJ 11/21/16 | | | SCCRTC | Brian | Peoples | | Unified Corridor Investment Plan |
| 11/22/16 | Letter | O | | Bradley | Waldrop | NV5 | Kim | Shultz | SCCRTC | Consultant Service Agreement - Amendment #12 State Route (Highway) 1 HOV Lane Project |

Correspondence Log
December 8, 2016

| Date Letter Rec'd/Sent | Format | Incoming/ Outgoing | Response | TO | | | FROM | | | Subject |
|---------------------------|--------|-----------------------|----------------|-----------|-----------|-------------------|-----------|----------|--------------|--|
| | | | | First | Last | Organization | First | Last | Organization | |
| 11/22/16 | Letter | O | | Gary | Antonucci | Moffat and Nichol | Kim | Shultz | SCCRTC | Consultant Service Agreement - Mar Vista Bike/Pedestrian Crossing of State Route (Highway) 1 |
| 11/22/16 | Letter | O | | Bhupendra | Patel | AMBAG | Kim | Shultz | SCCRTC | Regional Travel Demand Model Use Agreement Santa Cruz SR 1 Corridor PA/ED Project - OC7300 |
| 11/23/16 | Email | I | CJ 11/30/16 | | | SCCRTC | Steven | King | | Polar Express |
| 11/24/16 | Email | I | CJ 11/30/16 | | | SCCRTC | Geoffrey | Smith | | No Support for the Holiday Train on Rail Line |
| 11/25/16 | Email | I | CJ 11/30/16 | | | SCCRTC | Brian | Peoples | | No Tourist Train on Taxpayer Owned Property |
| 11/25/16 | Email | I | CJ 11/30/16 | | | SCCRTC | Joe | Morici | | Stop the Holiday Train |
| 11/25/16 | Email | I | CJ 11/30/16 | | | SCCRTC | Catherine | Toldi | | Oppose Tourist Train |
| 11/25/16 | Email | I | CJ 11/30/16 | | | SCCRTC | Michele | Claussen | | Ridiculous Holiday Train! |

Correspondence Log
December 8, 2016

| Date Letter Rec'd/Sent | Format | Incoming/ Outgoing | Response | TO | | | FROM | | | Subject |
|---------------------------|--------|-----------------------|----------------|-------|------|--------------|---------|------------|--------------|---|
| | | | | First | Last | Organization | First | Last | Organization | |
| 11/25/16 | Email | I | CJ 11/30/16 | | | SCCRTC | Michael | McBride | | Stop the Tourist Train and Use Corridor NOW |
| 11/25/16 | Email | I | CJ 11/30/16 | | | SCCRTC | David | Faulkner | | Yes Tourist Train |
| 11/25/16 | Email | I | CJ 11/30/16 | | | SCCRTC | David | Criswell | | Holiday Train |
| 11/25/16 | Email | I | CJ 11/30/16 | | | SCCRTC | Karen | Menehan | | Rail Corridor - In Opposition to Holiday/Tourist Train |
| 11/25/16 | Email | I | CJ 11/30/16 | | | SCCRTC | Bill | Gray | | Tourist Train |
| 11/25/16 | Email | I | CJ 11/30/16 | | | SCCRTC | Logan | Cartwright | | Rail Trail |
| 11/25/16 | Email | I | CJ 11/30/16 | | | SCCRTC | Susan | Reddington | | Stop the Christmas Train |
| 11/25/16 | Email | I | CJ 11/30/16 | | | SCCRTC | Bill | Gray | | Enough Already! |

Correspondence Log
December 8, 2016

| Date Letter Rec'd/Sent | Format | Incoming/ Outgoing | Response | TO | | | FROM | | | Subject |
|---------------------------|--------|-----------------------|----------------|-------|------|--------------|---------|----------|--------------|---|
| | | | | First | Last | Organization | First | Last | Organization | |
| 11/25/16 | Email | I | CJ 11/30/16 | | | SCCRTC | Kim | | | Polar Express |
| 11/26/16 | Email | I | CJ 11/30/16 | | | SCCRTC | Judith | Kinst | | Polar Express Train |
| 11/26/16 | Email | I | CJ 11/30/16 | | | SCCRTC | Cynthia | Dzendzel | | Holiday Train |
| 11/27/16 | Email | I | CJ 11/30/16 | | | SCCRTC | Sondra | Cohelan | | Stop the Iowa Pacific from Chicago Holiday Train!!! |
| 11/27/16 | Email | I | CJ 11/30/16 | | | SCCRTC | Cari | Moore | | Santa Cruz Rail |
| 11/28/16 | Email | I | CJ 11/30/16 | | | SCCRTC | Lani | Roberts | | Holiday Train |
| 11/28/16 | Email | I | CJ 11/28/16 | | | SCCRTC | Roman | Ceja | | Trail Now |
| 11/28/16 | Email | I | CJ 11/29/16 | | | SCCRTC | Stephen | Slade | | Land Trust Letter on Rail Corridor Options |

S:\Correspondence Logs\correslogfy1617\1612.xlsx]Sheet1

From: Frank Rimicci
Sent: Monday, October 24, 2016 7:40 AM
To: info@sccrtc.org
Subject: New submission from Contact Form

Name

frank rimicci

Subject

Bay Porter mess

Your Message

With all the talk of widening and such, Why does the matter of the 41st/ Bay/ Porter onramp/ offramp get no attention? If that fiasco didnt exist, there wouldnt be a backup reaching back all the way to the fish hook? Cant You have the traffic engineers come up with a solution to the x pattern that is slowing the commute to a halt at this location?

10/26/16
Hello Frank,

You are exactly correct, the weaving and merging activity between the Bay/Porter and 41st Avenue Interchanges contributes significantly to the congestion along the corridor in both northbound and southbound directions. The short distance between the interchanges, the topography (or vertical curve), and the volume of vehicles traveling on the highway through this section all contribute to the congestion.

The good news is that we have developed a method to address the respective challenges at this location best described in the attached graphic. The proposal involves constructing a frontage road to remove the local traffic that use the highway to get between Bay/Porter and 41st Avenue in both directions. This proposal has shown to dramatically improve traffic flow through the area. The sobering news is that this improvement would involve a major reconstruction of the 41st Ave Interchange and structures over Soquel Creek serving the frontage roads either side of the highway, hence is very costly.

In a cost/benefit comparison it was determined greater traffic relief on the corridor will be provided by extending the auxiliary lane projects between 41st Avenue and Soquel Drive and between the State Park Drive/Park Avenue/Bay/Porter Interchanges – as proposed in Measure D. See RTC's website regarding the proposed highway improvements associated with Measure D at: <http://sccrtc.org/funding-planning/2016transportationballotmeasure/>

At the moment we continue work on the final environmental document setting a vision for improvement of the corridor in an incremental manner as funding becomes available. Thank you for your support and interest in addressing traffic flow on Highway 1 and please feel free to drop me a line at any time.

Sincerely,
Kim



Kim Shultz, Senior Transportation Planner/ Highway 1 Project Manager
Santa Cruz County Regional Transportation Commission
831.460.3200 | 1523 Pacific Avenue, Santa Cruz, CA 95060

Follow our social networks for the latest RTC news



From: Hayden Milliron
Sent: Wednesday, November 02, 2016 7:19 AM
To: info@sccrtc.org
Subject: Hwy 1 Corridor

Good morning,

I understand that for Tier 1 of the Hwy 1 Corridor Improvements project, a No Build alternative, the HOV Lanes Alternative, and the TSM Alternative are still under consideration. Is there a timeline for when one of these alternatives will be selected as the preferred alternative?

Thank you for your help,
Hayden Milliron

Dear Mr. Milliron,

We received your inquiry about the Environmental Document for projects in the Highway 1 corridor.

Caltrans and the federal Highway Administration prepared and released the Tier I and II Draft Environmental Impact Report/Environmental Assessment according to the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) in November 2015. The public review period ended at the end of January 2016. The Draft EIR/EA and the technical documents are available on the RTC website.

Currently Caltrans and the Federal Highway Administration are reviewing and responding to the over 900 comments received. As part of that process, the Traffic Operations Report and Air Quality Technical Studies are being updated to properly respond to comments received on the draft environmental documents. The current milestone schedule anticipates the Project Development Team providing direction as to the preferred alternative toward the end of April 2017. Based on the progress in updating these studies this schedule will be updated shortly after the first of the year.



Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue | Santa Cruz, CA 95060



Main Office 831.460.3200 | Watsonville 831.460.3205
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From: Len Beyea
Sent: Thursday, November 03, 2016 9:08 AM
To: info@sccrtc.org
Subject: New submission from Contact Form

Name

Len Beyea

Subject

rail transit

Your Message

There have been a lot of comments about transit on the acquired rail line, much concerned with finding a lighter weight, smaller and quieter alternative to a traditional locomotive pulling passenger cars. Besides the battery-powered streetcar-like vehicles already in use, some with induction charging, Alstom has just introduced this:

<http://www.independent.co.uk/news/world/europe/germany-unveils-zero-emissions-train-only-emits-steam-lower-saxony-hydrogen-powered-a7391581.html?cmpid=facebook-post>

Dear Len Beyea,

Thank you for your comments. They will be made available to the Commission for their review.

Please visit the SCCRTC website at www.sccrtc.org for information on the Commission and its activities.

Thank you,

.....



Cathy Judd, Administrative Assistant, Art Exhibit Coordinator

Santa Cruz County Regional Transportation Commission

1523 Pacific Avenue | Santa Cruz, CA 95060



Main Office 831.460.3200 | Watsonville 831.460.3205

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From: Brian Peoples
Sent: Saturday, November 19, 2016 6:30 AM
To: Zach Friend; Sccrtc Info
Cc: Don Lane; Randy Johnson; jimmy.dutra@cityofwatsonville.org; greg.caput@co.santa-cruz.ca.us; cchase@cityofsantacruz.com; Patrick Mulhearn; bruce.mcpherson@co.santa-cruz.ca.us; Ryan Coonerty; John Leopold; Ed Bottorff; George Dondero
Subject: Unified Corridor Investment Study

Supervisor Friend / RTC,

The Unified Corridor Investment Study is a good step forward. Missing from the scope of work / referenced studies is the Trial Only report. This should be included to contractors as a source of data. Also, I would suggest the videos presented by Trail Now that cover a lot of the issues with the rail corridor being used as a train and trail.

More importantly, the length of the study is too long based on the fact that one of the three corridors is not being used for improved mobility, the data and research on corridors is well understood and we are in a transportation crisis. During the study, the rail corridor needs to be used NOW as an alternative transit solution by removing the old tracks and building a gravel trail. We are in a transportation crisis and not using one of the three corridors is a major burden to our community.

RTC should not continue to waste taxpayer dollars on a dinner train, purchasing new train equipment upgrades or doing design work on trails next to the tracks. The idea that the rail corridor is used for a dinner train that actually increases traffic congestion and air/noise pollution is embarrassing. Also, RTC needs to recognize the fact that the idea of rail with trail north of Santa Cruz is not a good plan. RTC has owned the rail corridor for going on 6 years and continued delay in the use of the rail corridor demonstrates poor planning.

Brian Peoples
Aptos Resident

Dear Mr. Peoples,

Thank you for your comments. They will be made available to the Commission for their review.

Please visit the SCCRTC website at www.sccrtc.org for information on the Commission and its activities.

Thank you,



Cathy Judd, Administrative Assistant, Art Exhibit Coordinator
Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue | Santa Cruz, CA 95060



Main Office 831.460.3200 | Watsonville 831.460.3205

Follow our social networks for the latest RTC news

From: Brian Peoples
Sent: Sunday, November 20, 2016 8:22 PM
To: info@sccrtc.org
Subject: Unified Corridor Investment Plan

RTC,

We support the Unified Corridor Investment Plan. However we believe that the duration of the study is too long since most all the data is available in past reports and the limited funding for the study does not justify a 18 month project. Most important, during the study, the rail corridor needs to be used NOW as an alternative transit solution with removal of tracks and construction of gravel trail.

Missing from the Scope of Work is the advancement in vehicle technology (autonomous cars/buses/trucks), Trail Only study and Trail Now videos on the rail corridor. These elements should be added to the SOW for the study.

We believe RTC should not continue to waste taxpayer dollars on train equipment upgrades, design work on trails next to the tracks and recognize the fact that the idea of rail with trail north of Santa Cruz is not a good plan.

Thanks,

Brian Peoples
Trail Now

Dear Mr. Peoples,

Thank you for your comments. They will be considered by the Unified Corridor Investment Study project team and made available to the Commission for their review.

Please visit the SCCRTC website at www.sccrtc.org for information on the Commission and its activities.

Thank you,



Cathy Judd, Administrative Assistant, Art Exhibit Coordinator
Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue | Santa Cruz, CA 95060



Main Office 831.460.3200 | Watsonville 831.460.3205
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TO: Santa Cruz County Regional Transportation Commission (RTC)

FROM: Karena Pushnik, Senior Transportation Planner/Public Information Coordinator

RE: Measure D – Transportation Improvement Program

RECOMMENDATION

This item is for information. No action required.

BACKGROUND

The Regional Transportation Commission is designated by the state as the regional transportation planning agency responsible for local transportation planning, policy and funding. Through the development of the long range *Regional Transportation Plan*, the agency has consistently for decades identified funding as a major challenge, for three main reasons: our county has a difficult time competing with larger urban areas for state and federal dollars, our county does not have a local transportation fund that can be used on a broad spectrum of transportation projects, and because the amount of available state and federal transportation continues to dwindle and become more unreliable.

Three previous efforts took place in an attempt to increase revenue for local transportation projects: the Measure J 1/2-cent sales tax in 2004; the Transportation Funding Task Force (TFTF) in 2006-2007; and a \$10 Vehicle Registration Fee (VRF) in 2012. Measure J received 42% of the vote and would have committed 65% of the ½ cent sales tax to Highway 1. A super-majority of the TFTF agreed upon a package of transportation projects; however, the economy took a turn for the worse and the RTC board decided not to move forward with placing the measure on the ballot. The VRF would have brought in only 1/9th of the revenue of a sales tax, thereby limiting the transportation investments. With polling showing support for the VRF close to the 2/3rds vote threshold, the RTC board decided to spend the time and energy to pursue a sales tax measure in 2016, based on findings in the 2014 Regional Transportation Plan.

Thorough analysis of local transportation needs, financial projections, sustainability examination (STARS), priority project findings, and public engagement were included in the *2014 Regional Transportation Plan*. The outcome clearly indicated that projected transportation needs are great and projected funding is insufficient. Following adoption of the 2014 RTP, the Commission began an intensive phase of community discussion to determine the Expenditure Plan project categories and funding levels for a ½-cent sales tax ballot measure dedicated to addressing some of the region's transportation needs.

A draft Expenditure Plan was approved at a public hearing in December 2015. The final Expenditure Plan and ballot measure Ordinance, with modifications based on extensive community engagement, was adopted by the RTC in June 2016 and the measure was placed on the November 8, 2016 ballot, designated as Measure D.

DISCUSSION

At the time of this writing, the semi-official results from Santa Cruz County Elections Department indicate that Measure D secured more than the 2/3 majority needed to pass with almost 80,000 yes votes or 67.46% of the votes cast on Measure D. Interest in Measure D was high as evidenced by the fact that 94% of local ballots received included a vote on the measure. The final vote will be certified by the RTC meeting, no later than December 6. Attached is the [final Expenditure Plan](#) of projects approved by a super-majority of voters as Measure D ([Attachment 1](#)).

