



## Santa Cruz County Regional Transportation Commission

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### AGENDA

**Thursday, March 2, 2017  
9:00 a.m.**

**NOTE LOCATION THIS MONTH  
County Board of Supervisors Chambers  
701 Ocean St., 5<sup>th</sup> floor  
Santa Cruz, CA**

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](mailto:info@sccrtc.org) to subscribe.*

#### COMMISSION MEMBERSHIP

Caltrans (ex-officio)	Tim Gubbins
City of Capitola	Jacques Bertrand
City of Santa Cruz	Sandy Brown
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	Cynthia Chase
Santa Cruz Metropolitan Transit District	Ed Bottorff
Santa Cruz Metropolitan Transit District	TBD

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

1. Roll call
2. Review of items to be discussed in closed session

### **CLOSED SESSION**

3. 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
4. CONFERENCE WITH LEGAL COUNSEL-ANTICIPATED LITIGATION. Significant Exposure to Litigation to be considered for one case pursuant to Government Code Section 54956.9 (d)(2).

### **OPEN SESSION**

5. Report on closed session
6. 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.*

7. 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**

8. Approve draft minutes of the February 2, 2017 Regional Transportation Commission meeting
9. Accept draft minutes of the February 13, 2017 Bicycle Advisory Committee meeting
10. Approve draft minutes of the February 16, 2017 Transportation Policy Workshop meeting

### **POLICY ITEMS**

*None*

**PROJECTS and PLANNING ITEMS**

11. Approve Fiscal Year (FY) 2016/17 Cap and Trade-Low Carbon Transit Operations Program (LCTOP) **(Resolution)**
12. Approve Pedestrian Safety Work Group's Pedestrian/Bicyclist Brochure

**BUDGET AND EXPENDITURES ITEMS**

13. Accept status report on Transportation Development Act (TDA) revenues

**ADMINISTRATION ITEMS**

14. Accept Resolution of Appreciation for retiree: Tegan Speiser

**INFORMATION/OTHER ITEMS**

15. Accept monthly meeting schedule
16. Accept correspondence log
17. Accept letters from RTC committees and staff to other agencies
  - a. Letter to the City of Santa Cruz Public Works Director, Mark Dettle, regarding a recommendation that a "Port District Multi-Modal Transportation Plan" project be added to the City of Santa Cruz Active Transportation Plan from the RTC Bicycle Advisory Committee
18. Accept miscellaneous written comments from the public on RTC projects and transportation issues
19. Accept information items
  - a. Article published in the ITS International November/December 2016 issue magazine "Study reveals unexpected effects of replacing fuel tax" by Eric O'Rear, Wallace Tyner, and Kamal Sarica

**REGULAR AGENDA**

20. Commissioner reports – oral reports
21. Appointment of Commissioners to Budget and Administration/Personnel (B&A/P) Committee – oral report  
*(Zach Friend, Chair)*
  - a. B&A/P Committee Meeting Schedule
22. Director's report – oral report  
*(George Dondero, Executive Director)*
23. Caltrans report and consider action items
  - a. Santa Cruz County project updates

24. Regional Transportation Improvement Program (RTIP) Amendments  
*(Rachel Moriconi, Senior Transportation Planner)*
  - a. Staff report
  - b. Resolution amending the 2016 RTIP
  - c. Summary of State Transportation Improvement Program (STIP)-related amendments/funding swaps
  - d. Highway project schedule updates
  - e. Letter from City of Watsonville regarding Harkins Slough Road area project
25. User Oriented Transit Planning Project/Cruz511 in Your Neighborhood  
*(Grace Blakeslee, Transportation Planner)*
  - a. Staff report
  - b. Resolution authorizing the Executive Director to enter into a consultant contract for travel advisors
  - c. Map of participating neighborhoods
26. Unified Corridor Investment Study – Revised Scope  
*(Ginger Dykaar and Grace Blakeslee, Transportation Planners)*
  - a. Staff report
  - b. Expanded Project Area Map
27. Adjourn to special meeting of the Service Authority for Freeway Emergencies
  - a. SAFE agenda attached separately
28. Reconvene to the Santa Cruz County Regional Transportation Commission meeting
29. Next meetings

The next RTC meeting is scheduled for Thursday, April 6, 2017 at 9:00 a.m. at the County Board of Supervisors Chambers, 701 Ocean Street, 5<sup>th</sup> floor, Santa Cruz, CA.

The next Transportation Policy Workshop meeting is scheduled for Thursday, March 16, 2017 at 9:00 a.m. at the RTC Offices, 1523 Pacific Avenue, 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](mailto:info@sccrtc.org) / website: [www.sccrtc.org](http://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](http://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](http://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](http://www.santacruzpl.org) or [www.watsonville.lib.ca.us](http://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](mailto: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](http://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](http://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](http://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**

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**MINUTES**

**Thursday, February 2, 2017  
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 9:02 a.m.

Members present:

Jacques Bertrand	Sandy Brown
Randy Johnson	Jimmy Dutra
Greg Caput	Ryan Coonerty
Zach Friend	John Leopold
Bruce McPherson	Cynthia Chase
Ed Bottorff	Donald Hagen (alt)
Aileen Loe (ex-officio)	

Staff present:

George Dondero	Luis Mendez
Yesenia Parra	Jenn Eames
Karena Pushnik	Rachel Moriconi
Kim Shultz	Cory Caletti
Tegan Speiser	

2. Review of items to be discussed in closed session

Commissioners adjourned to closed session at 9:03 a.m.

**CLOSED SESSION**

3. 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**

4. Report on closed session

Commissioners reconvened to open session at 9:39 a.m. and there was no closed session report.

5. Oral communications

**Lowell Hurst**, City of Watsonville, welcomed the Commission to Watsonville and said that Highway 1 traffic congestion in South County is typical. He noted that the annual **Engineer's Week Egg Drop Competition will be on February 25<sup>th</sup>**.

**Jack Nelson**, Campaign for Sensible Transportation, said that a pound of CO<sub>2</sub> is emitted per vehicle mile traveled and green house gas emissions from the six million vehicle miles traveled daily in Santa Cruz County are adding to the destabilization of the environment.

**Brian Peoples**, Trail Now, stated that an effective transportation system is the key to prosperity of the community and opening the coastal corridor now for alternative transportation is needed for public safety and economic vitality. Mr. Peoples noted that the community is in a transportation emergency and there is concern that the railroad tracks are a tax payer liability.

**Becky Steinbruner**, Aptos resident, said that she is concerned about the road conditions around Valencia Elementary in Aptos and the resulting traffic congestion on Freedom Boulevard. Ms. Steinbruner noted that secondary emergency access should be established on Valencia Road at Trout Gulch.

**Marilyn Garrett**, Aptos resident, said that expressed public health and safety concerns should be prioritized. Ms. Garret stated that she is concerned with microwave transmissions and that RTC funds should not be spent on traffic cameras.

**Michael Saint**, Aptos resident, said that the RTC should think outside the box and encourage utilization of alternative transportation and create a decent public transit system. Mr. Saint noted that highway widening will become less necessary once technology advances.

**Barry Scott**, Rio del Mar resident, said that having a rail system would require a considerable upfront investment, but would be cost efficient in the long run and would be a useful transportation alternative when the highway and buses are unavailable. Mr. Scott noted that there is significant support for the feasibility of having a rail.

6. Additions or deletions to consent and regular agendas

A replacement page for Items 12 and 22, additional pages for Items 5, 19, and 23, and a handout for Items 18 and 20 were distributed.

**CONSENT AGENDA**

Commissioner Leopold moved and Commissioner Caput seconded the consent agenda. The motion passed unanimously with Commissioners Bertrand, Brown, Johnson, Dutra, Caput, Coonerty, Friend, Leopold, McPherson, Chase, Bottorff, and Commissioner Alternate Hagen voting "aye".

**MINUTES**

7. Approved draft minutes of the January 19, 2017 Regional Transportation Commission meeting

**POLICY ITEMS**

*None*

## **PROJECTS and PLANNING ITEMS**

*None*

## **BUDGET AND EXPENDITURES ITEMS**

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

## **ADMINISTRATION ITEMS**

9. Approved CalPERS health benefit contribution rates for plan year 2017 (**Resolutions 16-17 and 17-17**)
10. Approved appointment to the Elderly and Disabled Transportation Advisory Committee
11. Approved opening Budget and Administration/Personnel Committee Nominations

## **INFORMATION/OTHER ITEMS**

12. Accepted monthly meeting schedule
13. Accepted correspondence log
14. Accepted letters from RTC committees and staff to other agencies
  - a. Letter to the City of Santa Cruz Council Members regarding the recognition of former City of Santa Cruz Public Works Director Bill Fieberling from the Bicycle Advisory Committee
  - b. Letter to the County of Santa Cruz Public Works Director John Presleigh regarding appreciation of green bike lane installations from the Bicycle Advisory Committee
15. Accepted miscellaneous written comments from the public on RTC projects and transportation issues
16. Accepted information items
  - a. Letter dated January 13, 2017 from Caltrans District 5 regarding the completion of the Highway 17 Access Management Plan
  - b. 2018 California State Rail Plan Factsheet

## **REGULAR AGENDA**

17. Commissioner reports – oral reports

Commissioner McPherson reported on: Santa Cruz County Public Works working hard to develop a priority list for the \$20 million in severe infrastructure damages caused by the recent storms; Governor Brown calling for a state of emergency for federal funds for natural disaster relief; and almost 10% of all storm damage in California being in Santa Cruz County alone.

Commissioner Caput reported on: his appreciation for the cooperative work done by multiple agencies to fix road damages on Thompson Road and Howard Road; improvements plans needed, with the cooperation of state and federal entities, to ensure that the Pajaro River is flood proof; the importance of protecting the community from floods before it becomes a state of emergency; and two minors that were saved from drowning in Pinto Lake.

Commissioner Bertrand reported on: neighborhoods being flooded due to the recent storms; and the City of Capitola Public Works **Department's diligence** in monitoring the stream for public safety.

18. **Director's Report** – oral report

George Dondero, Executive Director, reported on: the Scott Creek Lagoon restoration goal to develop a bridge and lagoon system that would improve the habitat while **providing a sustainable transportation infrastructure; Golden Gate Railroad Museum's** (GGRM) decision to locate to the Northwestern Pacific Railroad in Marin County; the retirement of Senior Transportation Planner, Tegan Speiser, after 15 years of service with the RTC; **President Trump's** remark to prioritize fixing existing infrastructure before starting new projects; and the Senate panel approving Transportation Secretary nominee Elaine Chao. Mr. Dondero noted that future Transportation Policy Workshop (TPW) meetings will be utilized to discuss the implementation of Measure D.

Tegan Speiser, Senior Transportation Planner, expressed her appreciation for the opportunity to contribute to the **RTC's** accomplishments and said that community awareness of the background work needed for transportation projects is important. Ms. Speiser stated that the rail corridor should be preserved and that there is a need for ongoing public engagement so that the agency is identifiable to the community. She noted that she is looking forward to participating in future transportation plans as a member of the community.

Commissioner Leopold congratulated Ms. Speiser on her retirement and expressed his appreciation for her many transportation efforts, her commitment to the community, and for developing the Cruz511 program. He noted that he is happy that she will not be stepping away from the community, but rather into the community to be involved in different ways.