The success of Measure D can be attributed to many things including the following (not in any particular order):

- The RTC Board's vision, leadership, trust, and diligent work
- A well-crafted, inclusive package of transportation projects based on the community's diverse mobility needs
- A huge number of businesses, organizations, and community members stepping up to publically endorse and support Measure D
- A well organized, well funded, and expertly implemented private campaign
- Financial support by a broad base of businesses, organizations and individuals
- The public's enthusiasm for supporting transportation improvements to make neighborhood travel better, make it easier for kids to bike and walk to school, provide mobility for seniors and people with disabilities, improve regional travel and invest in options that reduce greenhouse gas emissions

In California, the November election contained 14 different transportation measures. All but one are sales tax measures. At the time of this writing, it appears that 7 of the 14 measures passed ([Attachment 2](#)). Executive Director George Dondero will attend the Self Help Counties Coalition meeting in early December to hear more from other counties and share information about Measure D.

Next Steps

In terms of next steps, the Measure D half-cent sales tax will go into effect on April 1, 2017. The Board of Equalization (BOE) will work with retailers to begin collecting revenues, with the first receipts anticipated by Summer 2017.

RTC staff has begun work on administrative, fiscal, agreement, independent oversight committee, and accountability requirements according to the Measure D Santa Cruz County Transportation Improvement Plan Measure adopted by voters.

RTC staff held an initial meeting with Measure D fund recipient entities to discuss required agreements, annual reporting, development of five-year programs of projects, maintenance of effort, audits, revenue and timing. The public will have input into projects included in recipient agencies' five-year program of projects through the cities and County, Santa Cruz Metro Transit District, Community Bridges and the RTC board meeting process.

The RTC is also responsible for developing an Implementation Plan, to be updated at least every five years, which will detail revenue projections, possible financing tools, project scope, cost, and delivery schedules, and other information needed to deliver the Expenditure Plan within the 30-year time horizon. RTC staff will present reports and recommendations to the RTC board as they are developed.

SUMMARY

A super-majority of voters in Santa Cruz County said yes to the Measure D - Transportation Improvement Program, passing the measure by over the 2/3 vote requirement (*67.46% at the time of this writing*). The Regional Transportation Commission worked with a multitude of organizations and the community over the last two years to help the community understand the varied transportation needs, the benefits of becoming a transportation self help county and the well-rounded measure before voters. The RTC board will be receiving more detailed reports about Measure D implementation in the coming months.

Attachments:

1. Measure D-Transportation Improvement Program Expenditure Plan of Projects
2. 2016 California Transportation Measures

Santa Cruz County
2016 Transportation Improvement Plan - Expenditure Plan
- Approved by the RTC board on June 16, 2016-

Overview

The 2016 Transportation Improvement Plan (TRIP) - Expenditure Plan for Santa Cruz County provides a balanced vision to improve, operate and maintain Santa Cruz County's transportation network. The plan will provide safer routes to schools for local students; maintain mobility and independence for seniors and those with disabilities; invest in bicycle and pedestrian pathways and bridges on an unprecedented scale; repave roadways, repair potholes and improve safety on local streets; ease congestion on major roadways; and invest in transportation projects that reduce the pollution that causes global warming.

| SUMMARY OF TRANSPORTATION INVESTMENTS | % of Funds | \$ Millions |
|--|-------------------|--------------------|
| Neighborhood Projects | 30% | \$150 |
| Direct Allocation to Cities and County | | |
| Local roadway pavement repair and operational improvements, school and neighborhood traffic safety projects, bicycle and pedestrian projects | | |
| San Lorenzo Valley Hwy 9 Corridor Improvements - \$10 million | | |
| Highway 17 Wildlife Crossing - \$5 million | | |
| Highway Corridors | 25% | \$125 |
| Highway 1 Corridor | | |
| Auxiliary lanes that separate entering and exiting traffic from through lanes to improve traffic flow and safety: 41st Ave-Soquel Dr; Bay/Porter-Park; State Park-Park | | |
| Bicycle and pedestrian over-crossings | | |
| Traveler Information and Transportation Demand Management | | |
| <i>Example Programs:</i> Cruz511, Carpool/Vanpool Programs | | |
| Highway Safety and Congestion Reduction Programs | | |
| <i>Example Programs:</i> Freeway Service Patrol and Safe on 17 Enforcement | | |
| Transit for Seniors and People with Disabilities | 20% | \$100 |
| Direct Allocation to Service Providers | | |
| Santa Cruz METRO (16%) \$2.7 M/year | | |
| Community Bridges Lift Line Paratransit Service (4%) \$680k/year | | |
| Active Transportation | 17% | \$85 |
| Monterey Bay Sanctuary Scenic Trail (Coastal Rail Trail) | | |
| Bike and pedestrian trail construction; maintenance, management and drainage of rail and trail corridor; install conduit for internet and electrical services | | |
| Rail Corridor | 8% | \$40 |
| Infrastructure Preservation and Analysis of Options | | |
| <i>Example Projects:</i> Analysis (including environmental analysis) of both rail transit and non-rail options for the corridor; rail line maintenance and repairs | | |
| | | |
| Total | 100% | \$500 |

DESCRIPTION OF PROJECTS AND PROGRAMS TO BE FUNDED

The Expenditure Plan identifies transportation projects to be funded from a new one-half of one percent transactions and use tax, to be collected for thirty (30) years, if two-thirds of voters approve the ballot measure in 2016. The Expenditure Plan is presented to the voters of Santa Cruz County as a means to address insufficient funding to meet current and projected transportation needs in Santa Cruz County. Given current sales tax receipts, one-half of one percent transaction and use tax is expected to generate \$17 million a year in 2016 dollars, totaling approximately \$500 million for transportation investments. These local funds can be used to leverage state and federal transportation funds that would otherwise be unavailable. The investments described in the Expenditure Plan reflect the best efforts to achieve consensus among varied transportation needs of Santa Cruz County residents.

Three types of investments are funded in the Expenditure Plan: investment categories which are allocated a percentage of net revenues, capital investments which are allocated specific dollar amounts, and ongoing direct allocations of a percentage of net revenues to cities, the County of Santa Cruz, and transit operators for capital projects and operations. The following describes the investments funded by the Santa Cruz County 2016 Transportation Improvement Plan - Expenditure Plan.

Neighborhood Projects – 30% per year

Direct Allocation to Cities and County

The existing local street and road, bicycle, and pedestrian systems are critical to the everyday movement of people within the county. Much of the local roadway system is aging, has potholes, and is in need of major repair. Continued deferred maintenance will result in an exponential increase in the cost of maintaining the roadway system. Additionally, many sections of the county currently have inadequate facilities for bicyclists and pedestrians to travel safely. Current resources, without generation of new revenues for transportation, cannot provide adequate funding to maintain the local roadway system at the level necessary to adequately serve the public or expand the bicycle and pedestrian system to encourage more users.

Approximately \$135 million (\$4.5 million per year) in Measure Revenues will be allocated to the cities of Capitola, Santa Cruz, Scotts Valley, and Watsonville and the County of Santa Cruz for transportation projects. Projects to be funded with Measure Revenues may include: fixing potholes, local roadway repairs, rehabilitation, reconstruction and intersection improvements; new and improved sidewalks, crosswalks and bicycle lanes and paths, especially near schools; and other transportation projects as necessary for the benefit of residents in those jurisdictions. The County of Santa Cruz and the cities of Capitola, Santa Cruz, Scotts Valley and Watsonville, who are best able to determine their local transportation needs, shall each prepare an annual report through a public process to identify how they plan to spend their share of measure funds and how measure funds were spent in the prior year.

Funds will be distributed at least quarterly to cities and the County of Santa Cruz based on each jurisdiction's proportional share of the countywide population (29%), lane miles of roadway (39%) and site where the Measure Revenue from the transaction and use tax is generated (32%). Population, road mile, and tax site generation figures will be updated each year based on the latest available data.

San Lorenzo Valley Highway 9 Corridor

Ten (\$10) million in Measure Revenues is designated for transportation projects improving travel for residents of San Lorenzo Valley. Example projects may include:

- Safety projects for people walking, biking or driving in the Highway 9 corridor through San Lorenzo Valley
- Projects that provide safe access to schools along or near Highway 9
- Intersection and signal improvements
- Bicycle lanes, paths and/or signage
- Accessible pedestrian crosswalks and sidewalks, including lighting and flashing pedestrian beacons that increase visibility
- Improved access to bus stops and bus service

Highway 17 Wildlife Crossing

Highway 17 is a major connection between the Monterey Bay Region and San Francisco Bay Area. The dense traffic, concrete median barriers, and lack of drainage culverts and/or bridge undercrossings makes Highway 17 a major barrier for wildlife moving through the Santa Cruz Mountains. Mountain lions, bobcats and deer have all been hit trying to cross Highway 17 which also makes it dangerous for the motorists. Five (\$5) million in Measure Revenues will be allocated for construction of a safe passage for wildlife to cross under Highway 17. This project will improve safety for both drivers and wildlife.

Highway Corridors – 25%

Aging highway systems continue to operate under high traffic volumes as population, and thus demand for moving people and goods increases. State highways provide essential mobility for Santa Cruz County residents, businesses, and visitors. The highway corridors are the region's main thoroughfares with Highway 1 carrying over 100,000 people daily. Measure Revenues are needed to improve traffic flow and safety as state and federal formula funds do not fund most highway improvements in Santa Cruz County. Measure Revenues (25% or approximately \$125 million total) will be allocated to Highway 1 and Highway 17 corridor projects to increase the safety and efficiency of these corridors in Santa Cruz County.

Highway 1 Corridor

Highway investments included in the Expenditure Plan, improve traffic flow and safety on Highway 1, especially for South County and Mid-County commuters, small businesses, bus riders and first responders (law enforcement, fire, medical) by adding auxiliary lanes between three interchanges: 41st Ave-Soquel Dr; Bay Ave/Porter St-Park Ave; and State Park Dr-Park Ave. Auxiliary lanes are lower cost highway projects that can improve flow by separating entering or exiting traffic from the through lanes. Approximately 10% of all of the injuries and fatalities in Santa Cruz County in 2013 occurred between Soquel Dr and Park Ave on Highway 1. Auxiliary lanes can help to improve safety on this high traffic volume corridor.

New bridges for cyclists and pedestrians

Highways can separate neighborhoods and make it harder to ride a bike or walk to access locations of interest. In order to improve bicycle and pedestrian movement between neighborhoods, employment, retail, medical, and recreation sites on either side of Highway 1, Measure Revenues can be used to construct bicycle/pedestrian bridges crossing over Highway 1 including crossings in Live Oak near Chanticleer Avenue and in Aptos/Seacliff near Mar Vista Elementary School. Measure Revenues can also improve bicycle and pedestrian facilities on existing crossings.

Traveler Information and Transportation Demand Management

The efficiency of the existing transportation system can be increased by promoting use of transit, carpooling, vanpooling, as well as bicycling and walking. Transportation demand management strategies can reduce the number of vehicles on our roadways especially during peak periods. Examples of transportation demand management programs that could be funded by this measure include "Cruz511", the traveler information service for Santa Cruz County, and carpool/vanpool programs.

Highway Safety and Congestion Reduction Programs

Improving safety is a primary goal of this measure. Programs that reduce fatal and injury collisions on highways and reduce congestion are also funded by Measure Revenues. Examples of programs that improve safety and reduce congestion are the Safe on 17 Task Force and the Freeway Service Patrol (roving tow trucks that remove stalled or disabled vehicles, debris, and other obstructions that may cause backups).

Transportation for Seniors and People with Disabilities – 20% per year

Direct Allocation to Service Providers

Seniors and disabled persons make up an increasing percentage of Santa Cruz County's population. For seniors and persons with disabilities, access to healthcare, social services, shopping, and recreation is key to quality of life. A number of specialized transportation programs have been implemented which meet specialized needs for transportation to medical services, social service programs, shopping and other purposes that cannot be met by conventional bus transit. An aging population will require maintenance and expansion of transit and paratransit services for elderly and disabled residents into the future.

Measure Revenues (16% or approximately \$2.75 million per year) will be distributed to Santa Cruz Metropolitan Transit District (METRO) to provide transit and paratransit service for seniors and people with disabilities. Measure Revenues (4% or approximately \$680,000 per year) will be allocated to the Consolidated Transportation Services Agency for Santa Cruz County (Community Bridges-Lift Line) for paratransit service. Paratransit works with social service agencies to increase transportation options for seniors, individuals with disabilities, and persons with low incomes. Funds will be distributed at least quarterly.

Active Transportation – 17%

Monterey Bay Sanctuary Scenic Trail (Coastal Rail Trail)

Measure Revenues (17% or approximately \$85 million total) will be allocated for the Monterey Bay Sanctuary Scenic Trail Network, otherwise known as the Coastal Rail Trail, for people walking and bicycling along the coast in Santa Cruz County. The coastal rail and trail corridor connects Watsonville, Aptos, Capitola, Live Oak, Santa Cruz, and Davenport and links to trails in Monterey County. The trail offers spectacular views of the Monterey Bay, historic trestles, and a flat surface free of automobile traffic. This trail will provide kids, commuters and recreational bicyclists and walkers a safe and enjoyable way to travel. Funds will be used for trail construction, maintenance, operation, management and drainage of the rail and trail corridor and will leverage other state and federal grants for completion of the trail network.

Rail Corridor – 8%

Infrastructure Preservation and Analysis of Options

Eight percent of Measure Revenues (approximately \$40 million total) will be used for preservation of the Rail Corridor infrastructure and analysis of its future potential use to better serve Santa Cruz County residents and visitors. Projects include analysis (including environmental and economic analysis) to answer important community questions about possible future transit and other transportation uses of the corridor through an open, transparent public process; and maintaining and repairing the publicly-owned Santa Cruz Branch Rail Line. The Measure Revenues do not include funding for any new train/rail service. If the Regional Transportation Commission determines that the best use of the corridor is an option other than rail transit, funds may be utilized for other transportation improvements along and near the corridor.

Notes

(1) Estimated revenues from a ½-cent transaction and use tax are \$17 million per year (in 2016 dollars) for 30 years. The present value (i.e., present day purchasing power) of the Measure Revenues is forecasted to be approximately \$500 Million. The actual revenues to be received over the 30-year life of the tax will be affected by various economic factors, such as inflation and economic growth or decline. The estimated amounts for each category reflect the allocation of approximately \$500 Million. The estimated amounts for each category, divided by \$500 Million, establishes ratios for the allocation among the categories. While total revenues will vary, the net percentages to each investment category will remain constant over the 30-year life of the tax.

(2) Percentages are net after costs required for administration, implementation and oversight of the measure -- including annual independent fiscal audits, reports to the public, preparation and implementation of state-mandated reports, oversight committee, and other administration, implementation and oversight responsibilities as may be necessary to administer and implement the Ordinance and the Expenditure Plan. Administrative salaries and benefits shall not exceed 1% of total Measure Revenues.

(3) If bonding is used to advance implementation of any of these projects, finance costs will be paid from the percent of funds designated for the associated investment category.

(4) It is anticipated that a portion of the total costs of the projects included in the Expenditure Plan will also be funded from federal, state, and local sources, as described in the Regional Transportation Plan (RTP).

(5) Outside of the funds to local jurisdictions and transit agencies which will be allocated on an ongoing basis, based on revenues generated, the Santa Cruz County Regional Transportation Commission shall allocate Measure Revenues to all other categories of transportation projects and specific capital projects. Capital investments will be made based upon clearly defined project descriptions and limits resulting from the outcomes of environmental analyses, design engineering, and public input, as applicable.