**Becky Steinbruner**, said that she supports rail transportation and feels that Santa Cruz County has suffered a huge loss with GGRM's **decision to go to another county**. Ms. Steinbruner noted that she is interested in a public disclosure of the terms that were discussed by the ad-hoc committee.

19. Caltrans report and consider action items

Aileen Loe, Caltrans District 5 Deputy Director, reported on: the process of incorporating the completed Highway 17 Access Management Plan (AMP) into the 2040 Regional Transportation Plan (RTP); the State Highway Operation Protection Program (SHOPP) transitioning to asset management and performance based evaluations; and the possibility of providing more frequent updates on Santa Cruz County SHOPP funded projects.

Commissioners discussed: their appreciation for **Caltrans' efforts** in connecting with the community to incorporate public concerns regarding plans for the Highway 17 AMP; how the AMP would have a dramatic impact on Highway 17 safety; and the need for additional resources to make more significant transportation infrastructure and safety improvements.

## 20. Measure D Update

George Dondero, Executive Director, and Karena Pushnik, Senior Transportation Planner, presented the staff report and the outline for the implementation of Measure D. Mr. Dondero reported on: assessments of administration tasks and fiscal processes; development of guidelines and agreements for direct allocations to local jurisdictions, transit, and paratransit; and the State Board of Equalization (BOE) starting collection of the ½ cent sales tax on April 1<sup>st</sup> with funds projected to be received by the RTC in July. Ms. Pushnik reported on: the development of 5-year plans for jurisdictions and the annual audit requirements; a 30-year implementation plan that would be updated every 5 years and would require RTC Board approval; preparation of timelines and projections for regional projects; development of a communications plan for public engagement; and the guidelines and membership requirements defined in the ordinance for establishing an Oversight Committee.

Commissioners discussed: the effects of public input on regional and local projects; how RTC staff recommendations for the Oversight Committee members would require RTC Board approval; utilizing resources from other Self Help Counties to assist with the development of Measure D implementation procedures for collecting the sales tax, distributing funds to jurisdictions, and preparing annual reports; the need for consistency and having a unified plan when approaching the public; appreciation for RTC staff work efforts and public engagement that resulted in the success of Measure D; the need to increase RTC staff to implement projects; infrastructure projects in Watsonville that will utilize Measure D funds; support for leveraging funds to be able to complete projects that may cost more than available funds; the importance of transparent community outreach efforts and public awareness of transportation projects that are funded with **tax payers'** money; and timelines and the delivery of **projects in the jurisdiction's 5-year plan.**

**Brian Peoples**, said that Caltrans did a good job with engaging the community for the Highway 17 Access Management Plan (AMP) and that Trail Now is willing to assist with community outreach efforts for Measure D. He noted that he encourages the Commission to connect with the legislature to leverage funds for transportation projects.

**Becky Steinbruner**, stated that she appreciates that the Oversight Committee will be publically vetted and noted that the community needs transparency and follow through from the RTC.

**Eric Richter**, said that he appreciates the work done by the RTC and reiterated the need for transparency and reliability to deliver projects. He noted that Santa Cruz County has a tremendous asset in the Rail Trail.

**Piet Canin**, Ecology Action, thanked the RTC for moving forward with the allocations clearly defined in the Measure D ordinance and stated that additional public communication is needed to reinforce the voter endorsed transportation improvement plan. Mr. Canin noted that local funds are more discretionary for each jurisdiction and that leveraged funds are needed to complete more projects.

**Barry Scott**, urged the Commission to stay the course with the plan to build the Coastal Rail Trail with the allocated Measure D funds for the Monterey Bay Sanctuary Scenic Trail (MBSST). He noted that the funds dedicated to the Highway 1 auxiliary lanes could have paid for scenario E for passenger rail transit.

**Marilyn Garret**, thanked Commissioner Caput for being an advocate for public input and transparency and said that widening the highway will not work to alleviate traffic congestion. Ms. Garret noted that improving public safety around schools with Measure D funds should be prioritized.

**Jannika Strauss**, Bike Santa Cruz County, stated that Bike Santa Cruz County had endorsed Measure D to ensure bicycle safety in the County and that she looks forward to working with RTC on projects.

## 21. 2017 Legislative Program and Funding Updates

Rachel Moriconi, Senior Transportation Planner, presented the staff report. She reported on: the significant decrease of funding from traditional transportation revenue sources; the transportation infrastructure needs in Santa Cruz County; the new state transportation proposal from Governor Brown and updates to the proposal provided in Assembly Bill (AB) 1 and Senate Bill (SB) 1; and federal transportation updates with President Trump's interest for public-private partnerships for infrastructure investments, and expedited environmental reviews and approvals for high priority infrastructure projects. Ms. Moriconi noted that the 2017 legislative priorities focus on increasing and stabilizing transportation funding.

Commissioners discussed: **RTC's leverage as a self help county to advocate for the backlog of transportation funds**; potential political issues with receiving federal funding in the future; California not being included in President Trump's \$140 billion infrastructure project improvements list; the need for a contingency plan if federal funds are unavailable; and the RTC Legislative Program seeking to expand the **definition of "disadvantaged communities" to ensure areas in Santa Cruz County are not excluded from Cap and Trade program funding.**

**Brian Peoples**, said that the RTC needs to be tactical in their efforts and should consider filtering out the specifics of projects when advocating for transportation funding.

**Jack Nelson**, said that the Commuter Benefits Program in the Bay Area has been successful in reducing green house gas emissions and that increasing gas taxes would encourage less driving rather than a vehicle miles traveled tax. Mr. Nelson noted that climate change Senate Bill 32 requires California to reduce greenhouse gas emissions to 40 percent below 1990 levels by 2030.

**Becky Steinbruner**, requested that her public comment submitted for Item 19 be moved to Item 21. She stated that she would like the Commission to include safeguards for approved projects to ensure that there are no code violations and that there is proper oversight for spending of awarded funds.

**Marilyn Garret**, expressed her concerns with the prioritization of transportation projects to be funded.

Commissioner Dutra moved and Commissioner Coonerty seconded staff recommendation to approve State and Federal Legislative Programs for 2017 to assist in analyzing the transportation impacts of legislative activities. The motion passed unanimously with Commissioners Bertrand, Brown, Johnson, Dutra, Caput, Coonerty, Friend, Leopold, McPherson, Chase, Bottorff, and Commissioner Alternate Hagen voting "aye".

## 22. Highway 9/San Lorenzo Valley Corridor Plan – Contract Award

Rachel Moriconi, Senior Transportation Planner, presented the staff report. Ms. Moriconi reported that three proposals were received in response to the Request for Proposals (RFP) to analyze the needs for the Highway 9/San Lorenzo Valley Corridor and the consultant team of Kimly Horn had been chosen by the evaluation committee.

Commissioner McPherson moved and Commissioner Dutra seconded staff recommendation to adopt **(Resolution 18-17)** authorizing the Executive Director to negotiate and enter into an agreement for professional consulting services with Kimly Horn to prepare a multimodal complete streets plan for the Highway 9 Corridor through San Lorenzo Valley. The motion passed unanimously with Commissioners Bertrand, Brown, Johnson, Dutra, Caput, Coonerty, Friend, Leopold, McPherson, Chase, Bottorff, and Commissioner Alternate **Hagen voting "aye"**.

## 23. City of Santa Cruz Rail Trail Project Phasing Plan and Cooperative Agreement

Cory Caletti, Senior Transportation Planner, presented the staff report. Ms. Caletti summarized the actions and progress to date on the Monterey Bay Sanctuary Scenic Trail (MBSST) and noted the Coastal Rail Trail, Rail Trail, and Rail with Trail interchangeability of terminology wording. She reported on the design changes to the City of Santa Cruz Rail Trail, the cost increases for the phasing plan, and the details of the cooperative agreement for duties and responsibilities for project construction and maintenance.

Nathan Wen, Associate Engineer with the City of Santa Cruz, provided information on: community outreach efforts and public input received for the preliminary plans for the Coastal Rail Trail; cost estimates from the schematic plans and the stakeholders' decision to move forward with phasing the project from Natural Bridges Drive to California Avenue and California Avenue to the Wharf; and the proposal of moving forward with the construction of Phase 1 this year and Phase 2 being shovel-ready until further funding is secured.

Commissioners discussed: the **City's** expectation for additional funds for maintenance and ongoing management of the Rail Trail; the need to be careful when deploying the limited amount of available funds; how the original MBSST schematic plan estimates for construction costs have been impacted by fluctuations in the economy; the role of the RTC specified in the **project's** terms and agreements; and the possibility of additional environmental studies needed in the future to widen the trails in Phase 2.

**Piet Canin**, said that he appreciates the **City of Santa Cruz's** transparency efforts, the inclusion of public input on the Coastal Rail Trail project, and the compromises made to accommodate the improvements needed. Mr. Canin noted that additional funding resources should be explored to expedite the project.

**Mark Mesiti-Miller**, Santa Cruz resident, said that a terrific plan was developed for the construction of the Rail Trail and that the scope of work should be expanded to include the trestle that crosses the San Lorenzo River. He noted that project costs often come in over budget and the Commission has an opportunity to be credible to the community by moving forward with the plans.

Commissioner Dutra left the meeting and Commissioner Alternate Hurst arrived.

Commissioner Caput left the meeting.

**Brian Peoples**, said that he is concerned about the maintenance costs of a retaining wall and that the RTC should be transparent by using the right terminology when communicating with the community. He noted that the Unified Corridor Plan should be completed before moving forward with plans for a rail adjacent to the trail.

**Jack Nelson**, stated that the community will love having the rail with trail and he is looking forward to seeing it completed.

**Grace Voss**, Santa Cruz County Cycling Club, stated that people use trails because they feel safe and safe facilities in high density areas are needed to encourage biking and walking. She said that the public has been waiting for the west side segment of the rail trail and plans should continue to move forward.

**Barry Scott**, said that Rails to Trails Conservancy wrote a letter to the RTC on August 17, 2016 that expressed their support for all rail trails. Mr. Scott noted that although segment 7 of the rail trail is complicated, improvements made are never bad.

Commissioner Chase moved and Commissioner Alternate Hurst seconded staff recommendations to receive an update from the City of Santa Cruz on the 2.1 mile rail trail project underway and the two-part phasing plan; and approve **(Resolution 19-17)** authorizing the Executive Director to enter into necessary agreements and amendments to implement the City of Santa Cruz project and other funded rail trail projects. The motion passed unanimously with Commissioners Bertrand, Brown, Johnson, Coonerty, Friend, Leopold, McPherson, Chase, Bottorff, and Commissioner Alternates Hagen and Hurst **voting "aye"**.

#### 24. Next meetings

The next RTC meeting is scheduled for Thursday, March 2, 2017 at 9:00 a.m. at the County Board of Supervisors Chambers, 701 Ocean Street, 5<sup>th</sup> floor, Santa Cruz, CA.

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

The meeting adjourned at 12:11 p.m.