(6) In the event that any agency that is designated funds through the Expenditure Plan is dissolved, the redistribution of funds will be based on the same formulas minus the dissolved agency. New or successor entities that come into existence in Santa Cruz County during the life of the Expenditure Plan, such as incorporation of a new city, merging of agencies, or designation of a new agency as the county Consolidated Transportation Services Agency or transit agency, may be considered as eligible recipients of funds through the amendment process as set forth in the Ordinance.

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2016 Transportation Measures by County

(as of 11/28/16, results may not be final)

| Pass | County | Sales Tax | Total Amount (\$millions) | Years |
|------|-----------------|-----------|---------------------------|-------|
| Yes | Santa Cruz | ½ cent | \$500 | 30 |
| Yes | Los Angeles | ½ cent | \$34,400 | 40 |
| Yes | Merced | ½ cent | \$450 | 30 |
| Yes | Monterey | 3/8 cent | \$600 | 30 |
| Yes | Santa Clara | ½ cent | \$6,313 | 30 |
| Yes | Stanislaus | ½ cent | \$960 | 25 |
| Yes | San Francisco | Bond | \$ varies | 24 |
| No | San Diego | ½ cent | \$18,000 | 40 |
| No | Contra Costa | ½ cent | \$2,860 | 30 |
| No | San Luis Obispo | ½ cent | \$225 | 9 |
| No | Placer | ½ cent | \$1,590 | 30 |
| No | Ventura | ½ cent | \$3,300 | 30 |
| No | San Benito* | ½ cent | \$240 | 30 |
| No | Solano* | ½ cent | \$150 | 5 |

* - Failed in June 2016

AGENDA: December 8, 2016

TO: Regional Transportation Commission

FROM: George Dondero, Executive Director

RE: Options for use of the rail corridor

RECOMMENDATION

Staff recommends that the Regional Transportation Commission (RTC) review the information provided and discuss possible options for future use of the rail corridor.

BACKGROUND

In 2012, after more than a decade of negotiations, due diligence and public input, the RTC became owner on behalf of the community of the 32-mile branch rail line, which was previously owned and operated by Union Pacific Railroad. The transaction included transfer of the responsibility to operate freight service and serve shippers on the line to Iowa Pacific Holdings, locally operating as the Santa Cruz and Monterey Bay Railway (SC&MBRy). Those rights and responsibilities are through a "freight easement" and designation as "common carrier" by the federal Surface Transportation Board. Railroad operators are also regulated by the Federal Railroad Administration. In addition, SC&MBRy signed a ten year Administration Coordination and License Agreement (ACL) with the RTC. That agreement addresses certain shared responsibilities, operation of passenger excursion trains and other issues of common concern. The ACL does not supersede the operator's rights and responsibilities as common carrier and holder of a freight easement.

At the September 1, 2016 RTC meeting, the Commission directed staff to provide an outline of three possible uses of the Santa Cruz Branch Line rail corridor: rail with trail, trail only, and bus rapid transit (BRT) with trail. The outline consists of three components:

1. Legal considerations for each option, including whether a full Environmental Impact Report (EIR) would be required.
2. A cost analysis for each option, based on current studies; and
3. A general timeline to implement each project.

DISCUSSION

Rail with Trail

The Rail with Trail (or "rail trail" as commonly referenced) approach is the policy currently being pursued by the RTC consistent with its decision to use Proposition 116 funds to purchase the rail line for preservation of existing freight and recreational rail service, expansion of recreational rail service, exploration of future passenger rail service and construction of a bicycle and pedestrian path. Significant

progress has been made, with funding for design, environmental clearance and construction of nine miles of the 32-mile trail now secured. Final design is in progress and construction is scheduled to begin in 2017/18. Funding has also been awarded for design and environmental review of an additional 2.1 miles of a current project on the north coast and funding is recommended for award for design and environmental review of an another 2.2 mile segment in mid-county.

Planning work for the Monterey Bay Sanctuary Scenic Trail Network (MBSST) was completed over a two and half year period entailing extensive outreach and engagement with stakeholders and community groups. The MBSST Network defines the 32-mile rail trail as the system spine. The resulting Master Plan includes cost estimates to construct each trail segment, including project level environmental clearance, permits, engineering design, and construction. The Master Plan was completed at a cost of about \$800,000 and was adopted by the RTC on November 7, 2013 with a revision adopted February 6, 2014. All local jurisdictions through which the trail will traverse have also adopted the Master Plan.

In addition to the Master Plan, a program-level Environmental Impact Report (EIR) was prepared. In anticipation of completion of the Master Plan and EIR, the RTC considered adding a trail-only option in the EIR; however, the RTC unanimously decided to not include a trail-only option at its February, 2013 meeting. The Master Plan and EIR, as adopted, direct future planning to include the assumption that the railroad tracks remain in place for use by freight, excursion and potentially in the future to serve the community with regular rail transit. Thus, the vision encapsulated in the Master Plan and EIR is a rail with trail scenario and represents current RTC policy.

Time: Current projects are anticipated for construction in 2017/18. Additional projects are contingent on funding. Using Measure D funds to leverage state, federal and private grants, a 10-year horizon is reasonable.

Estimated cost to complete MBSST: \$127MM less \$19MM already secured = \$108MM. Of the \$19MM secured, \$4.5MM is from private donations primarily via the Land Trust of Santa Cruz County. An additional \$3.2MM for a mid-county rail trail project will be considered by the California Transportation Commission (CTC) on December 8th, 2016 with a \$1.5MM match committed by the Land Trust.

Legal considerations for trail: MBSST Master Plan and associated EIR completed, project level environmental analysis required as trail segments are funded.

Rail Transit

In June 2015, the RTC completed a high altitude feasibility study to examine potential for the rail line to provide regular scheduled rail transit service. Several scenarios were examined based on different assumptions. The consultant provided cost estimates for each, and a timeline that would apply for development of any scenario. The RTC did not choose a preferred scenario, although the commission did agree that any future plans to provide rail service would include service to Watsonville. Although the study answered some preliminary questions, it raised

many more that need to be considered before the RTC and the community decide if rail transit service should be pursued and if so what characteristics and technologies are most suited to the community. To that end, the Expenditure Plan in Measure D has a Rail Corridor category which includes 1) protecting and maintaining the right-of-way including existing infrastructure of the rail line and 2) performing in-depth environmental and economic analysis of future transit and other transportation options on the right-of-way through a transparent public process. Funding from Measure D will not be used to begin new rail transit service nor would it be used to make improvements to the Pajaro Rail Station. The super majority of voters passed Measure D, making funding to conduct the in-depth environmental and economic analysis now available.

The time to complete the analysis, engineering, construction and procurement of vehicles and initiate rail transit service is estimated in the Feasibility Study to be approximately 11.5 years, or just over 8 years from the completion of preliminary design and environmental studies (Attachment 1). This time frame aligns with experience in other locations for a similar project of similar size. Note that once the preliminary design and environmental studies are completed, funding for further work would have to be secured, and could require additional time. Based upon recent experience with Measure D, a reasonable assumption would be 2-4 years from concept to approval by voters.

Time: 11.5 to 15 years or more depending

Estimated cost: both capital and operating costs vary by scenario with capital costs at \$77MM to \$176MM and operating and maintenance \$5.8MM to \$16MM per year

Legal Considerations: Freight and passenger rail service may legally operate on the same track as long as adequate design features and operating arrangements are established. If freight service continues only on the first 4 miles of the rail line, as is currently the case, such features and arrangements will only impact that portion of the line. Environmental review will be required for passenger rail service.

Trail-Only

A trail-only option has been proposed on the presumption that it would be a faster and less expensive means of completing the trail, albeit at the cost of forfeiting any other uses including the future option to add rail transit. The trail-only option would provide for dual use for bicyclists and pedestrians rather than multi-use of the corridor, including transit and freight service. Proponents of this approach point to the cost reduction of not having to build bridges for the trail if the railroad structures could be utilized. However, this approach adds a number of additional steps, some of which introduce considerable unknowns in terms of time and cost.

In this scenario, the RTC would make the decision to not develop rail transit service, abandon freight service on most or all of the line, remove the tracks, and dedicate resources to building a trail. That decision could be made once the full environmental and economic studies and public process are completed. Proponents

of the trail only concept have suggested that no further public process or evaluation needs to occur and that the Commission could make that decision now. Such a decision would most likely be challenged for various reasons: 1) funding and the commitment to complete the process in the Expenditure Plan of the Measure D ordinance approved by a supermajority (over 2/3) of Santa Cruz County voters (Attachment 2); 2) rail service is a condition of the Proposition 116 funding used to purchase the line and was the intent of a majority of both CA and Santa Cruz County voters to expand passenger rail service in California; 3) concerns around funding commitments, especially private ones, for current trail projects which are based on a rail-with-trail scenario (see Attachment 3); and 4) the rail operator is the owner of a freight rail easement on the entire length of the rail line, is the designated common carrier for this rail line, which only the Surface Transportation Board has the authority to change and has operating rights for both freight and recreational rail service under a ten year agreement with six years remaining. Regardless of the timing of the decision, further work would be required before the Commission could commence with building a trail and removing the tracks. Some tasks could occur concurrently while others will need to occur sequentially. At a minimum, the following would need to be undertaken:

1. Public Process – The community is clearly interested and not in unanimous agreement about use of the corridor. Long term mobility needs for the county need to be considered.
2. Re-negotiate the Administration, Coordination and Licensing (ACL) Agreement with Iowa Pacific Holdings (IPH). The current agreement is up for renewal in 2022. Staff contacted management at Iowa Pacific to inquire about their potential response to terminating the ACL prior to 2022 and they indicated that they were not interested. If the RTC is successful in convincing IPH to terminate the contract prior to its termination date, IPH may request compensation for to buy them out. Estimated time to complete: 2 6 years. Estimated cost: unknown cost for legal counsel, staff time and any potential buy out compensation.
3. Engage in discussions with the California Transportation Commission (CTC) to return at a minimum \$11 million in Proposition 116 funds that were awarded to the RTC for purchase of the line. However, the CTC may ask for the full \$14.2 MM used to purchase the rail line or \$19 MM, which includes funds used to improve bridges for rail operations. It is possible that the CTC will not require that the funds be returned and have the state take over the rail line. In past communications, the RTC asked what would happen if the RTC did not implement passenger rail service. The response was that the CTC and/or Caltrans would step in and help the RTC make a fresh attempt to implement rail service. This raises the question, “would the RTC prefer to attempt to develop rail service, or have Caltrans lead that effort?” If one assumes that the CTC will agree to accept repayment, the cost would include any escalation in appraised value of the property since the purchase was

completed in 2012. Other costs would include new appraisal of the property, legal counsel, staff time, and a negotiated agreement on the escalated value of property since the most recent appraisals were completed. Estimated time: 1.5 – 3 years. Estimated cost: up to \$1MM in consultant, legal and staff costs.

4. Secure the repayment funding from a source yet to be determined. Estimated time: unknown. Estimated cost: \$11MM to \$19MM + increase in market value of ROW since purchase.
5. Apply for abandonment of freight service on the line. This falls under the jurisdiction of the federal Surface Transportation Board (STB). Abandonment proceedings could be complicated by a) resistance or opposition of existing and potential shippers on the line, b) lack of cooperation by Iowa Pacific, and c) resistance by the STB to transform rail corridors to non-rail uses or to do so with conditions to compensate those affected including shippers and the operator and to mitigate for impacts of shifting rail shipping to roadway shipping. RTC experience with the STB during procurement of the line suggests that abandonment may be neither quick nor inexpensive. It took the STB over a year to deliver the decision on RTC's purchase of the line, which was unopposed and "simple." In the end, their decision was that they had no objection to the purchase. The delay was caused by the fact that other cases were in line ahead of ours. In addition, hourly rates are extremely high for attorneys with railroad experience who are qualified to practice before the STB. Estimated time: 2 – 3 years. Estimated cost: \$250,000 - \$500,000 in legal and staff costs; costs of potential conditions unknown.
6. Environmental permitting – assuming the above steps would not be challenged and could be completed successfully, there is a high likelihood that California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) clearance would have to be filed to remove the track and remediate the rail corridor for any hazardous material as well as air quality impacts due to the construction work. Pulling up the tracks entails disposal of thousands of railroad ties that were treated with creosote, considered a hazardous material in California, and disturbance of the soil. RTC staff is currently investigating the cost of tie disposal which will likely entail shipping to a specialized disposal facility in another state. A permit from the County Environmental Health Services would also likely be required. Estimated time: 1.5 to 2.5 years. Estimated cost: \$100,000 for consultant fees, staff time and permit fees not including disposal fees.
7. Hazardous material assessment and potential mitigation. A change in use of the rail corridor will require an assessment about whether there are harmful levels of hazardous material in the vicinity of the tracks. The County Environmental Health Services would oversee the hazardous material assessment and any associated mitigation. Estimated time: Completed as

segments are funded. Estimated cost: Unknown depending on level of hazardous materials if any.

8. Removal of ties and rails. A Request for Proposals (RFP) would need to be issued and a qualified contractor engaged to remove the rails and ties. Estimated time: 6 – 12 months. Estimated cost: unknown
9. Survey property boundaries to verify ownership and deal with encroachments. This step is essential regardless of when the trail is built and whether the rail stays in place. Property records on many parcels in the corridor lack clarity and specifics that must be researched through titles and any surveys that were recorded. New surveys must be done and encroachments will need to be addressed through a variety of efforts which could include negotiation and legal action. Estimated time: 2 years. Estimated cost: \$5.4 MM.
10. Complete project-level environmental clearance on each trail segment project. While this applies whether the rail stays in place or not, current projects are able to tier off the currently certified EIR whereas this cost saving option will not be possible under a trail-only scenario. Estimated time: varies, depending on how many trail segments are being prepared for construction at one time. Estimated cost: unknown given that the current certified EIR is not representative of trail-only project
11. Funding – a percentage of Measure D funds is dedicated to construct and maintain the trail assuming that the trail is built next to the rail line. Any additional funds needed specific to a trail-only option, such as removal of tracks, may need to be secured through grants and/or private donations. Estimated time: unknown. Estimated cost: depends upon total cost of the trail-only option and the amount of funds available from Measure D.
12. Legal challenges – if the RTC does not make a good faith effort to develop rail transit in the county and develops the corridor only as a trail, there could be legal challenges from the state as well as privately funded groups of citizens because the RTC would not be meeting existing commitments to provide transportation options to reduce greenhouse gas emissions. Policies supporting emission reductions are spelled out in the 2014 Regional Transportation Plan. The California Air Resources Board (CARB) is expected to release new, more stringent targets for emission reductions to each region in 2017. Estimated time: 2 – 5 years. Estimated cost: \$500,000+
13. Other potential legal challenges to adopting a trail-only policy may come from the California Coastal Commission; other regulatory agencies and environmental organizations; and communities concerned with sustainability, economic justice and equity in providing transportation options to all residents of the county. Estimated time: 1- 3 years. Estimated cost: unknown.