Respectfully submitted,

Jenn Eames, Staff

Attendees:

Alex Clifford  
Maura Twomey  
Brian Peoples  
Lowell Hurst  
Michael Saint  
Murray Fontes

Santa Cruz Metropolitan Transit District  
Association of Monterey Bay Area Governments  
Trail Now  
City of Watsonville  
Sensible Transport  
City of Watsonville

Becky Steinbruner  
Marilyn Garrett  
G.L. Lindstrum  
Jack Nelson  
Kate Gibson  
Jannika Strauss  
Grace Voss  
Piet Canin  
Nathan Wen  
Tom Howland  
Barry Scott  
Eric Richter  
Mark Mesiti-Miller

Aptos resident  
Aptos resident  
Aptos resident  
Campaign for Sensible Transportation  
Harris & Associates  
Bike Santa Cruz County  
San Cruz County Cycling Club  
Ecology Action  
City of Santa Cruz



Santa Cruz County Regional  
Transportation Commission's

**BICYCLE ADVISORY COMMITTEE**

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**Minutes**

**Monday, February 13, 2017  
6:00 p.m. to 8:30 pm**

**RTC Office  
1523 Pacific Ave  
Santa Cruz, CA 95060**

1. Call to Order: Vice-Chair Casterson called the meeting to order at 6:05 pm.
2. Introductions

**Members Present:**

Kem Akol, District 1 (Alt.)  
David Casterson, District 2, Vice-Chair  
Peter Scott, District 3  
Will Menchine, District 3 (Alt.)  
Rick Hyman, District 5  
Melissa Ott, City of Santa Cruz  
Lex Rau, City of Scotts Valley  
Andy Ward, City of Capitola  
Murray Fontes, City of Watsonville  
Emily Gomez, Ecology Action/Bike-to-Work (Alt.)  
Leo Jed, CTSC

**Guests:**

Janneke Strause, Bike Santa Cruz County  
Doug Hessing, Caltrans District 5  
Kelly McClendon, Caltrans District 5  
Becky Steinbruner, Resident  
Bria Steinbruner, Resident

**Unexcused Absences:**

Grace Voss, District 1

**Excused Absences:**

Amelia Conlen, City of Santa Cruz, Chair  
Jim Cook, District 2 (Alt.)  
Gary Milburn, City of Scotts Valley (Alt.)  
Daniel Kostelec, City of Capitola (Alt.)  
Piet Canin, Ecology Action/Bike to Work  
Jim Langley, CTSC (Alt.)

**Vacancies:**

District 4 – Voting and Alternate  
District 5 – Alternate  
City of Watsonville – Alternate

**Staff:**

Cory Caletti, Sr Transportation Planner  
Ginger Dykaar, Transportation Planner

3. Announcements – Cory Caletti announced that Committee seats representing the Cities of Scotts Valley and Capitola will expire at the end of March and she will be working on reappointments. She also announced that Melissa Ott and Emily Gomez are both resigning from the Committee and that Kem Akol has been nominated to represent District 4 as the alternate member.
4. Oral communications – Janneke Strause, Bike Santa Cruz County Executive Director, had a number of oral communications: 1) an agenda item on the Tuesday, February 14<sup>th</sup> City of Santa Cruz Council meeting contains a request to release a Request for Proposal for a city BikeShare

program and support is solicited; 2) Bike Santa Cruz County developed an online survey for community members to identify priority projects that the organization should support for Measure D funding allocations; 3) the City of Santa Cruz's Active Transportation Plan will be on the Council's February 28th agenda. Kem Akol expressed concern that no project within the Harbor District was identified on the City's Active Transportation Plan. Caltrans' Kelly McClendon announced the release of the Draft California State Bicycle and Pedestrian Plan and its availability for public review through March 10.

5. Additions or deletions to consent and regular agendas –Leo Jed requested that item #8 be pulled. It was scheduled as item #14a on the regular agenda.

### **CONSENT AGENDA**

A motion (Akol/Fontes) was made to approve the consent agenda, minus item #8. The motion passed unanimously with members Akol, Casterson, Scott, Hyman, Ott, Rau, Ward, Fontes, Gomez and Jed voting in favor. No votes were cast in opposition.

6. Approved draft minutes of the December 12, 2016 Bicycle Advisory Committee meeting
7. Accepted letter from the Bicycle Advisory Committee to the City of Santa Cruz regarding recognition of former City of Santa Cruz Public Works Director Bill Fieberling
8. Accept letter from the Bicycle Advisory Committee to the County of Santa Cruz regarding appreciation of green bicycle lane installations – item pulled and moved to #14a on the agenda
9. Accepted summary of Hazard Reports
10. Accepted announcement and solicitation of public comment on Caltrans' Draft California State Bicycle and Pedestrian Plan

### **REGULAR AGENDA**

11. Caltrans Highway 9 Bridge Rail Replacement Projects – Caltrans Project Manager Doug Hessing and Regional Planner Kelly McClendon summarized the purpose and need for the projects, as well as the alternatives being considered. All alternatives under consideration would increase the shoulder width in both directions, a point which received appreciation from the committee. Discussion revolved around the feasibility of extending increased shoulder widths before and after bridges, as well as the need for the structures to fit within the existing community context as a mountainous rural road. The BAC also suggested future engagement activities in the Boulder Creek community. Doug Hessing, Project Manager, was agreeable to scheduling a future workshop in the next project phase, likely in late 2017 or 2018.
12. Sunset Inn on Mission Street: reconstruction and bike access – Bicycle Advisory Committee's Ad-Hoc Committee members Rick Hyman and Will Menchine summarized their report and identified various recommendations for bike access improvement as part of the Sunset Inn major modification being initiation. The recommendations include 1) the addition of bicycle access through the back of hotel, connecting King Street to Swift Street without needing to detour on Mission St/Highway 1; and 2) bicycle safety improvements along Mission Street. A motion was made (Hyman/Ward) to support the five recommendations in the memo and send a letter, or letters, containing the recommendation(s) with any minor modifications as needed when the matter is scheduled for further action. The motion passed unanimously with Akol, Casterson, Scott, Hyman, Ott, Rau, Ward, Fontes, Gomez and Jed voting in favor. No votes were cast in

opposition.

13. Consideration of Financially Constrained Project List for the 2040 Regional Transportation Plan – Ginger Dykaar, RTC Transportation Planner, summarized the staff report. Kem Akol expressed his wish to see a project added to develop a multi-modal circulation plan for the Port District addressing bicycle access within the harbor and to connecting facilities. Will Menchine requested that a project be added giving greater emphasis to transportation hubs and to “21<sup>st</sup> century mobility solutions”.
14. Updates related to Committee functions
  - a. Accept letter from the Bicycle Advisory Committee to the County of Santa Cruz regarding appreciation of green bicycle lane installations – Leo Jed expressed concern about the use of green bike lane treatments. RTC staff reminded members that the item was voted on at a previous meeting and was approved with one vote against made by Mr. Jed.
  - b. Kem Akol asked the Bike Committee to send a letter to the City of Santa Cruz requesting that a project be added to the Active Transportation Plan for developing a multi-modal circulation plan for the Port District that would address bicycle access within the harbor and to connection points in the vicinity including the future rail trail. A motion was made (Akol/Scott) to send a letter with the request to the City of Santa Cruz. The motion passed with Rick Hyman abstaining and Akol, Casterson, Scott, Ott, Rau, Ward, Fontes, Gomez and Jed voting in favor.
  - c. Lex Rau announced that updated designs were available for the Mt Hermon and Scotts Valley Driver intersection improvements which include refinements to the green bike lanes and bike boxes previously proposed. An ad-hoc committee composed of Lex Rau, Leo Jed and Rick Hyman was formed that will review the plans in greater detail.
15. Adjourned – 8:10 p.m.

**NEXT MEETING:** The next Bicycle Advisory Committee meeting is scheduled for, April 10, 2017, from 6:00 pm to 8:30 pm at the RTC office, 1523 Pacific Ave, Santa Cruz, CA.

Minutes respectfully prepared and submitted by:

Cory Caletti, Senior Transportation Planner

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**Santa Cruz County Regional  
Transportation Commission  
Transportation Policy Workshop**

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**MINUTES**

**Thursday, February 16, 2017  
9:00 a.m.**

**SCCRTC Conference Room  
1523 Pacific Ave  
Santa Cruz, CA**

1. Introductions

Vice Chair Chase called the meeting to order at 9:02 a.m.

Members present:

Cynthia Chase	Zach Friend
Bruce McPherson	Sandy Brown
Jacques Bertrand	Ed Bottorff
Greg Caput	Andy Schiffrin (alt)
Donald Hagan (alt)	Dave Reid (alt)

Staff present:

George Dondero	Luis Mendez
Yesenia Parra	Jenn Eames
Kim Shultz	

2. Oral communications

None

3. Additions or deletions to consent and regular agendas

None

**CONSENT AGENDA**

No consent items

**REGULAR AGENDA**

4. Review of items to be discussed in closed session

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

### **CLOSED SESSION**

5. 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**

6. Report on closed session

Commissioners reconvened to open session at 9:37 a.m. and there was no closed session report.

7. Next meetings

The next SCCRTC meeting is scheduled for Thursday, March 2, 2017 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, March 16, 2017 at 9:00 a.m. at the RTC Offices, 1523 Pacific Ave., Santa Cruz, CA.

The meeting adjourned at 9:38 a.m.

Respectfully submitted,

Jenn Eames, Staff

Attendees:  
None

**AGENDA:** March 2, 2017

**TO:** Regional Transportation Commission (RTC)

**FROM:** Rachel Moriconi, Senior Transportation Planner

**RE:** FY16/17 Cap and Trade-Low Carbon Transit Operations Program (LCTOP)

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## **RECOMMENDATION**

Staff recommends that the Regional Transportation Commission (RTC) adopt a resolution ([Attachment 1](#)) designating the RTC's share of Fiscal Year 2016/17 Low Carbon Transit Operations Program (LCTOP) funds (\$121,681) to the Santa Cruz Metropolitan Transit District (Santa Cruz METRO) to accumulate for purchase of an electric bus and infrastructure to serve the Watsonville area; and authorize staff to sign and execute any agreements necessary to pass LCTOP funds through to Santa Cruz METRO.

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## **BACKGROUND**

Assembly Bill 32 (2006) established goals to significantly reduce Greenhouse Gas (GHG) emissions in California and authorized the California Air Resources Board (CARB) to develop Cap and Trade programs to reduce greenhouse gases. The Low Carbon Transit Operations Program (LCTOP) is one of several Cap and Trade funding programs, established in 2014 as part of the Transit, Affordable Housing, and Sustainable Communities Program (SB 862).

The LCTOP provides operating and capital assistance to transit agencies to reduce greenhouse gas emissions and improve mobility. Eligible projects include:

1. Expenditures that directly enhance or expand transit service by supporting new or expanded bus or rail services, new or expanded water-borne transit, or expanded intermodal transit facilities, and may include equipment acquisition, fueling, maintenance, and other costs to operate those services or facilities.
2. Operational expenditures that increase transit mode share.
3. Expenditures related to the purchase of zero-emission buses, including electric buses, and the installation of the necessary equipment and infrastructure to operate and support zero-emission buses.

When applying for LCTOP funds under criteria #1 above, the intent is to help start a new viable service that can demonstrate GHG reductions. Funds can be used for up to five years of service. As these projects become part of the baseline transportation network, other funding sources would need to supplement and ultimately replace LCTOP funds for operating assistance; since over time these

projects will no longer represent additional, net GHG reductions.

If the transit agency is not prepared to initiate a project in the current fiscal year, they may roll funds over into a subsequent fiscal year, accruing a maximum of four years of LCTOP funds for a more substantial project. All funds must be applied to the project within four years. Approved projects must also be completed and funds expended within the subsequent four years.

## DISCUSSION

Revenue appropriated to the LCTOP is distributed to transit operators and regional transportation planning agencies (RTC) using the State Transit Assistance (STA) distribution formula. As the regional entity designated under Public Utilities Code (PUC) 99313, the RTC can act as a lead agency on eligible projects or act as a "contributing sponsor" and pass funds to a transit operator to support an eligible project.

RTC's share of LCTOP revenues for FY16/17 is \$121,681. Santa Cruz METRO's direct allocation is \$121,609, for a combined total of \$243,290. This is less than half of last year's allocation. Santa Cruz METRO requests that the RTC designate its share of FY16/17 funds to Santa Cruz METRO. Santa Cruz METRO proposes to rollover these funds to a future year when there are sufficient funds to purchase a new battery-electric replacement bus, which costs approximately \$1 million.

Contingent upon the METRO Board adopting a resolution for eligible LCTOP use *(scheduled for the February 24, 2017 METRO meeting)*, **staff recommends that the Regional Transportation Commission (RTC) adopt a resolution (Attachment 1) approving the request from Santa Cruz METRO (Attachment 2) to serve as a "contributing sponsor" and release its FY17 share of LCTOP funds (\$121,681) to Santa Cruz METRO to hold to purchase a new battery-electric replacement bus once sufficient funds have been accumulated; and authorize staff to sign and execute any agreements necessary to pass these funds through to Santa Cruz METRO.** RTC staff does not recommend that the RTC serve as the lead agency for an LCTOP project this year.

RTC responsibilities as contributing sponsor *(as established by state guidelines)*:

- At least 50 percent of the transferred funds must benefit a Disadvantaged Community (DAC) as defined by the California Environmental Protection Agency (Cal EPA). This new bus will serve the only CalEPA identified DAC in Santa Cruz County (Watsonville south of Main Street).
- The contributing sponsor must sign off on the Project Description and Allocation Request form indicating the dollar amounts to be contributed, or provide a signed letter detailing this information.
- The contributing sponsor is responsible for ensuring the project is completed as described in the Project Description and Allocation Request form and in compliance with all items included in the Certifications and Assurances document.

Santa Cruz METRO responsibilities as Project Lead include:

- Developing the Project Description and Allocation Request and compliance with Certifications and Assurances.
- Overseeing or performing all work through completion of the project.
- The project lead will receive all LCTOP funds directly from the SCO and is accountable for all reporting.
- All project documentation (i.e., Project Description and Allocation Request, Reports, Transportation Development Act Audits, Corrective Action Plans, Reassignment of GGRFs requests, Final Reports, and any additional information needed in case of an audit) is the responsibility of the project lead.

## **SUMMARY**

The California Legislature has established a Low Carbon Transit Operations Program (LCTOP) to distribute revenue from the sale of carbon emission credits (Cap & Trade funds) to implement transit projects which reduce greenhouse gas emissions. Funds are distributed by formula to regional agencies (RTC) and transit agencies (Santa Cruz METRO). METRO is requesting to roll-over the FY16/17 share of funds for use in a future year to purchase a battery-electric bus to serve Watsonville. Staff recommends that the Commission designate the RTC's FY16/17 share of funds \$121,681 to the Santa Cruz Metropolitan Transit District (Santa Cruz METRO) for this purpose.

Attachments:

1. Resolution
2. Request Letter from Santa Cruz METRO

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RESOLUTION NO. **20-17**

Adopted by the Santa Cruz County Regional Transportation Commission  
on the date of March 2, 2017  
on the motion of Commissioner  
duly seconded by Commissioner

A RESOLUTION TRANSFERRING FISCAL YEAR 2016-2017 LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP) FUNDS TO THE SANTA CRUZ METROPOLITAN TRANSIT DISTRICT AND AUTHORIZING EXECUTION OF AGREEMENTS

WHEREAS, the State of California enacted the Transit, Affordable Housing and Sustainable Communities Program (SB 862) in 2014 to reduce greenhouse gas emissions from the transportation sector; and

WHEREAS, SB 862 established the Low Carbon Transit Operating Program (LCTOP) to receive revenue from the sale of emission allowances in California's Cap-and-Trade program and distribute these funds to Regional Transportation Planning Agencies (RTPAs) and transit operators eligible to receive State Transit Assistance funds pursuant to Sections 99313 and 99314 of the Public Utility Code (PUC) for transit projects which reduce greenhouse gas emissions; and

WHEREAS, the Santa Cruz County Regional Transportation Commission (RTC), as the RTPA for Santa Cruz County, and the Santa Cruz Metropolitan Transit District (Santa Cruz METRO) are the eligible recipients of LCTOP funds in Santa Cruz County;

WHEREAS, the Santa Cruz County Regional Transportation Commission may elect to act as a contributing sponsor and transfer its share of funds to the Santa Cruz Metropolitan Transit District; and

WHEREAS, Santa Cruz METRO proposes to rollover the FY2016 - 2017 LCTOP funds allocated by the State Controller's Office until a subsequent LCTOP cycle when sufficient funds accumulate to purchase a new battery-electric replacement bus to serve Watsonville and requests that the Santa Cruz County Regional Transportation Commission designate its allocation of FY2017 LCTOP funds to Santa Cruz METRO for this purpose; and

WHEREAS, the Santa Cruz Metropolitan Transit District has committed to use funds in accordance with applicable statutes, regulations and guidelines for the Low Carbon Transit Operating Program; and

WHEREAS, battery-electric bus replacements reduce greenhouse gas emissions, serve disadvantaged communities, and are consistent with the *Santa Cruz County Regional Transportation Plan*;

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

1. The Santa Cruz County Regional Transportation Commission (SCCRTC) shall act as a "contributing sponsor" and transfer its Fiscal Year 2016/17 allocation of Low Carbon

Transit Operating Program (LCTOP) funds (\$121,689) to Santa Cruz METRO in order for METRO to begin to accumulate funds to purchase a battery-electric bus for the Watsonville service area; and

2. The Executive Director is authorized to sign and execute on behalf of the Santa Cruz County Regional Transportation Commission any actions and agreements necessary to pass funds through to Santa Cruz METRO.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

ABSENT: COMMISSIONERS

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Zach Friend, Chair

ATTEST:

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George Dondero, Secretary

Distribution: Caltrans; Thomas Hiltner, SCMTD; RTC Programming

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*Santa Cruz Metropolitan  
Transit District*



February 27, 2017

Mr. George Dondero, Executive Director  
Santa Cruz County Regional Transportation Commission  
1523 Pacific Avenue  
Santa Cruz, CA 95060-3911

RE: Request for SCCRTC to Sponsor METRO's FY2016 - 2017 Low Carbon Transit Operations  
Allocation Request

Dear George:

The Santa Cruz Metropolitan Transit District (METRO) requests that the Santa Cruz County Regional Transportation Commission (SCCRTC) delegate its FY2016 - 2017 allocation of Low Carbon Transit Operations Program (LCTOP) funds to METRO for a public transit project to reduce greenhouse gas emissions. The LCTOP guidelines allow a recipient to contribute its allocation to another eligible recipient which would then be responsible for project implementation in accordance with all guidelines.

The State Controller's Office allocated FY2016 – 2017 LCTOP funds to regional transportation planning agencies and transit operators using the same distribution formula specified for STA funds under Public Utilities Code 99313 and 99314 (§99313 and §99314). Accordingly, the SCCRTC will receive \$121,681 and METRO will receive \$121,609 in FY2016 - 2017 LCTOP funds. If the SCCRTC concurs, METRO will submit an allocation request for the combined total of \$243,290 allocated to Santa Cruz County for FY2016 - 2017.

Due to the relatively small apportionment in this cycle, METRO proposes to rollover Santa Cruz County's FY2016 – 2017 LCTOP allocation for up to four years in order to accumulate sufficient funds to buy a battery-electric bus for the Watsonville Disadvantaged Community.

The METRO Board of Directors will consider a resolution authorizing this project at their 2/24/17 meeting. The application is due to Caltrans by 3/30/17; therefore, I would request that the SCCRTC consider authorizing the sponsored project at its 3/2/17 meeting.

If the SCCRTC authorizes sponsorship of METRO's FY2016 – 2017 LCTOP project, please provide a letter to METRO which specifies that SCCRTC is a contributing sponsor of \$121,681 in FY2016 - 2017 LCTOP §99313 funds for the project. The SCCRTC Executive Director will then be asked to sign the application as a contributing sponsor.

Please call me if you would like to discuss any part of this proposal.

Thank you.

Sincerely,

Alex Clifford  
CEO/General Manager

*110 Vernon Street, Santa Cruz, CA 95060 (831) 426-6080, FAX (831) 426-6117  
METRO online at <http://www.scmtd.com>*

**AGENDA:** March 2, 2017

**TO:** Santa Cruz County Regional Transportation Commission

**FROM:** Grace Blakeslee, Transportation Planner

**RE:** Pedestrian Safety Work Group's Pedestrian/Bicyclist Brochure

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## **RECOMMENDATIONS**

The Elderly & Disabled Transportation Advisory Committee (E&D TAC), their Pedestrian Safety Work Group subcommittee and staff recommend that the Regional Transportation Commission approve printing and release of the brochure developed by the Pedestrian Safety Work Group titled 'What Pedestrians and Bicyclists Want Each Other to Know' brochure.

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## **BACKGROUND**

A subcommittee of the Regional Transportation Commission's Elderly & Disabled Transportation Advisory Committee works specifically on pedestrian safety issues. The mission of this subcommittee, called the Pedestrian Safety Work Group (PSWG), is to help ensure safe and accessible pedestrian travel throughout the county for the benefit of all residents.

## **DISCUSSION**

The Pedestrian Safety Work Group (PSWG) has been working on a brochure for bicyclists and pedestrians titled, 'What Pedestrians and Bicyclists Want Each Other to Know'. The brochure is similar to the 'What Pedestrians and Motorists Want Each Other to Know' brochure, also produced by the PSWG. The intent of the brochure is to help both bicyclists and pedestrians understand each other's expectations and offer helpful tips, especially involving disabled pedestrians. Members of the PSWG – representing the Santa Cruz Metropolitan Transit District, ParaCruz, Hope Services, a transit user and the 3<sup>rd</sup> supervisorial district -- developed the text, reviewed relevant statutes and provided formatting and design. The brochure was reviewed by the Bicycle Advisory Committee and the E&D TAC at their June and December 2016 meetings and by the RTC's legal counsel. E&D TAC incorporated final edits, and the committee recommended RTC approval at their February 14, 2017 meeting.