Overall time: 8 years (not including construction) to unknown

Overall estimated cost: \$32MM (not including environmental, design and construction) to unknown

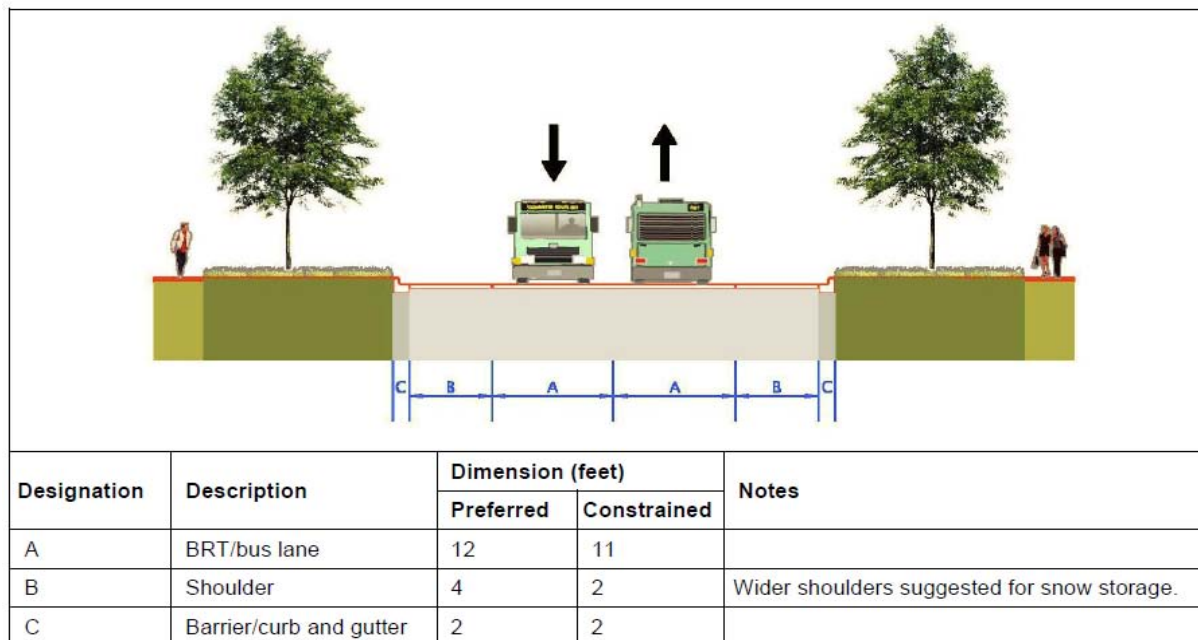
Overall legal considerations: dismantle contractual and voter approved obligations, various environmental reviews, Surface Transportation Board process, hazardous materials requirements, and legal challenges possibly from various fronts.

Bus Rapid Transit (BRT)

Bus rapid transit is a type of bus service that travels faster and more reliably than regular fixed route bus service by providing level boarding, triggering traffic signals, providing pre-board fare payment and running some or all of the time in dedicated lanes separated from traffic, among other typical characteristics. The RTC has not undertaken any studies on BRT in the County, although it was identified as one option on a portion of the rail line in the 1998 Major Transportation Investment Study and the Santa Cruz Metro considered BRT between downtown Santa Cruz and UCSC. BRT has been implemented in many areas around the world.

Physical Constraints

A typical BRT busway consists of two paved lanes, a separator/barrier and gutter, and outside shoulders. A typical section is illustrated here:



Source: *Designing Bus Rapid Transit Running Ways*, American Public Transportation Association, October, 2010, APTA-BTS-BRT-RP-003-10

Note that the full right-of-way requirements for the cross section above are 36 feet for the preferred, and 30 feet for the constrained example. For the busway to run

next to a multi-use trail, then the optimum design would include a separator/barrier to prevent buses that leave the busway from causing collisions on the trail. A three foot allowance for this separator will be assumed, yielding a 39 foot or 33 foot width needed for the busway running next to a trail. Most of the rail corridor right-of-way (ROW) would accommodate either the 30-foot or 36-foot busway exclusively. However, constructing the busway would conflict in many locations with the 12 - 16 foot average multi-use trail as the Monterey Bay Sanctuary Scenic Trail is currently envisioned and in development. A one-way busway with pullouts could be considered but additional analysis would be needed to determine feasibility, possible design options, current and future demand, signaling requirements and costs.

Approximately 8 miles of the trail are now fully funded, in design (based on the rail and trail decisions) and planned for completion in 2018. Another 2.1 miles of trail are funded through design and environmental work and 2.2 miles are being recommended for funding for design and environmental review. The current level of public interest in constructing the trail coupled with the extensive investment made to date in planning the project indicate that adopting a plan for BRT at the expense of the trail may not be an option the RTC would want to pursue.

Additionally, as described in detail under the trail-only option, the time and expense to abandon freight service, terminate existing agreements with the rail operator, engage in discussions with the CTC and the numerous other issues to consider, if removing the tracks, would need to be included if pursuing BRT on the rail corridor. Therefore, pursuing a BRT solution would take an unknown time span at an unknown cost. Staff does not have adequate information to assemble a cost or time estimate for a BRT system.

Cost estimate: Unknown – a significant amount of ROW may be needed for this option, additional costly signaling required for a one lane busway, and potential litigation associated with removal of tracks may be costly.

Legal considerations for BRT: Legal considerations for removing the tracks as discussed under the “trail only” option, a BRT Plan and associated environmental review.

Timeline to open service: Unknown given considerations discussed above.

Other Relevant Planning Work

The RTC is currently working on two projects which will provide useful information to the RTC and the community as part of the process to evaluate options for use of the rail corridor. The Unified Corridor Investment Study will identify transportation investments that optimize usage of three parallel transportation corridors in Santa Cruz County: Highway 1, Soquel Avenue/Drive and the Santa Cruz Branch Rail Line while advancing sustainability goals. This study will provide an analysis of potential projects on the rail corridor integrated with projects on Highway 1 and Soquel Avenue/Drive using a performance based approach. The study will identify how various groups of projects (scenarios) will advance mobility, access, safety, economic vitality, equity and public and environmental health, including the need to

reduce greenhouse gas emissions. The study is expected to be completed by June 2018. In addition, the Sustainable Transportation Prioritization Plan project will develop visualization tools to help the community envision future transportation projects. This project is expected to be completed by late 2017/early 2018.

Summary

The Commission directed staff to provide an outline of three possible uses of the Santa Cruz Branch Line rail corridor: rail with trail, trail only, and bus rapid transit (BRT) with trail. Available information on the legal considerations, cost estimates and an estimated timeline for each option are provided.

Attachments

1. Rail Transit Feasibility Study Timeline
2. Measure D Expenditure Plan
3. Letter from the Land Trust of Santa Cruz County



TABLE 9-1: PRELIMINARY IMPLEMENTATION TIMELINE

| | | Time post-board Approval | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--|--------------------------|-----|-----|-----|--------|-----|-----|-----|--------|-----|-----|-----|--------|-----|-----|-----|--------|-----|-----|-----|--------|-----|-----|-----|--------|-----|-----|-----|--------|-----|-----|-----|--------|-----|-----|-----|--------|-----|-----|-----|---------|-----|-----|-----|---------|--|--|--|
| | | Year 0 | | | | Year 1 | | | | Year 2 | | | | Year 3 | | | | Year 4 | | | | Year 5 | | | | Year 6 | | | | Year 7 | | | | Year 8 | | | | Year 9 | | | | Year 10 | | | | Year 11 | | | |
| Item | | Q 1 | Q 2 | Q 3 | Q 4 | Q 1 | Q 2 | Q 3 | Q 4 | Q 1 | Q 2 | Q 3 | Q 4 | Q 1 | Q 2 | Q 3 | Q 4 | Q 1 | Q 2 | Q 3 | Q 4 | Q 1 | Q 2 | Q 3 | Q 4 | Q 1 | Q 2 | Q 3 | Q 4 | Q 1 | Q 2 | Q 3 | Q 4 | Q 1 | Q 2 | Q 3 | Q 4 | Q 1 | Q 2 | Q 3 | Q 4 | Q 1 | Q 2 | Q 3 | Q 4 | | | | |
| Board Approval | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Draft Environmental Studies & Conceptual Engineering | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Preferred Alternative and Preliminary Engineering | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Final Design, Construction Documents, Funding | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ROW Acquisition | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Contractor Procurement | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Construction | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Vehicle Procurement | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Vehicle Commissioning & Testing | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Opening | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Exhibit A:
Santa Cruz County
2016 Transportation Improvement Plan - Expenditure Plan
- Approved by the RTC board on June 16, 2016-

Overview

The 2016 Transportation Improvement Plan (TRIP) - Expenditure Plan for Santa Cruz County provides a balanced vision to improve, operate and maintain Santa Cruz County's transportation network. The plan will provide safer routes to schools for local students; maintain mobility and independence for seniors and those with disabilities; invest in bicycle and pedestrian pathways and bridges on an unprecedented scale; repave roadways, repair potholes and improve safety on local streets; ease congestion on major roadways; and invest in transportation projects that reduce the pollution that causes global warming.

| SUMMARY OF TRANSPORTATION INVESTMENTS | % of Funds |
|--|-------------------|
| Neighborhood Projects | 30% |
| Direct Allocation to Cities and County | |
| Local roadway pavement repair and operational improvements, school and neighborhood traffic safety projects, bicycle and pedestrian projects | |
| San Lorenzo Valley Hwy 9 Corridor Improvements - \$10 million | |
| Highway 17 Wildlife Crossing - \$5 million | |
| Highway Corridors | 25% |
| Highway 1 Corridor | |
| Auxiliary lanes that separate entering and exiting traffic from through lanes to improve traffic flow and safety: 41st Ave-Soquel Dr; Bay/Porter-Park; State Park-Park | |
| Bicycle and pedestrian over-crossings | |
| Traveler Information and Transportation Demand Management | |
| <i>Example Programs:</i> Cruz511, Carpool/Vanpool Programs | |
| Highway Safety and Congestion Reduction Programs | |
| <i>Example Programs:</i> Freeway Service Patrol and Safe on 17 Enforcement | |
| Transit for Seniors and People with Disabilities | 20% |
| Direct Allocation to Service Providers | |
| Santa Cruz METRO (16%) | |
| Community Bridges Lift Line Paratransit Service (4%) | |
| Active Transportation | 17% |
| Monterey Bay Sanctuary Scenic Trail (Coastal Rail Trail) | |
| Bike and pedestrian trail construction; maintenance, management and drainage of rail and trail corridor; install conduit for internet and electrical services | |
| Rail Corridor | 8% |
| Infrastructure Preservation and Analysis of Options | |
| <i>Example Projects:</i> Analysis (including environmental analysis) of both rail transit and non-rail options for the corridor; rail line maintenance and repairs | |
| | |
| Total | 100% |

DESCRIPTION OF PROJECTS AND PROGRAMS TO BE FUNDED

The Expenditure Plan identifies transportation projects to be funded from a new one-half of one percent transactions and use tax, to be collected for thirty (30) years, if two-thirds of voters approve the ballot measure in 2016. The Expenditure Plan is presented to the voters of Santa Cruz County as a means to address insufficient funding to meet current and projected transportation needs in Santa Cruz County. Given current sales tax receipts, one-half of one percent transaction and use tax is expected to generate \$17 million a year in 2016 dollars, totaling approximately \$500 million for transportation investments. These local funds can be used to leverage state and federal transportation funds that would otherwise be unavailable. The investments described in the Expenditure Plan reflect the best efforts to achieve consensus among varied transportation needs of Santa Cruz County residents.

Three types of investments are funded in the Expenditure Plan: investment categories which are allocated a percentage of net revenues, capital investments which are allocated specific dollar amounts, and ongoing direct allocations of a percentage of net revenues to cities, the County of Santa Cruz, and transit operators for capital projects and operations. The following describes the investments funded by the Santa Cruz County 2016 Transportation Improvement Plan - Expenditure Plan.

Neighborhood Projects – 30% per year

Direct Allocation to Cities and County

The existing local street and road, bicycle, and pedestrian systems are critical to the everyday movement of people within the county. Much of the local roadway system is aging, has potholes, and is in need of major repair. Continued deferred maintenance will result in an exponential increase in the cost of maintaining the roadway system. Additionally, many sections of the county currently have inadequate facilities for bicyclists and pedestrians to travel safely. Current resources, without generation of new revenues for transportation, cannot provide adequate funding to maintain the local roadway system at the level necessary to adequately serve the public or expand the bicycle and pedestrian system to encourage more users.

Approximately \$135 million (\$4.5 million per year) in Measure Revenues will be allocated to the cities of Capitola, Santa Cruz, Scotts Valley, and Watsonville and the County of Santa Cruz for transportation projects. Projects to be funded with Measure Revenues may include: fixing potholes, local roadway repairs, rehabilitation, reconstruction and intersection improvements; new and improved sidewalks, crosswalks and bicycle lanes and paths, especially near schools; and other transportation projects as necessary for the benefit of residents in those jurisdictions. The County of Santa Cruz and the cities of Capitola, Santa Cruz, Scotts Valley and Watsonville, who are best able to determine their local transportation needs, shall each prepare an annual report through a public process to identify how they plan to spend their share of measure funds and how measure funds were spent in the prior year.

Funds will be distributed at least quarterly to cities and the County of Santa Cruz based on each jurisdiction's proportional share of the countywide population (29%), lane miles of roadway (39%) and site where the Measure Revenue from the transaction and use tax is generated (32%). Population, road mile, and tax site generation figures will be updated each year based on the latest available data.

San Lorenzo Valley Highway 9 Corridor

Ten (\$10) million in Measure Revenues is designated for transportation projects improving travel for residents of San Lorenzo Valley. Example projects may include:

- Safety projects for people walking, biking or driving in the Highway 9 corridor through San Lorenzo Valley
- Projects that provide safe access to schools along or near Highway 9
- Intersection and signal improvements
- Bicycle lanes, paths and/or signage
- Accessible pedestrian crosswalks and sidewalks, including lighting and flashing pedestrian beacons that increase visibility
- Improved access to bus stops and bus service

Highway 17 Wildlife Crossing

Highway 17 is a major connection between the Monterey Bay Region and San Francisco Bay Area. The dense traffic, concrete median barriers, and lack of drainage culverts and/or bridge undercrossings makes Highway 17 a major barrier for wildlife moving through the Santa Cruz Mountains. Mountain lions, bobcats and deer have all been hit trying to cross Highway 17 which also makes it dangerous for the motorists. Five (\$5) million in Measure Revenues will be allocated for construction of a safe passage for wildlife to cross under Highway 17. This project will improve safety for both drivers and wildlife.

Highway Corridors – 25%

Aging highway systems continue to operate under high traffic volumes as population, and thus demand for moving people and goods increases. State highways provide essential mobility for Santa Cruz County residents, businesses, and visitors. The highway corridors are the region's main thoroughfares with Highway 1 carrying over 100,000 people daily. Measure Revenues are needed to improve traffic flow and safety as state and federal formula funds do not fund most highway improvements in Santa Cruz County. Measure Revenues (25% or approximately \$125 million total) will be allocated to Highway 1 and Highway 17 corridor projects to increase the safety and efficiency of these corridors in Santa Cruz County.

Highway 1 Corridor

Highway investments included in the Expenditure Plan, improve traffic flow and safety on Highway 1, especially for South County and Mid-County commuters, small businesses, bus riders and first responders (law enforcement, fire, medical) by adding auxiliary lanes between three interchanges: 41st Ave-Soquel Dr; Bay Ave/Porter St-Park Ave; and State Park Dr-Park Ave. Auxiliary lanes are lower cost highway projects that can improve flow by separating entering or exiting traffic from the through lanes. Approximately 10% of all of the injuries and fatalities in

Santa Cruz County in 2013 occurred between Soquel Dr and Park Ave on Highway 1. Auxiliary lanes can help to improve safety on this high traffic volume corridor.