**The Elderly & Disabled Transportation Advisory Committee, Pedestrian Safety Work Group and staff recommend that the Santa Cruz County Regional Transportation Commission approve for printing and distribution the attached brochure (Attachment 1).**

In addition, the PSWG and E&D TAC brainstormed distribution and outreach ideas for the brochure. Ideas included:

- Senior Centers
- Doctor offices
- Department of Motor Vehicles (DMV)
- Community Centers
- Online – RTC & Metro websites
- Libraries
- Greybears
- In Home Health Services
- Senior Driving Classes
- Elementary School Parent Teacher Associations (PTA)
- Ecology Action
- Run/Bike groups (Wharf to Wharf, Santa Cruz Track, etc)
- Bike to Work/School Breakfast sites
- Commission on Disabilities/Seniors Commission
- Open Streets events
- County Fair (Metro Booth)
- Police Department
- UCSC/Cabrillo
- Bike Classes
- Bike Shops

## **SUMMARY**

The final draft of the E&D TAC's subcommittee, the Pedestrian Safety Work Group's brochure titled "What Pedestrians and Bicyclists want each other to know" is ready for final approval, printing and distribution.

Attachment 1: Pedestrian/Bicyclist Brochure - Final Draft

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## What Pedestrians Want Bicyclists to Know

### **Sometimes pedestrians do have the right-of-way!**

- Pedestrians have the right-of-way on sidewalks and in crosswalks.
- Pedestrians would appreciate it if you use designated bicycle facilities when possible. If you decide to ride on a sidewalk, be aware of local rules, slow your speed, yield to pedestrians and pass only when there is room to pass safely.
- Pedestrians may walk in the roadway or bike lane when the sidewalk is unusable or missing. Respect the speed and manner in which they travel, especially slower pedestrians and those using strollers, wheelchairs or other mobility devices.
- Keep crosswalks free and clear for pedestrians when you are stopped at an intersection.
- Don't allow your bike to block pedestrians' access to walk light buttons or curb cuts when you're waiting on or near a sidewalk.

### **Don't assume that every pedestrian sees you!**

- Speak or ring a bike bell to alert pedestrians of your approach. Proceed with caution as they may be blind, hearing impaired or physically unable to move quickly.
- Remember to use hand signals. Make your intentions clear ahead of time.
- Make sure that you and your bike have adequate lighting at night or in inclement weather. Be aware that your lights may temporarily blind pedestrians.

### **Learn and observe all traffic laws and signs.**

- Walk your bike in crosswalks and where signs instruct you to walk your bike, such as pedestrian bridges. Remember that when you are walking your bike, you are a pedestrian.
- Obey all traffic lights and stop signs. Pedestrians expect you to observe the rules of the road like other drivers.
- Don't be a "hit and run" bicyclist. If you collide with a pedestrian, stick around until all parties' needs are addressed.

### **Watch and be aware of pedestrians!**

- Watch for, and yield to pedestrians before making turns or leaving driveways.
- On multi-use paths, be aware that blind or disabled pedestrians may not be able to walk on the right or may require more space while being guided by a dog or another person.
- Stay alert! Put away electronic devices. Distracted bicycling is hazardous to all of us.
- Listen! If using earphones, at least one ear must be free of earbuds and earplugs.

## What Bicyclists Want Pedestrians to Know

### **Sometimes bicyclists will share your pathway!**

- Bicyclists are only allowed to ride on some sidewalks. Rules regarding sidewalk riding differ by location. \*
- Bicyclists may prefer to ride on sidewalks when they perceive them to be safer than the streets, when they are less experienced or when they are riding with children.
- On a multi-use path, bicyclists would appreciate it if you walk as far to the right side as is practical and leave room for them to pass.
- If you choose to linger on sidewalks or paths, leave room for a bicyclist to pass at a safe distance. Keep any dogs on a short leash and under your control.

### **Don't assume that every bicyclist sees you!**

- Wear reflective and visible clothing, especially in dark areas.
- Make eye contact with bicyclists if possible.
- Bicyclists cannot stop as quickly as you may think! A bicyclist riding at 15 mph will take at least 8 feet to stop.
- Bicyclists expect you to cross at intersections or in marked crosswalks. Always look both ways for bicyclists before crossing, especially midblock.

### **Learn and observe traffic laws and customs.**

- Obey all traffic lights and stop signs. Bicyclists expect you to observe the rules of the road.
- If you must walk in the roadway or bike lane, if possible, walk facing traffic, closest to the curb. Be aware that bicyclists may try to pass you.
- On sidewalks or paths, it is common practice to allow bicyclists to pass on your left.

### **Watch and be aware of bicyclists!**

- Watch for bicyclists before entering the street, bike lane or separated bikeway. Darting across a street or path may cause the bicyclist to crash into you or to crash when trying to avoid you.
- Be aware of bicyclists' movements and watch for their hand signals. Look before changing direction.
- Try to be predictable. Make your intentions clear. Unexpected movements could result in serious injury to you or the bicyclist.
- Stay alert! Put away electronic devices. Distracted walking is hazardous to all of us.
- Listen! If using earphones, you still need to be aware of bicyclists.

# Resources

## **Pedestrian and Bicycle Hazard Report**

Notify us of obstacles or hazards that may inhibit bike or pedestrian travel by using the RTC's Hazard Report. These reports are forwarded to the appropriate local jurisdiction for action. <http://www.sccrtc.org/hazard>

## **Santa Cruz County Bikeways Map**

The SCCRTC Bikeways Map shows bicycle lanes and paths, alternate routes, amenities and bicycle resources within Santa Cruz County. Download the map <http://sccrtc.org/services/bike/>. Pick up a free map at 1523 Pacific Avenue, Santa Cruz, (831) 460-3200 or email [info@sccrtc.org](mailto:info@sccrtc.org).

## **Community Traffic Safety Coalition**

The Community Traffic Safety Coalition works to reduce traffic related injuries and accidents in Santa Cruz County, while also promoting alternative modes of transportation. For more information, visit <http://www.sctrfficsafety.org/>

## **\*Ordinances Regulating Bicycle Riding on Sidewalks**

Bicyclists are not allowed to ride on sidewalks in the City of Watsonville and City of Capitola. In the City of Santa Cruz, bicyclists are not allowed to ride on sidewalks fronting and adjacent to commercial establishments, stores or buildings used for business or commercial purposes.



*Thanks to the Santa Cruz County Regional Transportation Commission's Bicycle Advisory Committee for its valuable contributions to this brochure.*

Also see our brochure "What Motorists and Pedestrians want Each Other to Know, available from the RTC.

# What Pedestrians and Bicyclists Want Each Other To Know



## **Santa Cruz County Regional Transportation Commission Pedestrian Safety Workgroup**



The Pedestrian Safety Work Group is a subcommittee of the Santa Cruz County Regional Transportation Commission's Elderly and Disabled Transportation Advisory Committee.

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

<b>MONTH</b>	<b>FY15 - 16 ACTUAL REVENUE</b>	<b>FY16 - 17 ESTIMATE REVENUE</b>	<b>FY16 - 17 ACTUAL REVENUE</b>	<b>DIFFERENCE</b>	<b>DIFFERENCE AS % OF PROJECTION</b>	<b>CUMULATIVE % OF ACTUAL TO PROJECTION</b>
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	813,479	51,104	6.70%	102.20%
JANUARY	631,600	637,176	632,900	-4,276	-0.67%	101.85%
FEBRUARY	842,100	849,639	843,800	-5,839	-0.69%	101.49%
MARCH	763,406	783,442				
APRIL	559,000	555,688				
MAY	745,400	740,917				
JUNE	795,139	904,623				
<b>TOTAL</b>	<b>8,970,056</b>	<b>9,059,403</b>	<b>6,165,545</b>	<b>90,812</b>	<b>1.00%</b>	<b>68%</b>

**Note:**

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## **RESOLUTION NO. 24-17**

Adopted by the Santa Cruz County Regional Transportation Commission  
on the date of March 2, 2017  
on the motion of Commissioner  
duly seconded by Commissioner

### A RESOLUTION HONORING RETIRING SENIOR TRANSPORTATION PLANNER TEGAN SPEISER

WHEREAS, Senior Transportation Planner Tegan Speiser began her career with the Santa Cruz County Regional Transportation Commission on January 3, 2002;

WHEREAS, Ms. Speiser will retire on March 10, 2017 after 15 years of transportation service with the Santa Cruz County Regional Transportation Commission (RTC);

WHEREAS, Ms. Speiser has a strong commitment to transportation, building partnerships with other agencies and the community;

WHEREAS, Ms. Speiser worked on a variety of transportation projects and played a key role on the RTC becoming an autonomous agency;

WHEREAS, during her tenure as Senior Transportation Planner she has been a committed and outstanding leader who has excelled in Transportation Demand Management projects, marketing and bringing to fruition Cruz511.org;

WHEREAS, Ms. Speiser oversaw a major update of the RTC's website and initiated social media programs, including Facebook, and Twitter;

WHEREAS, Ms. Speiser has served the Santa Cruz County Regional Transportation Commission with the highest level of professionalism, dedication, and integrity.

THEREFORE, BE IT RESOLVED BY THE SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION THAT: I ZACH FRIEND, COMMISSION CHAIR, do hereby commend Tegan Speiser for 15 years of excellence and dedicated service. It is further recognized that Tegan Speiser has always represented the Santa Cruz County Regional Transportation Commission and that her contributions— past, present and future, will always be greatly appreciated by Commission Members, RTC staff, and most importantly the Community of Santa Cruz County.

AYES: COMMISSIONERS

ATTEST:

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George Dondero, Secretary

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Zach Friend, Chair

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

**March 2017  
Through  
May 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/](http://www.sccrtc.org/meetings/)**

<b>Meeting Date</b>	<b>Meeting Day</b>	<b>Meeting Type</b>	<b>Meeting Time</b>	<b>Meeting Place</b>
3/2/17	Thursday	Regional Transportation Commission	9:00 am	County Board of Supervisors Chambers
3/9/17*	Thursday	Budget and Administration/Personnel Committee <b>*Note special meeting date</b>	10:00 am	TBD
3/15/17	Wednesday	Traffic Operations Systems Committee/ Safe on 17 Task Force	10:00 am	CHP Office
3/16/17	Thursday	Transportation Policy Workshop	9:00 am	Commission Offices
3/23/17*	Thursday	Interagency Technical Advisory Committee <b>*Note meeting date 1 week later</b>	1:30 pm	Commission Offices
<hr/>				
4/6/17	Thursday	Regional Transportation Commission	9:00 am	County Board of Supervisors Chambers
4/10/17	Monday	Bicycle Advisory Committee	6:00 pm	Commission Offices
4/11/17	Tuesday	Elderly & Disabled Transportation Advisory Committee	1:30 pm	Commission Offices
4/13/17	Thursday	Budget and Administration/Personnel Committee	3:00 pm	CAO Conference Room
4/20/17	Thursday	Transportation Policy Workshop	9:00 am	Commission Offices
4/20/17	Thursday	Interagency Technical Advisory Committee	1:30 pm	Commission Offices
<hr/>				
5/4/17	Thursday	Regional Transportation Commission	9:00 am	City of Capitola Council Chambers
5/18/17	Thursday	Transportation Policy Workshop	9:00 am	Commission Offices
5/25/17*	Thursday	Interagency Technical Advisory Committee <b>*Note meeting date 1 week later</b>	1:30 pm	Commission Offices

**RTC Commission Offices – 1523 Pacific Ave. – Santa Cruz, CA**

**Board of Supervisors Chambers/CAO Conference room – 701 Ocean St-5<sup>th</sup> 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**

**CHP Office – 2020 Junction Ave – San Jose, CA**

**Correspondence Log  
March 2, 2017**

Date Letter Rec'd/Sent	Format	Incoming/Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
12/20/16	Letter	I		George	Dondero	SCCRTC	Piet	Canin	Ecology Action	Transportation Development Act (TDA) Funds for FY 2017-2018 to Support the Bi-annual Santa Cruz County Bike to Work and Bike/Walk to School (BTW/S) Program
01/24/17	Letter	O		Chris	Schneider	City of Santa Cruz	David	Casterson	SCCRTC Bicycle Advisory Committee Vice-Chair	Recognition of Former City of Santa Cruz Public Works Director Bill Fieberling
01/24/17	Letter	O				City of Santa Cruz Council Members	David	Casterson	SCCRTC Bicycle Advisory Committee Vice-Chair	Recognition of Former City of Santa Cruz Public Works Director Bill Fieberling
01/24/17	Email	I	CJ 01/25/17			SCCRTC	Brian	Peoples		Transportation Crisis & Wasting Time on a Train
01/25/17	Letter	O		John	Presleigh	County of Santa Cruz	Amelia	Conlen	SCCRTC Bicycle Advisory Committee Chair	Appreciation of Green Bike Lane Installations
01/26/17	Letter	O		Araceli	Rosas	State of California Department of Transportation	George	Dondero	SCCRTC	Final Project Expenditure Report for the FSP14-6149(084) Grant for Freeway Service Patrol
01/27/17	Letter	O		Niko	Letunic	Eisen-Letunic Transportation and Environmental Planning	Rachel	Moriconi	SCCRTC	Response to Request for Proposals for the Highway 9-SLV Complete Streets Corridor Plan
01/27/17	Email	I	CJ 01/27/17			SCCRTC	Brian	Peoples		Promoting Cruz511 Traveler

**Correspondence Log**  
**March 2, 2017**

Date Letter Rec'd/Sent	Format	Incoming/Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
01/27/17	Email	I	CJ 01/27/17			SCCRTC	Bill	Malone		Unified Corridor Investment Study Suggestions
01/28/17	Email	I	CJ 01/28/17			SCCRTC	C	Young		Unified Corridor Study Survey
01/29/17	Email	I	CJ 01/30/17			SCCRTC	Becky	Steinbruner		RTC Agenda Item #19b Santa Cruz County Project Updates
01/29/17	Email	I	CJ 01/30/17			SCCRTC	Brian	Peoples		Trail Now Newsletter
01/29/17	Email	I	CJ 01/30/17			SCCRTC	Brian	Peoples		Newspaper Article on Choo-Choo
01/30/17	Email	I	KS 02/13/17			SCCRTC	Hayden	Milliron		Hwy 1 Tier II Project
01/30/17	Email	I	CJ 01/30/17			SCCRTC	Joanne	Katzen		Aptos Village Traffic Improvements
01/30/17	Email	I	CJ 01/30/17			SCCRTC	Tuan	Diep		Trail Now

**Correspondence Log  
March 2, 2017**

Date Letter Rec'd/Sent	Format	Incoming/Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
01/30/17	Email	I	KP 02/01/17			SCCRTC	Thooba	Samimi		Efficient Traffic Management System
01/31/17	Letter	O		Donna	Puchalski	Board of Equalization	George	Dondero	SCCRTC	New Transportation Transactions and Use Tax in Santa Cruz County (Measure D)
01/31/17	Letter	O		Peter	Hendrix	Caltrans, District 5	Kim	Shultz	SCCRTC	Encroachment Permit Application Mar Vista Drive Pedestrian Overcrossing Project EA 05-0C731 Route 1 (PM 10.3)
01/31/17	Email	I	CJ 02/01/17			SCCRTC	Brian	Peoples		Trail Now Response to RTC Meeting on Feb 2, 2017
02/01/17	Letter	O		Stephen	Slade	Land Trust of Santa Cruz County	Cory	Caletti	SCCRTC	Invoice #3 (LANDT03) 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
02/01/17	Email	I	CJ 02/02/17			SCCRTC	Duane	Dietz		Train
02/03/17	Email	I	CJ 02/03/17			SCCRTC	Chuck	Bruffey		February 2, 2017 Meeting Highlights
02/07/17	Expenditure Report	O		Araceli	Rosas	California Department of Transportation	George	Dondero	SCCRTC	Final Project Expenditure Report (For Freeway Service Patrol)

**Correspondence Log  
March 2, 2017**

Date Letter Rec'd/Sent	Format	Incoming/Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
02/08/17	Letter	O		Lisa	Davies	State of California Department of Transportation	George	Dondero	SCCRTC	Final Project Expenditure Report for the FSP16-6149(093) Grant for Freeway Service Patrol
02/08/17	Letter	O		Lisa	Davies	State of California Department of Transportation	George	Dondero	SCCRTC	FY2017 Invoice #1 for the FSP17-6149(100) Grant for Freeway Service Patrol
02/09/17	Letter	O		Steve	Winberger	W-Trans	Rachel	Moriconi	SCCRTC	Notice of Intent to Enter Negotiations with Another Consultant for: Highway 9-San Lorenzo Valley Complete Streets Corridor Plan
02/09/17	Letter	O		Donn	Miyahara	Caltrans, District 5	George	Dondero	SCCRTC	Lump Sum Payment for STIP Planning, Programming & Monitoring Funds is Claimed Pursuant to Agreement OOM17-6149(096)
02/09/17	Email	I	KP 02/09/17			SCCRTC	Daniel	Gooze		Train Tracks on Swift Ave
02/09/17	Email	I	CJ 02/10/17			SCCRTC	Judith	Kinst		2040 RTP
02/09/17	Email	I	CJ 02/10/17			SCCRTC	Isebill V	Gruhn		Street Repair
02/09/17	Email	I	CJ 02/10/17			SCCRTC	William	Sears		2040 RTP

**Correspondence Log  
March 2, 2017**

Date Letter Rec'd/Sent	Format	Incoming/Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
02/09/17	Email	I	CJ 02/10/17			SCCRTC	Peggy	Kenny		2040 RTP
02/09/17	Email	I	CJ 02/10/17			SCCRTC	Barry	Scott		2040 RTP
02/09/17	Email	I	KP 02/10/17			SCCRTC	Tom	Haid		Measure D
02/09/17	Email	I	CJ 02/10/17			SCCRTC	Robert	Morgan		Becky Steinbrenner in Bruce Bratton
02/09/17	Email	I	CJ 02/10/17			SCCRTC	Victor	Cervantes		2040 RTP
02/09/17	Email	I	CJ 02/10/17			SCCRTC	Janet	Gellman		2040 RTP
02/10/17	Letter	O		Frederik	Venter	Kimley-Horn & Associates, Inc.	George	Dondero	SCCRTC	Notice of Intent to Award - Highway 9-San Lorenzo Valley Complete Streets Corridor Plan
02/10/17	Email	I	CJ 02/13/17			SCCRTC	Robert	Hull		Better CA 17

**Correspondence Log**  
**March 2, 2017**

Date Letter Rec'd/Sent	Format	Incoming/Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
02/10/17	Email	I	CJ 02/10/17			SCCRTC	Ann-Marie	Osterback		2040 RTP
02/10/17	Email	I	CJ 02/13/17			SCCRTC	Philip	Boutelle		2040 RTP
02/10/17	Email	I	CJ 02/13/17			SCCRTC	Ellen	Martinez		2040 RTP
02/10/17	Email	I	CJ 02/13/17			SCCRTC	Judith	Grunstra		2040 RTP
02/11/17	Email	I	CJ 02/13/17			SCCRTC	David	Green Baskin		2040 RTP
02/13/17	Email	I	CJ 02/14/17			SCCRTC	Holly	Stires		2040 RTP
02/13/17	Email	I	KS 02/16/17			SCCRTC	Salina	Flores		Measure D Question
02/14/17	Email	I	CJ 02/14/17			SCCRTC	Brian	Peoples		Transportation Crisis

**Correspondence Log  
March 2, 2017**

Date Letter Rec'd/Sent	Format	Incoming/Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
02/14/17	Email	I	KP 02/17/17			SCCRTC	Cameron	Bingham		Question About Rail Service
02/14/17	Email	I	RM 02/14/17			SCCRTC	Angela	Gile	County of Santa Cruz	Rail History
02/15/17	Letter	O		John	Leopold	SCCRTC	Janneke	Strause		Bicycle Advisory Committee
02/15/17	Letter	O		Kelly	McClendon	Caltrans, District 5	Luis	Mendez	SCCRTC	Invoice #3 for the User Oriented Transit Travel Planning Funds
02/15/17	Letter	O		Kelly	McClendon	Caltrans, District 5	Luis	Mendez	SCCRTC	Invoice #1 for the SR9/San Lorenzo Valley Complete Streets Corridor Transportation Plan Funds
02/15/17	Letter	O		Kelly	McClendon	Caltrans, District 5	Luis	Mendez	SCCRTC	Invoice #1 for the Santa Cruz County Unified Corridor Investment Study - Phase II Funds
02/15/17	Letter	O		Kelly	McClendon	Caltrans, District 5	Luis	Mendez	SCCRTC	Invoice #3 for the Sustainable Transportation Prioritization for Santa Cruz County Funds
02/15/17	Email	I	CJ 02/16/17			SCCRTC	Pam			2040 RTP

**Correspondence Log**  
**March 2, 2017**

Date Letter Rec'd/Sent	Format	Incoming/Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
02/15/17	Email	I	CJ 02/16/17			SCCRTC	Peter	Stanger		2040 RTP
02/15/17	Email	I	CJ 02/16/17			SCCRTC	Joe	Martinez		2040 RTP
02/15/17	Email	I	KP 02/16/17			SCCRTC	Erin	Warren		Rail Trail Inquiry
02/21/17	Letter	O		Art	Alfaro	Seacliff Park Residents Association	Kim	Shultz	SCCRTC	Mar Vista Bicycle/Pedestrian Overcrossing of Highway 1 Preliminary Design and Environmental Analysis
02/21/17	Letter	O		Resident			Kim	Shultz	SCCRTC	Mar Vista Bicycle/Pedestrian Overcrossing of Highway 1 Preliminary Design and Environmental Analysis
02/21/17	Letter	O		Resident			Kim	Shultz	SCCRTC	Mar Vista Bicycle/Pedestrian Overcrossing of Highway 1 Preliminary Design and Environmental Analysis
02/21/17	Letter	O		Resident			Kim	Shultz	SCCRTC	Mar Vista Bicycle/Pedestrian Overcrossing of Highway 1 Preliminary Design and Environmental Analysis
02/21/17	Letter	O		Jennifer	Stearns	Shoreline Property Management, Inc	Kim	Shultz	SCCRTC	Mar Vista Bicycle/Pedestrian Overcrossing of Highway 1 Preliminary Design and Environmental Analysis

**Correspondence Log  
March 2, 2017**

Date Letter Rec'd/Sent	Format	Incoming/Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
02/21/17	Letter	O		Ron	Powers		Kim	Shultz	SCCRTC	Mar Vista Bicycle/Pedestrian Overcrossing of Highway 1 Preliminary Design and Environmental Analysis
02/21/17	Letter	O				Aptos Grange	Kim	Shultz	SCCRTC	Mar Vista Bicycle/Pedestrian Overcrossing of Highway 1 Preliminary Design and Environmental Analysis
02/21/17	Letter	O				Palm Terrace Estates HOA	Kim	Shultz	SCCRTC	Mar Vista Bicycle/Pedestrian Overcrossing of Highway 1 Preliminary Design and Environmental Analysis
02/21/17	Letter	O				Blue Pacific Park HOA	Kim	Shultz	SCCRTC	Mar Vista Bicycle/Pedestrian Overcrossing of Highway 1 Preliminary Design and Environmental Analysis

S:\Correspondence Logs\correslogfy1617\1703.xlsx]Sheet1



February 16, 2017

Mark Dettle, Public Works Director  
City of Santa Cruz  
809 Center Street  
Santa Cruz, CA 95060

**RE: Recommendation that a “Port District Multi-Modal Transportation Plan” project be added to the City of Santa Cruz Active Transportation Plan**

Dear Mr. Dettle;

On behalf of the Regional Transportation Commission’s Bicycle Advisory Committee, I wish to request that the City of Santa Cruz considers bicycle circulation deficiencies within and to/from the Santa Cruz Yacht Harbor. The Committee specifically requests that the development of a multi-modal transportation study be added to the Active Transportation Plan project list that will be considered by the City of Santa Cruz Council later this month. A notable gap in the County’s bicycle network exists through the harbor and in the vicinity.