New bridges for cyclists and pedestrians

Highways can separate neighborhoods and make it harder to ride a bike or walk to access locations of interest. In order to improve bicycle and pedestrian movement between neighborhoods, employment, retail, medical, and recreation sites on either side of Highway 1, Measure Revenues can be used to construct bicycle/pedestrian bridges crossing over Highway 1 including crossings in Live Oak near Chanticleer Avenue and in Aptos/Seacliff near Mar Vista Elementary School. Measure Revenues can also improve bicycle and pedestrian facilities on existing crossings.

Traveler Information and Transportation Demand Management

The efficiency of the existing transportation system can be increased by promoting use of transit, carpooling, vanpooling, as well as bicycling and walking. Transportation demand management strategies can reduce the number of vehicles on our roadways especially during peak periods. Examples of transportation demand management programs that could be funded by this measure include "Cruz511", the traveler information service for Santa Cruz County, and carpool/vanpool programs.

Highway Safety and Congestion Reduction Programs

Improving safety is a primary goal of this measure. Programs that reduce fatal and injury collisions on highways and reduce congestion are also funded by Measure Revenues. Examples of programs that improve safety and reduce congestion are the Safe on 17 Task Force and the Freeway Service Patrol (roving tow trucks that remove stalled or disabled vehicles, debris, and other obstructions that may cause backups).

Transportation for Seniors and People with Disabilities – 20% per year

Direct Allocation to Service Providers

Seniors and disabled persons make up an increasing percentage of Santa Cruz County's population. For seniors and persons with disabilities, access to healthcare, social services, shopping, and recreation is key to quality of life. A number of specialized transportation programs have been implemented which meet specialized needs for transportation to medical services, social service programs, shopping and other purposes that cannot be met by conventional bus transit. An aging population will require maintenance and expansion of transit and paratransit services for elderly and disabled residents into the future.

Measure Revenues (16% or approximately \$2.75 million per year) will be distributed to Santa Cruz Metropolitan Transit District (METRO) to provide transit and paratransit service for seniors and people with disabilities. Measure Revenues (4% or approximately \$680,000 per year) will be allocated to the Consolidated Transportation Services Agency for Santa Cruz County (Community Bridges-Lift Line) for paratransit service. Paratransit works with social service agencies to increase transportation options for seniors, individuals with disabilities, and persons with low incomes. Funds will be distributed at least quarterly.

Active Transportation – 17%

Monterey Bay Sanctuary Scenic Trail (Coastal Rail Trail)

Measure Revenues (17% or approximately \$85 million total) will be allocated for the Monterey Bay Sanctuary Scenic Trail Network, otherwise known as the Coastal Rail Trail, for people walking and bicycling along the coast in Santa Cruz County. The coastal rail and trail corridor connects Watsonville, Aptos, Capitola, Live Oak, Santa Cruz, and Davenport and links to trails in Monterey County. The trail offers spectacular views of the Monterey Bay, historic trestles, and a flat surface free of automobile traffic. This trail will provide kids, commuters and recreational bicyclists and walkers a safe and enjoyable way to travel. Funds will be used for trail construction, maintenance, operation, management and drainage of the rail and trail corridor and will leverage other state and federal grants for completion of the trail network.

Rail Corridor – 8%

Infrastructure Preservation and Analysis of Options

Eight percent of Measure Revenues (approximately \$40 million total) will be used for preservation of the Rail Corridor infrastructure and analysis of its future potential use to better serve Santa Cruz County residents and visitors. Projects include analysis (including environmental and economic analysis) to answer important community questions about possible future transit and other transportation uses of the corridor through an open, transparent public process; and maintaining and repairing the publicly-owned Santa Cruz Branch Rail Line. The Measure Revenues do not include funding for any new train/rail service. If the Regional Transportation Commission determines that the best use of the corridor is an option other than rail transit, funds may be utilized for other transportation improvements along and near the corridor.

Notes

(1) Estimated revenues from a ½-cent transaction and use tax are \$17 million per year (in 2016 dollars) for 30 years. The present value (i.e., present day purchasing power) of the Measure Revenues is forecasted to be approximately \$500 Million. The actual revenues to be received over the 30-year life of the tax will be affected by various economic factors, such as inflation and economic growth or decline. The estimated amounts for each category reflect the allocation of approximately \$500 Million. The estimated amounts for each category, divided by \$500 Million, establishes ratios for the allocation among the categories. While total revenues will vary, the net percentages to each investment category will remain constant over the 30-year life of the tax.

(2) Percentages are net after costs required for administration, implementation and oversight of the measure -- including annual independent fiscal audits, reports to the public, preparation and implementation of state-mandated reports, oversight committee, and other administration, implementation and oversight responsibilities as may be necessary to administer and implement the Ordinance and the Expenditure Plan. Administrative salaries and benefits shall not exceed 1% of total Measure Revenues.

(3) If bonding is used to advance implementation of any of these projects, finance costs will be paid from the percent of funds designated for the associated investment category.

(4) It is anticipated that a portion of the total costs of the projects included in the Expenditure Plan will also be funded from federal, state, and local sources, as described in the Regional Transportation Plan (RTP).

(5) Outside of the funds to local jurisdictions and transit agencies which will be allocated on an ongoing basis, based on revenues generated, the Santa Cruz County Regional Transportation Commission shall allocate Measure Revenues to all other categories of transportation projects and specific capital projects. Capital investments will be made based upon clearly defined project descriptions and limits resulting from the outcomes of environmental analyses, design engineering, and public input, as applicable.

(6) In the event that any agency that is designated funds through the Expenditure Plan is dissolved, the redistribution of funds will be based on the same formulas minus the dissolved agency. New or successor entities that come into existence in Santa Cruz County during the life of the Expenditure Plan, such as incorporation of a new city, merging of agencies, or designation of a new agency as the county Consolidated Transportation Services Agency or transit agency, may be considered as eligible recipients of funds through the amendment process as set forth in the Ordinance.

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November 28, 2016

Regional Transportation Commission
1523 Pacific Avenue
Santa Cruz, CA 95060

RE: Options for use of the rail corridor

Dear Commissioners,

The Land Trust was an early and strong supporter of the Monterey Bay Sanctuary Scenic Trail Network (MBSST) Master Plan and has, to date, committed \$5.8 million in donor funds to match grants for the North Coast, Watsonville, and Live Oak segments of the rail trail network spine. For the sake of clarity, the term "rail trail" refers to the rail-with-trail system as defined in the Master Plan and in the RTC's planning efforts to date.

We are concerned that the potential abandonment of the MBSST Master Plan will delay the completion of these segments and jeopardize the commitments the Land Trust has made, as donations received for one project cannot be automatically be transferred to another.

We expect the commission will consider this potential impact should you undertake a review of alternatives to the adopted Master Plan. We also have a number of questions promoted by the suggestion RTC may be considering abandoning this public policy.

- Will the already funded segments of rail trail in Watsonville, Santa Cruz, and along the North Coast be built as planned or will they be set aside and re-designed? When will it be decided?
- Would such a decision delay the construction of the currently funded segments? How much delay would result in the design and environmental permitting process for each project?
- Would it put at risk grants received from public entities for these projects?

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Executive Director

Stephen Slade

- Will RTC, the Cities of Santa Cruz and Watsonville, and the County, as project leads, inform the California Transportation Commission before it decides on the Active Transportation Program grant being recommended for approve for the Boardwalk to 17th section that RTC may abandon the rail trail plan? What impact on the likelihood of getting this grant would be expected if RTC does so?
- Will the Environmental Impact Report for the MBSST Master Plan be impacted and need to be revised?

The Land Trust has followed the progress of the Rail Corridor acquisition and planning process for a number of years and supported efforts to expedite construction of the rail trail. The potential change in current funded segments of the rail trail is unsettling since the Land Trust has raised funds based on an approved plan. It places us in an awkward position with our donors and we cannot say whether all or even most of the donors would choose to allow their gifts to be directed to a different project or one that will be significantly delayed. We are evaluating if we should disburse any further funds for the rail trail project while it is under threat of being abandoned.

We look forward to your responses to these questions.

Sincerely,



Stephen Slade
Executive Director



US 101 Santa Maria River Bridges Santa Barbara County

Connecting the community through bicycling and walking



FALL 2016

District Director's Report

A quarterly publication for our transportation partners



CTP 2040

The *California Transportation Plan 2040* provides a framework for transportation to help meet the state's climate goals by promoting livable communities, economic growth, greenhouse gas emission reduction, and a fix-it-first approach for highways, roads and bridges. It features the following six major goals for a *whole system* approach:

- Improve multimodal mobility and accessibility for all people
- Preserve the multimodal transportation system
- Support a vibrant economy
- Improve public safety and security
- Foster livable and healthy communities and promote social equity
- Practice environmental stewardship

Continued on back



US 101 Linden/Casitas interchanges

Caltrans recently joined its local partners to celebrate the groundbreaking of the US 101 Linden/Casitas interchanges project in Santa Barbara County. Caltrans Director Malcolm Dougherty noted the project will improve traffic flow and reduce congestion on this busy corridor.

The \$60 million project will reconstruct and widen the US 101 overcrossings at Linden Avenue and Casitas Pass Road, install a new landscaped median, sidewalks and bicycle paths, and extend the adjacent frontage road—connecting the community to local streets for in-town trips.

The Carpinteria Creek overcrossing will be widened to accommodate the highway's future widening in this area. Security Paving Company of Sylmar, Calif. is the contractor for the project scheduled for completion in 2020.

Caltrans District 5



District Director

Timothy Gubbins

Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.



Origin-Destination Survey

Studying travel behaviors of regional and interregional trips on US 101 in and between Ventura, Santa Barbara and San Luis Obispo counties is the primary goal of the recently completed 2016 *Central Coast Origin-Destination Survey*. The survey collected travel data to help calibrate Santa Barbara County Association of Governments' (SBCAG) regional travel demand model and support planning efforts to improve regional transit and rail services.

Key study findings confirm previous planning assumptions, including the heavy peak hour congestion across the Santa Barbara-Ventura county line and prevailing truck traffic using US 101 over SR 154. They also show a major awareness gap regarding some regional transit services.

SBCAG partnered with the San Luis Obispo Council of Governments and the Ventura County Transportation Commission to conduct the study funded through a Caltrans *Strategic Partnerships* transportation planning grant. More information at: http://www.sbcag.org/uploads/2/4/5/4/24540302/central_coast_o-d_survey_final_report_7-8-2016.pdf

Please Submit Maintenance Service Requests at the Following Link: <http://www.dot.ca.gov/hq/maint/mrsrsubmit/>

CTP 2040 continued

The plan builds upon the state's Interregional Plan, Freight Plan, Rail Plan, Aviation Plan, Transit Plan, Bicycle and Pedestrian Plan and Regional Transportation Plans. It also includes 15 strategies addressing mode shift, transportation alternatives, pricing and operational efficiency.

The state's first priorities for sustainable mobility is investing in bicycle/pedestrian infrastructure and transit. Caltrans aims to triple bicycling and double walking and transit use statewide by 2020. This supports the state's goal to reduce greenhouse gas emissions to 1990 levels by 2020, and 80 percent below those levels by 2050.

Caltrans conducted extensive public outreach statewide for the plan's development. This included two public comment periods, focus groups, public workshops, interactive website, news releases, social networking and webinars. Continued collaboration between Caltrans, local agencies, communities and all transportation stakeholders is essential to successfully achieving the state's high priority goals. The plan and more information is available at:

<http://www.dot.ca.gov/hq/tpp/californiatrnsportationplan2040/final-draft-ctp2040/index.shtml>



Sustainable Grants

A call for projects is under way for the 2017-2018 Sustainable Transportation Planning grants. About \$7.8 million is available statewide for the Sustainable Communities grants, and \$1.5 million for Strategic Partnerships.

These grants promote a balanced, comprehensive multimodal transportation system supporting Caltrans' key objectives of sustainability, preservation, mobility, safety, innovation, economy, health and equity. Applications are due to Caltrans **Friday, November 4, 2016**. Applications, guidebook and more information is available at:

<http://www.dot.ca.gov/hq/tpp/grants.html>



Critical Rural Freight Corridors

California is the nation's largest gateway for international trade and domestic commerce with an interconnected system of ports, railroads, highways and roads facilitating freight movement nationwide. The system supports one-third of the state's economic product and jobs. In 2014, freight-dependent industries provided more than \$740 billion in gross domestic product and more than five million jobs.

US 101 and Highways 46 and 156 are integral to this system. Caltrans is recommending their designation as critical rural freight corridors within the Interim National Multimodal Freight Network. Working in partnership with local agencies, Caltrans recently submitted this recommendation, among others, to the U.S. Department of Transportation for consideration.



Federal Transit Funding

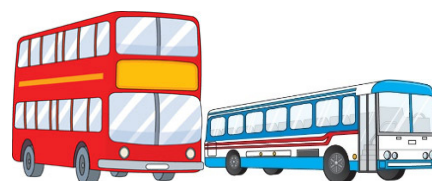
Providing more modern, reliable bus service nationwide is a top priority for the Federal Transit Administration's Bus and Bus Facilities Grant Program. Sixty-one projects across the country will receive about \$211 million to replace, rehabilitate and purchase transit buses and related equipment/facilities. These include \$4.3 million to Caltrans to construct a new maintenance facility in the Monterey-

Salinas area, \$4 million to the San Luis Obispo Regional Transit Authority for a new transit center, \$5.7 million to the Santa Barbara Metropolitan Transit District to purchase new buses, and \$3.7 million to Monterey-Salinas Transit to replace buses and provide workforce development training. More information at:

<https://www.transit.dot.gov/about/news/us-department-transportation-announces-211-million-grants-new-buses-facilities-improve>

Transit Plans Coordinate City/Regional Services

The San Luis Obispo Regional Transit Authority (RTA) and the City of San Luis Obispo recently released their jointly developed 2016 *Short Range Transit Plans*. Both plans provide operational, capital, institutional and implementation guidelines for the agencies to better coordinate their services. Caltrans funded the five-year plans with a *Transit Planning for Sustainable Communities* grant.



Countywide, 77 percent of residents live within one-half mile of a public transit route, contributing to more than one million riders annually. In fact, RTA ridership increased 270 percent in 2013 from the previous decade and the city's, 64 percent.

To meet future travel demand, both plans recommend enhancing, modifying and expanding daily transit services—including evening runs—as well as purchasing new buses, improving bus stops and operations/maintenance facilities and providing a new downtown transit center. More information at:

<http://slocog.org/sites/default/files/SLORTA-SRTP-2016-Final-web.pdf>
<http://www.slocity.org/government/departments-directory/public-works/slo-transit/general-service-information/short-range-transit-plan>



PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE DECEMBER 8, 2016 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

COMPLETED CONSTRUCTION PROJECTS

| | Project | Location | Description | Construction Timeline | Construction Cost | Funding Source | Project Manager (Resident Engineer) | Contractor | Comments |
|----|----------------------------------|--|--|---------------------------|-------------------|----------------|-------------------------------------|---------------------------------------|--|
| 1. | Monterey-Santa Cruz ADA (0R5104) | On SR 1 and SR 9 at various locations (other locations in Monterey County) | Construct curb ramps, sidewalks, and modify signal and lightings | Fall 2015 – Nov. 10, 2016 | \$1.2 Million | SHOPP | Kathy DiGrazia (HB) | Pacific Infrastructure, Vacaville, CA | Construction completed in July and accepted on Nov. 10, 2016 |

CONSTRUCTION PROJECTS

| | Project | Location | Description | Construction Timeline | Construction Cost | Funding Source | Project Manager (Resident Engineer) | Contractor | Comments |
|----|---|--|---|-------------------------------|-------------------|----------------|-------------------------------------|--|---|
| 1. | Accessible Pedestrian Signals (1G2804) | Various highways: 14 intersections in Santa Cruz County | Install accessible pedestrian signals | Spring 2016-December 2016 | \$1.3 Million | SHOPP | Kathy DiGrazia (LB) | PTM General Engineering Services, Inc. Riverside, CA | Locations: All work in Monterey and Santa Cruz counties is completed; pending work in Santa Barbara County. |
| 2. | SR 9 Pollution Source Control (0Q5904) | At and near Boulder Creek at various locations from 0.9 mile south of Glengarry Rd to 0.2 mile north of McGaffigan Mill Rd (PM 3.7-18.7) | Construct retaining wall & viaduct structure. Replace drainage pipes. Rehab maintenance turnaround. | Winter 2014-September 5, 2015 | \$1.8 Million | SHOPP | Doug Hessing (KB) | Granite Rock Company, San Jose, CA | Construction completed on Sept. 5, 2015. One year plant establishment began November, 2015. |
| 3. | SR 17 Shoulder Widening and Concrete Guardrail (0T9804) | In Santa Cruz County near Scotts Valley from 0.4 mile South of Sugarloaf to 0.1 mile South of Laurel Road (PM 8.3-9.4) | Shoulder widening and concrete guardrail | May 11, 2016-Summer 2017 | \$6.2 Million | SHOPP | Doug Hessing (DP) | Granite Construction Inc. of Watsonville | Construction began on May 11, 2016 and work consists of shoulder widening and drainage improvements. |



PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE DECEMBER 8, 2016 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

| CONSTRUCTION PROJECTS (Cont'd.) | | | | | | | | | |
|---------------------------------|--|--|---|-------------------------|-------------------|----------------|-------------------------------------|--------------------------------------|---|
| | Project | Location | Description | Construction Timeline | Construction Cost | Funding Source | Project Manager (Resident Engineer) | Contractor | Comments |
| 4. | SR 129 Curve Realignment (0T5404) | East of Watsonville between 0.4 mile west of Old Chittenden Rd and 0.1 mile east of Chittenden underpass (PM 9.5-10.0) | Curve realignment | Spring 2016—Spring 2017 | \$5 Million | SHOPP | Doug Hessing (KB) | Graniterock Company, Watsonville, CA | Roadwork is being completed with one-way signalized traffic control. The work on the westbound side of the highway is complete and work on the eastbound lane has begun. A 5-day full closure is scheduled at the end of the project (tentatively scheduled for the beginning of January, weather permitting). |
| 5. | SR 152 Centerline Rumble Strip (1G4004) | From the Casserly/Carlton Rd. Intersection to the SCr/SCI County line | Open grade overlay and metal beam guardrail upgrade | Fall 2016—Winter 2016 | \$9.6 Million | SHOPP | Doug Hessing (TBD) | TBD | Project contract awarded on July 25 and approved Sept. 1. |
| 6. | SR 236 Resurfacing (1F3404) | From Boulder Creek to Waterman Gap | Resurface the existing roadway | Spring 2017 | \$3.5 Million | SHOPP | Kelly McClain (KB) | Graniterock Company, Watsonville, CA | Project near completion but in winter suspension from December 2016 through April 2017. In April, miscellaneous paving will be completed. |
| 7. | Hwy. 17 Storm Water Mitigation (0Q604) | On SR 17 between 0.74 miles north of the fishhook and Sims Rd. (PM 0.7-1.4) | Storm water mitigation | Spring 2017 | \$7.4 Million | SHOPP | Doug Hessing | Graniterock Company, Watsonville, CA | Periodic closures expected in the right southbound lane will be confined to the following times and on weekdays only: <i>Labor Day – Memorial Day</i> <i>8 pm to 7 am / 9 am to 1 pm</i> <i>Memorial Day – Labor Day</i> <i>8 pm to 7 am</i> (Project in Winter Suspension as most of the work is slope work) |



PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE DECEMBER 8, 2016 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

| PROJECTS IN DEVELOPMENT | | | | | | | | | |
|-------------------------|---|---|--|-----------------------|-----------------------------|----------------|-----------------|----------|---|
| | Project | Location | Description | Construction Timeline | Estimated Construction Cost | Funding Source | Project Manager | Phase | Comments |
| 8. | SR 129/Carlton Rd Intersection Improvements (1F350) | Near Watsonville from 0.1 mile west to 0.2 mile east of Carlton Rd (PM 3.2-3.5) | Realign Carlton Rd., construct a new intersection and a left-turn channelization | 2018 | \$2 Million | SHOPP | Doug Hessing | Phase I | On schedule and in design phase. |
| 9. | SR 152 ADA (1E020) | Near Watsonville from Wagner Avenue to south of Holohan Road (PM 1.3-R2.0) | ADA compliance (install sidewalks) | 2018 | \$1.9 Million | SHOPP | Kathy DiGrazia | PS&E/ROW | Project Report and Environmental Document approved in February 2016. In Design and on schedule. |

AGENDA: December 8, 2016

TO: Regional Transportation Commission

FROM: Ginger Dykaar and Grace Blakeslee, Transportation Planners

RE: Unified Corridor Investment Study- Project Update & Public Outreach Plan

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC):

1. Receive information about the Unified Corridor Investment Study (UCS) project and public outreach plan; and,
 2. Adopt a resolution ([Attachment 1](#)) authorizing the Executive Director to enter into an agreement with MetroQuest for services required to provide interactive survey tools for the purposes of soliciting public input on the UCS.
-

BACKGROUND

The Santa Cruz County Regional Transportation Commission is striving to develop a sustainable transportation system that is based on the triple bottom line of economy, environment and healthy communities. A sustainable transportation system requires addressing not only mobility, maintenance and safety but also access, economic vitality, transportation equity and public and environmental health, including the need to reduce greenhouse gas emissions. The RTC secured \$286,647 in grant funds with a local match requirement of \$37,138 for Phase 2 of the Unified Corridor Investment Study. Funds will be used for consultant services, RTC staff work and to help ensure a robust public engagement process.

DISCUSSION

The Unified Corridor Investment Study (UCS) will identify multimodal transportation investments on Santa Cruz County's three primary transportation routes – Highway 1, Soquel Avenue/Drive and the Santa Cruz Branch Rail Line. Transportation investments will be evaluated for their ability to provide the greatest benefit based on a performance based decision making process that is consistent with the RTC's sustainable transportation goals included in the long range Regional Transportation Plan. Phase 1 of the UCS to develop the primary modeling tools to perform this work was completed earlier this year. A travel demand model using the TransCAD platform was developed for Santa Cruz County that will provide the ability to forecast changes in travel due to transportation improvements. A GIS based transit

model was also developed to accompany the travel demand model to estimate the changes in transit use as a result of changes in transit amenities, fares and/or frequency. A GIS based bike model, developed by AMBAG and funded by the Monterey Bay Air Pollution Control District, estimates increases in bike use based on improvements in bike facilities and is also included in this suite of transportation modeling tools for Santa Cruz County. Phase 2 of the UCS will establish goals and performance measures for the corridor and use a scenario analysis to identify a package of transportation projects that will provide the greatest benefit based on the project goals. Three or four scenario alternatives, composed of unique groupings of transportation projects, will be analyzed to determine the impact on the performance measures. A final scenario will be developed based on results of the scenario alternatives and input from RTC, RTC Committees, stakeholders, and the public. See the attached UCS project fact sheet ([Attachment 2](#)) for more information.

RTC staff will return to the RTC for input on the study several times over the next year and a half. This will include:

Project Milestones

- February 2, 2017: RTC review and approve consultant selection.
- March 2, 2017: RTC review and approve UCS goals, performance measures, and list of projects to be evaluated in the scenario analysis.
- January 2018: RTC reviews results of scenario and approves priority project list.
- March 2018: RTC reviews draft plan with priority projects identified.
- May 2018: RTC approves final plan.

Scenario Analysis -Request for Proposals

A Request for Proposal (RFP) was released November 16, 2016 to solicit qualified consultants to conduct the scenario analysis included in Phase 2 of the Unified Corridor Investment Study (UCS). Tasks to be completed by the consultant include:

- input on draft performance measures, projects to be analyzed and project groupings within scenarios;
- analysis of modeling tools developed in Phase 1 for UCS project area;
- development of new methodologies for analysis if needed for complete assessment of performance measures;
- technical analysis of scenario alternatives to identify the group of transportation projects that best achieve corridor goals; and,
- development of draft and final project report.

The complete scope of work to be performed by the consultant outlined in the RFP is shown in [Attachment 3](#). Proposals are due on January 3, 2017 at 4:00pm. A maximum of \$150,000 is available for the consultant services outlined in this RFP. A recommendation for contract award is scheduled to be brought to the RTC for approval at the February 2, 2017 meeting. Information about the request for proposals can be found at <http://sccrtc.org/about/opportunities/rfp/>.

Public Outreach Plan

RTC staff is the lead for the public outreach component of the UCS. Offering varied and engaging opportunities for members of the public to participate in the development of the project is intended to promote broad based and informed public input. Public input is encouraged throughout the development of the study. In addition, specific activities designed to seek public participation include three online surveys available in English and Spanish, two public workshops, three stakeholder group meetings, and project updates at RTC and Advisory Committee meetings. A project web page that tracks the project's progress will provide access to relevant documents and list opportunities for public input. Electronic newsletters will be sent out to keep interested parties apprised of the project activities.

Schedule of Public Participation Activities

- Winter 2016/2017: Solicit public input on the draft project goals; draft performance measures and the community's transportation priorities for Highway 1, Soquel Avenue/Drive and the Santa Cruz Branch Rail Line, while considering various project trade-offs. Input will be solicited using an online interactive survey, a stakeholder meeting, a public workshop on January 12, 2017 6:00pm at Simpkins Swim Center, and RTC and Advisory Committee meetings.
- Spring 2017: Solicit public input on the perceived safety and comfort of travel on various types of transportation facilities using an online interactive survey. Results of the survey will be considered when evaluating safety performance measures.
- Fall 2017/Winter 2018: Solicit input on the community's preferences for groupings of transportation projects within the corridor based on how well each scenario achieves project goals. Input will be solicited using an online interactive survey, a stakeholder meeting, a public workshop, and RTC and Advisory Committee meetings.
- March 2018: Solicit public input on the draft report for the UCS. Input will be solicited using an eNews notification, a stakeholder meeting, and RTC and Advisory Committee meetings.

Online Public Engagement Tool

RTC staff reviewed a variety of online interactive survey tools for the purposes of encouraging a larger number of residents representing diverse backgrounds, experiences and transportation needs to participate in the UCS. Planning agencies across the state are using online public engagement tools to enhance the effectiveness of public outreach efforts and make information about complex projects easier to understand and more accessible.

Several types of online engagement and survey tools exist. Many of the available tools contain one or a combination of public engagement platforms such as rating public submissions, providing interactive visualization features, presenting different types of survey questions and layouts, and/or acting as a social media site dedicated to one project.

RTC staff sought information from three firms specializing in online engagement tools: Urban Interactive, MetroQuest and Crowdbrite. All three firms provide a suite of online tools that to some extent let the participant prioritize choices and alternatives, compare outcomes, offer feedback about impacts, map new projects or problem areas, and identify funding priorities. Crowdbrite also offers an “online open house” tool intended to provide the experience of a public workshop from a computer. The cost of the services provided by the firms range from \$12,000-\$18,500 for one time use or one project phase to \$25,000-\$30,000 for a subscription for use on multiple projects or project phases.

RTC staff recommends that the RTC authorize the Executive Director to enter into an agreement with MetroQuest in the amount of \$26,000 for services to provide interactive online survey tools from December 9, 2016 to March 31, 2018 (Attachment 1). Of the online survey tools reviewed, MetroQuest offers the most streamlined survey program and provides the greatest number of survey functions in an easy to use format. Attachment 4 provides examples of MetroQuest’s dozen survey screens designed to address different types of public inquiry. Screens may be assembled by the client based on the public input sought at each project phase. MetroQuest also offers a subscription service that allows for more than one survey to be deployed over the subscription period and does not limit the survey to one project. Therefore, the online survey tool could also be used to solicit public input on other RTC planning efforts underway during this time frame including the State Route 9 Complete Streets Corridor Transportation Plan, the 2040 Santa Cruz County Regional Transportation Plan and the Visualizing a Sustainable Transportation System Plan. For the purpose of the UCS, three surveys using the MetroQuest engagement tool would be deployed during the subscription period. MetroQuest has been used by a number of community and transportation planning efforts including the Bay Area Metropolitan Transportation Commission’s 2035 Plan Bay Area.

The cost of a subscription to use an interactive public survey tool multiple times during the project development was not included in the original application to fund this planning effort. Therefore, grant funds are not sufficient to fully pay for a subscription to this tool. In addition, the tool will be used for other RTC planning efforts benefiting all of the work of the RTC. Therefore, it is best that the cost for using this tool be covered by RTC funds, which can then be included in the indirect cost allocation plan for indirect reimbursement by all RTC projects. There are sufficient funds in the RTC’s FY 2016-2017 budget to cover this cost.

SUMMARY

The Unified Corridors Investment Study (UCS) will identify multimodal transportation investments on Santa Cruz County's three primary transportation routes – Highway 1, Soquel Avenue/Drive and the Santa Cruz Branch Rail Line. Phase 2 of the UCS will establish goals and performance measures for the corridor and evaluate how well unique groupings of transportation projects perform. A Request for Proposals for Phase 2 of UCS was released November 16, 2016 to

solicit qualified consultants to conduct a scenario analysis that analyzes project impacts on the adopted performance measures. Specific activities, including interactive online surveys, are designed to seek public input. RTC staff sought information from three firms specializing in online engagement and survey tools and RTC staff recommends that the RTC authorize the Executive Director to enter into an agreement with MetroQuest in the amount of \$26,000 for services required to provide interactive online survey tools from December 9, 2016 to March 31, 2018 (Attachment 1).