The Committee requests that the study identifies bicycle and pedestrian interconnectivity improvements and two-way access to surrounding destinations including Arana Gulch, the City’s bike lanes on Murray Street, the future rail trail, and Twin Lakes State Beach.

The RTC’s Bicycle Advisory Committee serves to assist in the development and maintenance of a complete, convenient and safe regional bicycle and pedestrian network. Such a network increases the opportunity and attractiveness of bicycle and pedestrian trips for transportation purposes and reduces the dependency on automobile travel.

The Committee thanks you for your consideration of this request. Please feel free to contact the RTC’s Bicycle Program Manager and staff to the Bicycle Advisory Committee, Cory Caletti at (831) 460-3201 or by email at [ccaletti@sccrtc.org](mailto:ccaletti@sccrtc.org), for this and any other committee related matters.

Sincerely,

David Casterson  
Bicycle Advisory Committee Vice-Chair

cc: Santa Cruz County Regional Transportation Commission  
Santa Cruz County Regional Transportation Commission’s Bicycle Committee

S:\Bike\Committee\CORR\BC2017\Harbor\_CityofSC\_ActiveTranspPlan.docx

# COMMENTS FROM THE PUBLIC

**From:** tom haid  
**Sent:** Thursday, February 09, 2017 8:41 PM  
**To:** [info@sccrtc.org](mailto:info@sccrtc.org)  
**Subject:** No funds for rail I was told in measure D

I was told no money from measure D would be going towards rail projects  
So how do you explain this ?

MBSST (Coastal Rail Trail) - Segment 10 north

MBSST (Coastal Rail Trail) - Segment 10 south

MBSST (Coastal Rail Trail) - Segment 11 north

MBSST (Coastal Rail Trail) - Segment 11 south

---

02/10/17

Tom Haid –

Over 2/3 of Santa Cruz County voters approved Measure D which includes five categories of projects:

- Local streets and roads including bicycle, pedestrian and safety projects (30%)
- Highway corridor projects including traveler information, safety and congestion management (25%)
- Transit and Paratransit (20%)
- Active Transportation including the Monterey Bay Sanctuary Scenic Trail (also known as the Coastal Rail Trail) (17%)
- Rail Corridor including infrastructure preservation and an analysis of transportation options. No funding was included for new passenger rail operations. (8%)

The above projects are included in the long range transportation plan.

Please visit the webpage for more information about [Measure D Expenditure Plan](#) of voter-approved projects.

Thank you.

.....



**Karena Pushnik**, Senior Planner/Public Information Coordinator

**Santa Cruz County Regional Transportation Commission**

Santa Cruz Office (main) 831.460.3210

1523 Pacific Avenue | Santa Cruz, CA 95060



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-----Original Message-----

From: Robert Hull  
Sent: Friday, February 10, 2017 9:24 PM  
To: [info@scrtc.org](mailto:info@scrtc.org)  
Subject: Better CA 17

Ginger,

I live in Scotts Valley. I regularly commute on CA-17 to Silicon Valley. It is important that this highway be improved to remain open during rainy season and after earthquakes. The current mud slide failure is unacceptable. I support improving this road by a new alignment or a tunnel.

Thank you,  
Robert Hull

---

-----Original Message-----

From: Regional Transportation Commission  
Sent: Monday, February 13, 2017 8:38 AM  
To: 'Robert Hull'  
Subject: RE: Better CA 17

Dear Mr. Hull,

Thank you for your email. Your concerns will be forward to Caltrans, Districts 4 & 5 as Caltrans has jurisdiction over Highway 17 improvements and maintenance.

Sincerely,

Cathy Judd

.....

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:** Salina Flores  
**Sent:** Monday, February 13, 2017 2:10 PM  
**To:** 'info@sccrtc.org'  
**Cc:** 'Miguel.Flores'  
**Subject:** Measure D Question

Hi Kim.

You have assisted me in the past with providing information about the Highway 1 project. We live on 2548 Gary Drive, Soquel-our backyard backs up to the Highway 1 freeway by Bay Avenue and Porter...I saw that Measure D was passed and wanted to get some info on how we can give input on the auxiliary lane project for Bay Avenue and Porter St. How can I find out if sound walls for our side of the freeway would be a part of the project plans? Or if not, we would like to voice our concerns and need for a sound wall.

Also, I wanted to find out when the timeline looks like for the auxiliary lanes to be constructed by our Bay Avenue/Porter?

Thank you!

Salina Flores

---

Hello Salina,

As I may have shared with you in the past, the preliminary plans for the entire Highway 1 Corridor Investment Program do include sound walls in the area of your home (from Capitola Avenue Overcrossing to the Park Avenue northbound on-ramp on the mountain side of the highway). I fully expect, therefore, that sound walls will be included in the Measure D auxiliary lane project between Park Avenue and Bay/Porter Interchanges. The final decision will be made through the environmental analysis of the auxiliary lane project. which I expect will get underway in 2018 – construction could follow as early 2021.

We are currently working on the administrative measures to manage and distribute the Measure D funds that we should begin receiving in a June. In that same timeframe will be discussing the project delivery schedule of the Measure D highway program. While there are many variables to consider, I am hopeful that we can begin the environmental analysis of the Park to Bay/Porter Auxiliary Lane project in 2018, with construction to follow as early as 2021.

As a resident immediately adjacent to the highway, you will be invited to participate in the environmental analysis process: at the initial scoping meeting to hear the public's interests and concerns with the project, and again upon release of the draft environmental document for the public's review and comment. Those opportunities are the best times to make your interest known and I always advise others to put their concerns in writing as it less likely to be overlooked. I also recommend that you copy your elected officials to ensure they too are looking after your interests.

I know it has been a long time coming but now that the funding is secured the process will move relatively quickly.

Best regards,  
Kim



**Kim Shultz**, Senior Transportation Planner  
**Santa Cruz County Regional Transportation Commission**

1523 Pacific Avenue | Santa Cruz, CA 95060

Main Office 831.460.3200 | Watsonville 831.460.3205



Direct 831.460.3208

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-----Original Message-----

From: Cameron Bingham  
Sent: Tuesday, February 14, 2017 1:37 PM  
To: info@sccrtc.org  
Subject: Question about rail service

Hello & good afternoon,

I have a question, with all the roads in Santa Cruz county being either down to one lane or closed for some time, & it takes a longtime to get over the hill is there a chance that SCMB railroad could run a train that connects with Caltrain in Gilroy or see if Caltrain can make a temporary station & stop over in Santa Cruz so that people don't have to get so frustrated about finding alternate routes to the Bay Area.

Has anyone thought of bring back the line that use to run though the mountains so many years ago?  
I think this could really help solve the congestion issue on hwy 1 & 17 but I also understand that these things take money & time.

Now a second thought there is a lot of people that would like the branch line in Santa Cruz Tour out & replaced with a recreational trail only but I don't think this will solve the problems with the freeways , I believe if we open the doors the idea of connecting Santa Cruz to the Bay Area somehow via rail & also by cars that will solve the issue at hand with how bad the roads have been with the amount of rain we've gotten this winter so far.

Sincerely,

Cameron Bingham

---

**From:** Karena Pushnik  
**Sent:** Friday, February 17, 2017 11:07 AM  
**To:**  
**Subject:** FW: Question about rail service-Bingham,C  
Cameron Bingham –

We received your email about alternate transportation to travel from Santa Cruz County to the Bay Area. You're one of many suggesting that there be diversified transportation options providing a wider range of mobility choices, especially when some options are limited.

While the distance between the Pajaro rail junction and the Gilroy Caltrain station is less than 20 miles, Caltrain currently operates on a tight schedule and any change would require more resources. Also, it would require negotiation of trackage use agreements with Union Pacific to operate between Gilroy and Pajaro. The Transportation Agency for Monterey County was initially working with Caltrain to extend service to Pajaro, however they are now looking at extending the Capital Corridor trains that currently operate between San Jose and Sacramento.

Should this be useful, here is the current Caltrain schedule for the Gilroy Station with three trips in each direction:

**DEPARTING Northbound Weekdays**

6:06am, 6:28am, 7:06am

**ARRIVING Southbound Weekdays**

**5:30pm, 7:11pm, 7:51pm**

Regarding your suggestion to operate trains on the Santa Cruz Branch line, the tracks would probably need to be upgraded to Class 2 to run at commuter/transit speeds. Voters approved Measure D in Nov 2016, which includes an analysis of transportation options on the rail line. This analysis will provide direction about future uses and improvements, and underscores your comment about "these things taking money and time."

The train tracks over the hill (near Highway 17) are no longer continuous and many sections have reverted to private property. A study done in the 1990s found it unfeasible to rebuild the line, primarily due to costs. Some observers have commented that a great opportunity was lost by not preserving the mountain rail line, and that consideration of how to best use the Santa Cruz Branch line should avoid repeating that scenario.

Thank you.

.....



**Karena Pushnik**, Senior Planner/Public Information Coordinator

**Santa Cruz County Regional Transportation Commission**

Santa Cruz Office (main) 831.460.3210

1523 Pacific Avenue | Santa Cruz, CA 95060

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**From:** Peoples, Brian C  
**Sent:** Tuesday, February 14, 2017 5:19 AM  
**To:** [bds022@co.santa-cruz.ca.us](mailto:bds022@co.santa-cruz.ca.us)  
**Cc:** [bruce.mcpherson@co.santa-cruz.ca.us](mailto:bruce.mcpherson@co.santa-cruz.ca.us); [greg.caput@co.santa-cruz.ca.us](mailto:greg.caput@co.santa-cruz.ca.us);  
[john.leopold@santacruzcounty.us](mailto:john.leopold@santacruzcounty.us); [aclifford@scmttd.com](mailto:aclifford@scmttd.com); [rlj12@comcast.net](mailto:rlj12@comcast.net);  
[jimmy.dutra@cityofwatsonville.org](mailto:jimmy.dutra@cityofwatsonville.org); [cmathews@cityofsantacruz.com](mailto:cmathews@cityofsantacruz.com);  
[dterrazas@cityofsantacruz.com](mailto:dterrazas@cityofsantacruz.com); [ryan.coonerty@santacruzcounty.us](mailto:ryan.coonerty@santacruzcounty.us);  
[patrick.mulhearn@santacruzcounty.us](mailto:patrick.mulhearn@santacruzcounty.us); Peoples, Brian C; 'cchase@cityofsantacruz.com';  
'info@sccrtc.org'  
**Subject:** Transportation Crisis

Supervisor Friend,

Well, I just showed up at my office in Sunnyvale. Yea, I know you think this is the normal time I am operate, but today it is different because I had to drive into the office today. I needed to leave real early because of the transportation crisis we are having in Santa Cruz County. Even my wife (Valencia School Teacher) has to go in early because of this transportation crisis.