Attachments:

1. Resolution authorizing the Executive Director to enter into an agreement with MetroQuest
2. Unified Corridor Investment Study Fact Sheet
3. Consultant Scope of Work for Unified Corridors Investment Study
4. MetroQuest Example Screens

RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of December 8, 2016
on the motion of Commissioner
duly seconded by Commissioner

A RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR
TO EXECUTE A CONTRACT WITH METROQUEST FOR SERVICES REQUIRED TO PROVIDE
INTERACTIVE SURVEY TOOLS

WHEREAS, the Unified Corridor Investment Study (UCS) is a project to identify transportation investments that optimize usage of the three parallel transportation routes in Santa Cruz County: Highway 1, Soquel Drive/Avenue and the Santa Cruz Branch Rail Line, while advancing sustainability targets; and

WHEREAS, Phase 1 of the UCS is complete and involved development of transportation modeling tools that are sensitive to multimodal projects and the local roadway network; and

WHEREAS, the Santa Cruz County Regional Transportation Commission (RTC) received a \$286,647 Caltrans Sustainable Transportation Planning grant to perform Phase 2 of the Unified Corridor Investment Study; and

WHEREAS, public involvement is essential to development of the UCS and offering varied and engaging opportunities for members of the public to participate in the development of the project is intended to promote broad based and informed public input; and,

WHEREAS, interactive survey tools available online and on mobile devices are designed to make information more available and gather a greater number of participants than traditional surveys;

THEREFORE, BE IT RESOLVED BY THE SANTA CRUZ COUNTY REGIONAL
TRANSPORTATION COMMISSION THAT:

1. The Executive Director is hereby authorized to execute an agreement with MetroQuest for services required to provide interactive survey tools from December 9, 2016 to March 31, 2018 for an amount not to exceed \$26,000; and
2. The Executive Director is further authorized to make amendments to the agreement as long as they are within the adopted RTC budget.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

ABSENT: COMMISSIONERS

Don Lane, Chair

ATTEST:

George Dondero, Secretary

Distribution: RTC Fiscal
Transportation Planner-GB



Unified Corridor Investment Study – Phase 2

August 2016

Project Summary

The Santa Cruz County Regional Transportation Commission and Caltrans will work in conjunction with stakeholders to develop a Unified Corridor Investment Study for Santa Cruz County's three primary transportation routes – Highway 1, Soquel Avenue/Drive and the Santa Cruz Branch Rail Line (see project area map below). This corridor serves as the backbone of the county's transportation network. This study will identify the multimodal transportation investments that will provide the greatest benefit based on a performance-based decision making process. Goals and performance measures for this corridor will be based on input from the public, partner agencies, decisions-makers and stakeholders as well as consistency with federal, state and local goals. A scenario analysis will be performed to analyze a number of alternative groups of projects using the modeling tools that were developed in Phase 1.



Why is this study needed?

Highway 1 and Soquel Avenue/Drive are the two main transportation routes through the urbanized area of central Santa Cruz County. Highway 1 serves as an important local, regional and interregional route, connecting communities within and between the City of Santa Cruz and the City of Watsonville and other communities throughout the Monterey Bay. Soquel Ave/Dr is an important facility for the local network and also often serves as the regional route when Highway 1 is congested. These routes are heavily traveled, are often congested and have safety concerns. The recent acquisition of the rail line



Unified Corridors Investment Study Project Area

provides a third transportation facility along this corridor that has unused capacity. Santa Cruz County has one of the highest rates of fatalities and severe injuries in the state, greenhouse gas emissions from transportation are of great concern and the equity of transportation planning decisions need to be evaluated.

Public Outreach

Santa Cruz County residents regularly express concerns about roadway congestion, safety, transportation equity and the environmental effects of transportation. The project team will utilize outreach methods that offer diverse opportunities for members of the public to participate in the development of the performance measures and project/program input for the Unified Corridors Investment Study. Additional outreach efforts will be taken to solicit input from organizations who serve low-income individuals, seniors, persons with disabilities, monolingual Spanish speakers and youth.

- The community can sign up for the Unified Corridors Investment Study E-news List by emailing info@sccrtc.org, calling 831-460-3200 or signing up on the RTC website: <http://sccrtc.org/about/esubscriptions/>
- Comments can be sent to SCCRTC: info@sccrtc.com or 1523 Pacific Avenue, Santa Cruz, CA 95060.

Major Milestones

- Define Corridor Goals and Performance Measures: Corridors goals and performance measures will be developed based on recommendations from partner agencies, the public, businesses, RTC Committees, and RTC. Federal, state and local transportation planning goals will also be considered including the 2014 Santa Cruz County Regional Transportation Plan, the 2040 California Transportation Plan, the FAST Act, State Transportation Improvement Program Guidelines, and the Smart Mobility 2010 Framework.
- Collect and Compile Corridor Specific Data: Collect and compile additional data based on performance measures chosen and data availability.
- Mode Shift “What If” Analysis: Determine the effects on Highway 1 and Soquel Ave/Dr congestion assuming various combinations of transit/bike/pedestrian/carpool mode shift within the project area.
- Project List Development: Develop the list of transportation projects, programs and policies for analysis, and determine funding assumptions.
- Scenario Development: Group projects, programs and policies into three or four alternatives for initial performance measure analysis and select one final scenario for more detailed analysis.
- Develop Priority Project List: In consultation with partners, stakeholders, and decision makers develop a recommended package of priority projects, programs and policies to best achieve corridor goals cost effectively.
- Summary Report of Unified Corridors Investment Study

Project Team

The Santa Cruz County Regional Transportation Commission (SCCRTC) is the lead agency for this project, to be implemented in partnership with Caltrans. Other stakeholders include the City of Watsonville, City of Scotts Valley, City of Santa Cruz, City of Capitola, County of Santa Cruz, Santa Cruz Metropolitan Transit District (METRO), residents, businesses, and schools. A consultant team will help perform the analysis.



This planning effort is funded through a \$286,647 Caltrans' Sustainable Communities Transportation Planning Grant (FTA 5304) and local funds.

Santa Cruz County Unified Corridor Investment Study – Phase 2 Consultant Scope of Work

The RTC intends to engage the services of a consultant to produce the Unified Corridor Investment Study (UCS) which will identify transportation investments that optimize usage of three parallel transportation corridors in Santa Cruz County: Highway 1, Soquel Avenue/Drive and the Santa Cruz Branch Rail Line, while advancing sustainability targets. Highway 1 and Soquel Avenue/Drive are two of the most heavily traveled and congested roadways in Santa Cruz County. Recent acquisition of the rail line provides a unique opportunity to create a corridor investment plan that best utilizes these facilities.

Phase 1 of the project developed the transportation modeling tools required to perform the analysis included in Phase 2. Phase 1 was completed in 2016. A travel demand model using the TransCAD platform was developed for Santa Cruz County and a GIS based transit model that estimates the changes in transit use as a result of changes in transit amenities, fares and/or frequency. A GIS based bike model, developed by AMBAG, estimates increases in bike use based on improvements in bike facilities and is also included in this suite of transportation modeling tools for Santa Cruz County. The documentation of these tools can be downloaded at the following link (<http://sccrtc.org/about/opportunities/rfp/>). The Santa Cruz County transportation modeling tools will be available to the consultant that is awarded the project after a model user agreement has been submitted.

This scope of work is for Phase 2 of this project. Phase 2 will evaluate how transportation projects located within the project area perform using a scenario analysis. Phase 2 will utilize the modeling tools developed in Phase 1 and develop additional methods needed to evaluate project impacts. RTC staff along with input from the Commission, RTC committees, stakeholders, and public will establish the project goals, performance measures, scenario themes and draft list of projects to consider for implementation on this corridor. The hired consultant will perform a scenario analysis. Scenarios will be compared to identify a package of transportation projects that will provide the greatest benefit based on the project goals.

SCOPE OF SERVICES

Task 1: Project Coordination

Task 1.1: Project Kick Off Meeting

Consultant will attend a project kick-off meeting with the project team to review the details of the scope of work, project schedule and deliverables. The goals of the study, performance measures, scenario themes, types of projects to be analyzed, transportation modeling tools developed in Phase I and any other methodologies that will be needed to perform a scenario analysis will be discussed. The project team will also discuss previously completed studies relevant to this project.

Deliverable 1.1.1: Detailed project schedule, meeting agenda and minutes.

Task 1.2: Bi-Weekly Check-Ins and Written Progress Reports

Consultant will hold biweekly meetings with Regional Transportation Commission (RTC) staff to present progress and status of tasks. Written progress reports will be submitted to the RTC contract manager with each invoice. Each report should be sufficiently detailed for the contract manager to determine if the consultant is performing to expectations and is on schedule, percentage of budget spent and achievement of overall study objectives. Reports will also contain a summary of obstacles and issues, recommended solution or course of action, and a timeline for resolution. Additional conference calls with RTC staff will be scheduled as needed to address timely issues in an effort to maintain the project schedule.

Deliverable 1.2.1: Biweekly meeting agendas

Deliverable 1.2.2: Written progress reports with each invoice

Task 2: Review and Provide Input on Project Developments to Date

Task 2.1: Review Previous Studies Relevant to Project

Consultant shall review previous studies in project area including the Santa Cruz Branch Rail Line Rail Transit Feasibility Study (2015), The 2014 Santa Cruz County Regional Transportation Plan, the Monterey Bay Sanctuary Scenic Trail Network Master Plan (2014), Highway 1 Tier I/Tier II Draft Environmental Impact Report, Sustainable Santa Cruz County Plan (2014), the Santa Cruz Metro Short Range Transit Plan (2014), and the Major Transportation Investment Study (1999).

Task 2.2: Review Goals and Performance Measures

In consultation with stakeholders, partners, public, RTC Committees, the draft goals and performance measures for this project will be developed by the time the consultant contract is awarded. Consultant will provide input on goals and performance measures to assure ability to evaluate all performance measures identified for scenario analysis. The draft goals and performance measures developed to date are listed in Table 1.

Table 1. Draft Goals and Performance Measures

| Draft Goals | Performance Measures | Area of Interest |
|--|---|--------------------------------|
| Provide safer transportation for all modes | Injury and fatal collisions by mode | Project Study Area |
| | Perceived safety and comfort by mode | Project Study Area |
| Provide reliable and efficient transportation choices to support economic vitality | Peak Period Mean Automobile Travel Time | Countywide, Project Study Area |
| | Peak Period Mean Transit Travel Time | Countywide, Project Study Area |
| | Travel Time Reliability | Countywide, Project Study Area |
| | MultiModal Network Quality | Project Study Area |
| Develop a transportation network that serves the most people and is well integrated | Mode share | Countywide, Project Study Area |
| | Person Trips | Project Study Area |
| | MultiModal Connectivity | Countywide, Project Study Area |
| Support Santa Cruz County in transitioning to a more sustainable transportation system that improves health, reduces pollution and is equitable and responsive to the needs of all users | Autotmobile Vehicle Miles Traveled | Countywide, Project Study Area |
| | Transit Vehicle Miles Traveled | Countywide, Project Study Area |
| | Passenger Vehicle Miles Traveled | Countywide, Project Study Area |
| | Criteria Pollutants | Countywide, Project Study Area |
| | Greenhouse gas emissions | Countywide, Project Study Area |

Deliverable 2.2.1: Consultant input on draft goals and performance measures.

Task 2.3 Review List of Transportation Strategies for Analysis

In consultation with stakeholders, partners, public, RTC Committees, the draft transportation strategies for this project will be developed by the time the consultant contract is awarded. Consultant will provide input on transportation projects for scenario analysis and assure ability to evaluate all projects identified. Consultant shall identify additional transportation projects that may advance the project goals,

as appropriate. Consultant will also provide input on project cost estimates for each project that is identified to be analyzed.

Potential transportation investments for this corridor may include, but are not limited to, the projects listed in Table 2 below.

Table 2. Draft Transportation Investments

| |
|---|
| Highway Projects |
| buses on shoulders |
| high occupancy vehicle lanes and increased frequency of transit |
| hwy 1 aux lanes |
| hwy 1 ramp metering |
| high occupancy vehicle reversible lane |
| Soquel Ave/Drive |
| signal synchronization |
| transit signal priority |
| transit/HOV queue jumps |
| dedicated bus lane - BRT |
| roundabouts |
| Parking removed from Soquel to side streets and lots along blocks to improve bike and transit options |
| increased frequency of transit |
| improved transit amenities |
| buffered bike lanes |
| green lane treatments |
| sidewalk improvements |
| intersection improvements for bikes/pedestrians |
| Rail Corridor |
| Trail |
| Rail Transit |
| BRT |
| Freight Service on Rail |
| Connections between Routes |
| Improved bike/pedestrian facilities throughout urban area closing any gaps in network |
| Transit connections between rail, hwy and Soquel |
| Transportation Demand Management |
| Employers and residences - incentive programs – work from home 1 in 5 etc. |
| Bike share, bike amenities, transit amenities, park and ride lots... |

Deliverable 2.3.1: Consultant input on draft transportation projects.

Task 2.4: Review Scenario Themes

In consultation with stakeholders, partners, public, RTC Committees, the draft scenario themes and transportation investments under each theme will be developed by the time the consultant contract is awarded. Consultant will provide input on four scenario themes and transportation investments within each theme to assure ability to evaluate all performance measures identified for the scenario analysis. Once input from consultant is received on draft goals, performance measures, scenario themes and projects within scenarios, input and approval from the RTC will be sought.

Deliverable 2.4.1: Consultant input on draft scenario themes and transportation projects and programs within each theme.

Task 3 Transportation Modeling Tools for Scenario Analysis

The Santa Cruz County transportation modeling tools developed in Phase 1 of this project will be utilized to analyze project impacts on many of the performance measures. Additional methodologies will need to be developed to consider all of the performance measures and all of the project types that will be considered as part of this study and cannot be analyzed by the Santa Cruz County transportation modeling tools developed in Phase 1.

Task 3.1 Evaluate SCC Travel Demand Model for UCS Project Area

The Santa Cruz County Travel Demand Model (SCCModel) is a 4-step travel demand model using the TransCAD platform. The model was developed during Phase I of this project. The Santa Cruz County Travel Demand Model is designed to forecast future travel patterns on both roadway and transit routes throughout Santa Cruz County (SCC). The model can be used to assess how changes in population, employment, demographics and transportation infrastructure affect travel patterns within the county. The data for the SCC Model comes from a multitude of sources including the Census 2010 data, the American Community Survey data, and the Association of Monterey Bay Area Governments (AMBAG) travel demand model. Data used for estimation, calibration and validation of the SCC Model includes the 2012 California Household Travel Survey (CHTS), the 2012 Transit On-Board Survey and traffic count data collected by Caltrans and others.

There are two documents that provide detailed information about the SCCModel, the SCC Model Development Report and the SCC Model User Guide. The Model Development Report provides information on the main input data sources, descriptions of the model components and methodologies, and model calibration and validation results. The SCC Model User Guide provides detailed instructions of how to run the model, and information on the input and output files. These documents are available on the SCCRTC website (<http://sccrtc.org/about/opportunities/rfp/>).

The consultant shall run the 2010 SCCModel to determine the 2010 baseline performance measures for the Unified Corridor Investment Study based on the project area and/or countywide performance as noted in goals and performance measures table above. Any adjustments that are needed to best model a congested highway will be applied by consultant. The forecasted year will be 2035. The 2035 land use data within the project study area shall be evaluated for consistency with County, City of SC and Capitola planning departments as well as the latest AMBAG population projections.

Deliverable 3.1.1: Results of 2010 SCCModel baseline performance measures analysis. Include a discussion of any adjustments that have been made to the model to best forecast results for the UCS project study area.

Deliverable 3.1.2: Updated 2035 land use input data file for the SCCModel based on the latest AMBAG population projections and input from County, City of SC and Capitola planning departments

Task 3.2 Evaluate SCC Stand Alone Transit Model (SATM) for UCS Project Area

The SATM is a GIS based modeling tool whose purpose is to refine the travel demand model transit mode share for trips with access to transit (both starting and ending within ¼ mile of a transit stop) based on changes in actual time (headway), cost (fare), and/or amenities that affect perceived travel time. Using land use and travel data from the travel demand model, the SATM estimates changes in transit riders due to the potential benefits of transit amenities (such as wifi on buses or shelters at stops etc.). Perceived in-vehicle travel time equivalencies are implemented into the SATM as potential discounts to the perceived transit travel time along a transit route. The amenities discount on transit travel times makes the transit route more attractive which can drive an increase in the transit mode shares.

The SATM User Guide provides information on how the tool was developed, instructions on how to run the model and information on the input and output files. This document is available on the SCCRTC website (<http://sccrtc.org/about/opportunities/rfp/>).

The consultant will perform a sensitivity analysis on the SATM for the project study area to assure that the effects on transit usage are reasonable for the UCS project study area and consistent with research in other communities. Consultant will make adjustments where necessary.

Deliverable 3.2.1: Sensitivity analysis results of SATM and any adjustments necessary to best forecast affects of transit investments in project study area. Documentation in sufficient detail that the analysis can be repeated and the assumptions and data inputs are clearly understood.

Task 3.3 Evaluate the AMBAG Monterey Bay Area Bicycle Travel Demand Model (BikeTDM) for UCS Project Area

AMBAG (funded by the Monterey Bay Unified Air Pollution Control District) developed a bicycle travel demand modeling tool to refine the travel demand model bike mode share based on implementing new bike facilities.

The Monterey Bay Area Bicycle Travel Demand Model Documentation and Software User Guide provides information on how the tool was developed, instructions on how to run the model and information on the input and output files. This document is available on the SCCRTC website (<http://sccrtc.org/about/opportunities/rfp/>).

The consultant should evaluate the Monterey Bay Area Bicycle Travel Demand Model for the project study area and determine ability to model bicycle improvements of interest for the corridor. The consultant will perform a sensitivity analysis on the BikeTDM for the project study area to assure that the effects on bicycle usage are reasonable for the UCS project study area, consistent with research results from other areas and determine postprocessing adjustments where necessary.

Deliverable 3.3.1: List of bicycle projects of interest for the UCS that can and cannot be modeled with the Monterey Bay Area Bicycle Travel Demand Model.

Deliverable 3.3.2: Sensitivity analysis results of BikeTDM and any postprocessing adjustments necessary to best forecast affects of bicycle facility investments in project study area. Documentation in sufficient detail that the analysis can be repeated and the assumptions and data inputs are clearly understood.

Task 3.4 Research and Develop Additional Methodologies for Scenario Analysis

The transportation modeling tools developed for Santa Cruz County to date (SCC Model, SATM and BikeTDM) cannot consider all of the transportation project types of interest for the project study area and can forecast only some of the performance measures. Additional methodologies and/or postprocessing analysis will need to be developed to consider all of the transportation projects and performance measures to be considered for the Unified Corridor Investment Study. The consultant will research and develop methodologies that can be used to forecast the impacts of the transportation projects of interest on the performance measures that cannot be analyzed with the SCCModel, the SATM or the Bike TDM.

For example, forecasting safety improvements (reductions in injuries and fatalities) given the list of transportation projects to be considered will require researching the methods currently available (e.g. Highway Safety Improvement Program data and analysis tools). Transportation Demand Management (TDM) strategies may require postprocessing methods based on research results to take into account affects of TDM programs on performance measures. Evaluating the effects on greenhouse gas emissions due to changes in vehicle miles traveled will likely require running the EMFAC2014 model developed by the California Air Resources Board.

Deliverable 3.4.1: Document in detail the methods developed to evaluate the transportation projects and their affects on the performance measures beyond what was developed in Phase 1. Documentation should be in sufficient detail that the

analysis can be repeated and the assumptions and data inputs are clearly understood.

Deliverable 3.4.2: Develop a matrix listing the methods that will be used to forecast the impacts of each transportation investment on each of the performance measures.

Task 4 Additional Data Requirements

Task 4.1 Data Availability & Needs

After review of goals, performance measures, scenario themes, transportation projects that will be analyzed, and transportation modeling tools (developed during Phase I of the Unified Corridors Study or developed in Task 3), consultant will identify any additional data requirements that are needed to perform this study. Consultant will identify data from RTC, AMBAG, Caltrans, Statewide Integrated Traffic Records System (SWITRS) and any other sources that would be beneficial for this study.

Deliverable 4.1.1: Develop a list of data needs for the Unified Corridor Study scenario analysis.

Task 4.2 Collect and Compile Corridor Specific Information

Based on the data assessment in Task 4.1, consultant will collect and compile transportation data required to use the transportation modeling tools and other methods needed for the Unified Corridors Study scenario analysis.

Data collection could include but is not limited to:

- Acquire actual baseline travel time and travel time reliability data from PeMs, INRIX or other method for Highway 1 and Soquel Ave/Dr
- Compile baseline injury and collision data by mode within project area
- Map origins and destinations of transportation disadvantaged populations within project area
- Compile existing street profiles for four locations along Soquel Avenue/Drive to be able to evaluate feasibility of potential projects
- Compile existing street profiles of two locations along Highway 1 to evaluate feasibility of potential projects
- Compile existing ramp length data to evaluate feasibility of ramp metering along Highway 1

Deliverable 4.2.1: List of additional data needs for scenario analysis of Unified Corridor Study to support a scenario analysis using the Santa Cruz County Transportation Modeling Tools and any other methods obtained in Task 3.4. Include source of data and description of how data will be used in the Unified Corridor Study.

Deliverable 4.2.2: Provide data that was collected and/or compiled for use in scenario analysis in a format that is readily utilized.

Task 5 Conduct Technical Analysis of Scenario Alternatives

Transportation projects will be grouped into four scenarios and analyzed to determine the impact on performance measures. One final scenario of transportation investments will be developed based on the results of the four alternatives and RTC, RTC Committee, stakeholder, and public input.

Task 5.1 Perform Analysis of Four Scenarios

The consultant will perform the technical analysis for each of the four future scenarios by setting up and running the transportation modeling tools (SCCModel, SATM and BikeTDM) and the additional methodologies that were developed in Task 3.4 for each 2035 scenario evaluated. Consultant will evaluate the feasibility of each scenario based on cost, geographic, legal, environmental, and engineering constraints. Consultant will also evaluate the scalability of each scenario to adapt to future demand in the corridor. Consultant will work with the project team to address any problems that arise in the scenario analysis.

Deliverable 5.1.1: Technical memorandum with results of four initial scenarios including a performance measure dashboard of the results of each scenario and a narrative discussing the constraints of the scenarios and their scalability.

Task 5.2 Public Workshop of Scenario Analysis Results

Consultant will present findings of the four scenario results at a public workshop and solicit input from the public on priority projects. Graphical representations of the scenario analysis results will be designed and prepared by consultant including Geographic Information System maps and charts and a “performance dashboard”.

Deliverable 5.2.1: Powerpoint presentation for public workshop

Deliverable 5.2.2: Graphical representations (maps, charts, dashboard) of performance measure analysis of four initial scenarios.

Task 5.3 Presentation of Scenario Analysis Results at a Stakeholder Meeting

Consultant will present findings of the four scenario results at a stakeholder meeting to solicit input. Graphical representations of the scenario analysis results will be designed and prepared by consultant including Geographic Information System maps and charts and a “performance dashboard”.

Deliverable 5.3.1: Stakeholder meeting agenda and minutes

Deliverable 5.3.2: Powerpoint and oral presentation of the results of the four initial scenarios designed and prepared by consultant for stakeholder meeting.

Task 5.4 Presentation of Scenario Analysis Results at an RTC meeting

Consultant will present findings of the four scenario results at a RTC meeting to solicit input. Graphical representations of the scenario analysis results will be designed and prepared by consultant including Geographic Information System maps and charts and a "performance dashboard".

Deliverable 5.4.1: Powerpoint and oral presentation of the results of the four initial scenarios designed and prepared by consultant for RTC meeting.

Deliverable 5.4.2: Minutes of the UCS item at the RTC meeting.

Task 5.5 Develop Final Project List and Analyze Final Scenario

In consultation with partners, stakeholders, and decision makers, the consultants and RTC staff will develop a recommended package of transportation projects that best achieve corridor goals. Consultant will provide cross sections at four locations along Soquel Avenue/Drive, cross sections at two locations for Highway 1 and cross sections at two locations along the rail corridor to illustrate recommended projects. Comments will be solicited from the public, partner agencies, stakeholders, RTC Committees and RTC.

Deliverables 5.5.1: Results of final scenario analysis including detailed documentation, maps, charts and a performance "dashboard".

Deliverables 5.5.2: Recommended list of transportation projects for the Unified Corridor Investment Study.

Deliverables 5.5.3: Cross sections on 4 locations on Soquel Ave/Dr, 2 locations on the rail corridor and 2 locations on Hwy 1 to illustrate priority projects.

Task 6: Unified Corridors Investment Study Report

Task 6.1 Preparation of Administrative Draft

Consultant shall prepare administrative draft of report that clearly documents the scenario analysis and submit administrative draft document to RTC staff and stakeholders. The report should include a detailed description of the analysis completed including any assumptions and limitations to the analysis.

Deliverable 6.1.1: Administrative Draft of Unified Corridor Investment Study Report

Task 6.2 Draft Report and Presentation for RTC, Public and Stakeholders

Consultant shall address comments received on administrative draft from RTC staff and prepare draft report. RTC staff will solicit comments on the draft document from RTC Committees. Consultant will present the findings of the final scenario results and the draft report of the Unified Corridors Investment Study at a stakeholder meeting to solicit input. Consultant will present the findings of the final scenario results and

the draft report for the Unified Corridors Investment Study to the Regional Transportation Commission. Consultant will consider comments received and make revisions as directed by RTC.

Deliverable 6.2.1: Draft of Unified Corridor Investment Study Report

Deliverable 6.2.2: Compiled list of comments from public, stakeholders, and RTC

Deliverable 6.2.3: Meeting agenda, powerpoint, and oral presentation of draft report at stakeholders meeting and meeting minutes

Deliverable 6.2.4: Powerpoint and oral presentation of draft report at RTC meeting

Task 6.3 Final Report

Complete the final report that considers comments received from RTC, RTC Committees, stakeholders, public and RTC staff on draft document. Include credit of the financial contribution of the Caltrans grant program on the cover of the report. Recommend "Next Steps" for implementation.

Deliverable 6.3.1: Final Report of Unified Corridors Investment Study

Attachment B-1 Project Schedule

RTC is seeking a consultant to perform the services described in this Scope of Work for a period of sixteen (16) months ending on May 31, 2018.

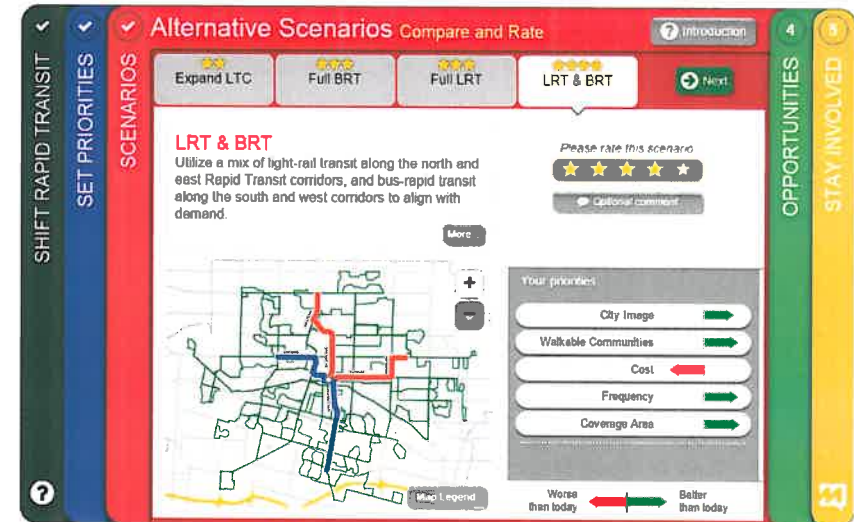
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|-------------------------------|--|
| November 16, 2016 | Release RFP |
| November 29, 2016 | Conduct Proposers' Conference, Santa Cruz, CA 1:30 pm PST |
| January 3, 2017 | Proposals due, 4:00 pm, Pacific Standard Time |
| January 12, 2017 | Notify consultants if being interviewed |
| January 18, 2017 | Consultant interviews & select consultant |
| February 2, 2017 | RTC considers entering into contract |
| February 8, 2017 | Finalize contract |
| February 2017–May 31, 2018 | Develop Unified Corridors Investment Study |

Priority Ranking



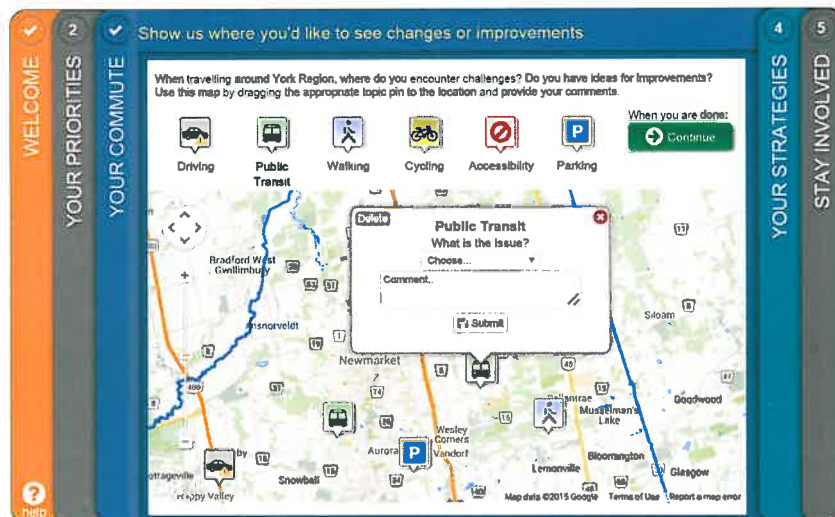
The Priority Ranking Screen is used to rank order a set of items. It's an easy and intuitive way to get quality feedback from the community on issues, objectives, topics or priorities.

Scenario Rating



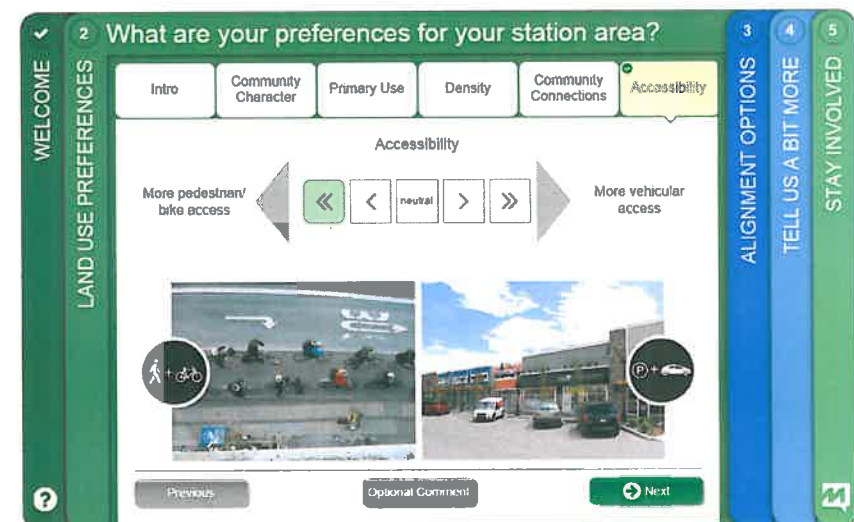
The Scenario Rating Screen allows participants to learn about scenarios through visualizations and performance metrics ranked according to their top priorities before providing input.

Map Marker



The Map Marker Screen uses the familiar Google Map interface to allow visitors to drag markers to areas of interest or concern and add comments if they wish throughout your study area.

Tradeoffs



The Tradeoffs Screen allows visitors to weigh a series of options head to head. Trade-offs are presented in pairs and participants simply indicate their preferences on a sliding scale.