I blame the "Keep the Tracks" organizations (FORT, Bike Santa Cruz County, Land Trust) and RTC Staff who are friends with these groups. They have been busy working on train for decades while our roads and Metro fall apart. This pattern continues with their spending of our tax dollars on a "rail with trail" (Train Required) and the disregard for farmers and the public. They have not applied any engineering to designing a transportation system and continue the pattern of designing via "public opinion" – which in this case is their train people friends.

I hope the new RTC Commission does something because we are in a transportation crisis and the continued pattern is making a major negative impact on families within the county.

Best regards,

Brian Peoples  
Senior Staff  
Lockheed Martin

---

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](http://www.sccrtc.org) for information on the Commission and its activities.

Thank you,

*Cathy Judd*



**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:** Erin Warren  
**Sent:** Wednesday, February 15, 2017 4:20 PM  
**To:** [info@scrtc.org](mailto:info@scrtc.org)  
**Subject:** Rail Train Inquiry

**Name**

Erin Warren

**Subject**

Rail Trail inquiry

**Your Message**

I wish to participate in the RTC decisions and read that your meetings are only on Thursdays. I have school all day on Thursdays so I cannot attend your meetings that day but I am free most other days and Tuesdays in the late afternoon. Is there any way I learn more about plans and voice my opinion?

---

02/16/17

Hello Erin Warren -

Thank you for your email about participating in transportation discussions and decisions.

There are many other ways you can participate, if you can't attend a Thursday morning meeting!

1. Website - All materials to be considered by the RTC board either at their regular or policy workshop are posted online about 5 working days before the meetings. You can review the materials and submit written comments that will be provided to the board if they are received by noon the day before the meeting. You can find out what happened at the meetings via the minutes -- which are posted online in draft form with the next month's packet, and as final after they're approved - or the Highlights which are sent out following the meeting (see # 4 to sign up to receive them via email).
2. Advisory Committees - There are three advisory committees with meeting packets are posted online. the committees including citizens are the Bicycle Committee which meets every two months, generally the second Monday of even numbered months at 6:30 pm; and the Elderly & Disabled Transportation Advisory Committee which generally meets on the second Tuesday of even numbered months at 1:30 pm. The E&D TAC has a subcommittee called the Pedestrian Safety Work Group which focuses on pedestrian issues. An Interagency Technical Advisory Committee comprised mostly of agency staff meets monthly, as needed.
3. Televised meetings - Most of the regular monthly RTC meetings are broadcast live on Community Television (CTV). You can view these live depending on where you live, and watch rebroadcasts or online video. The CTV website has information about channels, schedule, and viewing options.
4. eSubscriptions - You can sign up for the latest news and information about the RTC and its traveler information service, Cruz511. You can select eNews Sign Ups, eMedia Alerts, and eAgenda Alerts let you stay connected to the RTC through your own email service.
5. Brown Act - Meetings by the RTC and advisory committees are subject to the Brown Act which stipulates that meetings will be open, public, and post materials in advance.

Thanks again for your interest.

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**Karena Pushnik**, Senior Planner/Public Information Coordinator

**Santa Cruz County Regional Transportation Commission**

Santa Cruz Office (main) 831.460.3210

1523 Pacific Avenue | Santa Cruz, CA 95060



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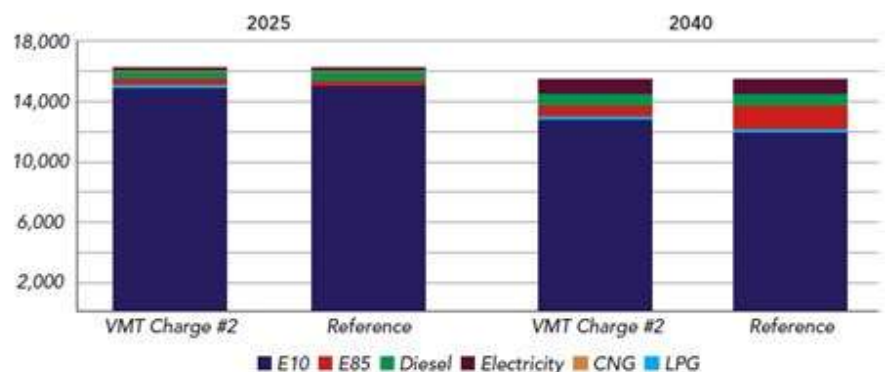
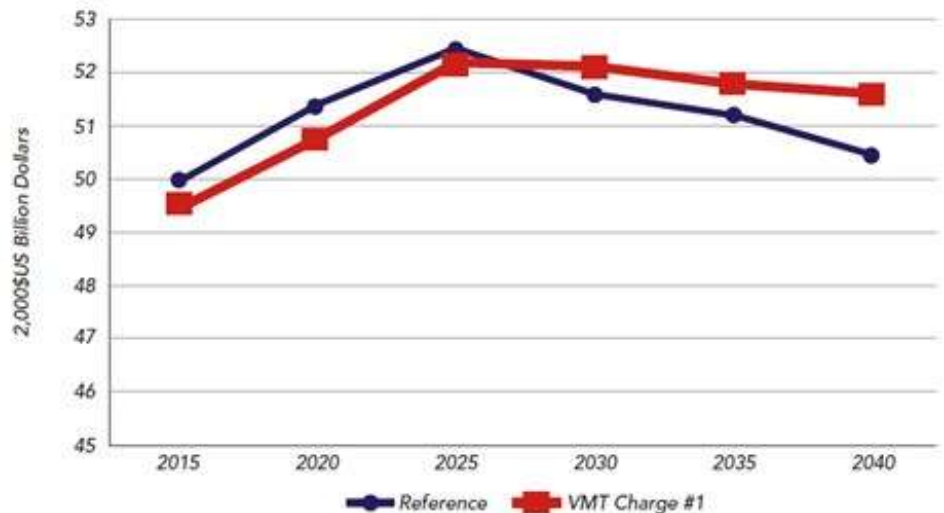
# Study reveals unexpected effects of replacing fuel tax

First published in ITS International November December 2016 as Secondary effects of a mileage tax regime  
**Eric O’Rear, Wallace Tyner and Kemal Sarica** examine the far-reaching implications of replacing fuel taxes with a mileage tax.

Lawmakers at both the federal and state level are frustrated over declining fuel tax revenues as they struggle to fund projects for constructing and maintaining state-wide infrastructure. The decline stems from the fact that federal rates have not budged since 1993 and tax rates in more than two-thirds of states have not been adjusted to keep up with inflation. Other factors include the increasing fuel efficiency of new cars and small trucks or light-duty vehicles (LDVs) and an increasing number of hybrid and alternative-fuelled vehicles.

Figure 1: Collected fuel and VMT tax revenues from light-duty vehicles.

Figure 2: Breakdown of LDV fuel demands in years 2025 and 2040.



While inflation-indexing could counter some of the erosion of fuel tax revenues, a profound political distaste for tax increases has made this virtually impossible. Various US-based groups are now backing vehicle miles travelled (VMT) taxes as a replacement for fuel tax in order to create sustainable revenue streams and save governments from having to limit transportation budgets or call on funds from non-transportation taxes. VMT taxes would be applicable to vehicles using all types of fuel while maintaining the flexibility to vary rates based on energy-efficiency to incentivize higher efficiency vehicles. Mileage taxes are also believed to encourage more efficient use of roadways because motorists now have a greater incentive to drive less, carpool or use alternative modes.

Anti-tax advocates argue that concerns over implementation strategies, exorbitant administration costs and privacy issues make VMT taxes an unrealistic alternative, while advocates view these as obstacles that can be overcome with political support and education about the benefits of mileage taxes. As governments deliberate, they must also consider potential linkages between the alternative tax approach and existing environmental policies within the transportation sector in order to get a complete picture of the overarching effects of employing a VMT tax system.

The US Department of Transportation (DoT) sets Corporate Average Fuel Economy (CAFE) Standards and the Renewable Fuels Standard (RFS) to lower the fuel demands of LDVs over time. CAFE requires automobile manufacturers to meet minimum fuel economy standards for all new vehicles and in 2011, President Obama ordered a tightening of the CAFE standards so that by 2025 the average fuel economy of LDVs will double. RFS requires a minimum volume of renewable fuels to be blended with transportation fuels to reduce crude oil demands.

The objectives of these policies overlap with some of the secondary effects associated with increases in gasoline and diesel tax rates (reduced fuel use spurred by fuel price increases and changes in driving behaviour). When debating the use of mileage-based fees to create sustainable tax revenue streams, it is important to consider the impact of switching tax regimes on overlapping CAFE, RFS and fuel tax policies.

## Analysis

To better understand differences between the impact of fuel taxes and VMT taxes (and the effects of overlapping tax and environmental policies), we conducted a study utilizing a version of the US Environmental Protection Agency's MARKAL (MARKet ALlocation) model and database. The study compared the existing fuel tax with the VMT tax regimes, observing differences in revenues collected, miles driven, energy use and fleet efficiency as well as the interaction between the VMT tax regime and the RFS and CAFE policies.

Three policy scenarios were modeled:

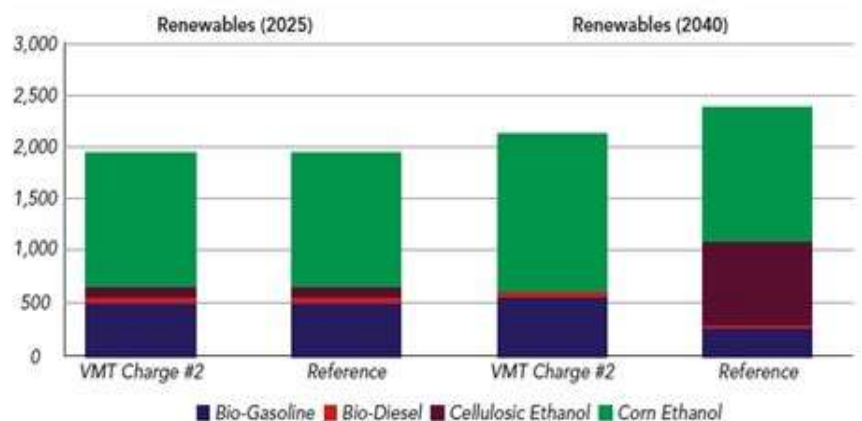
- Reference of continued gas taxes assuming tax rates increase 1% annually to account for inflation
- VMT Charge #1 where fuel taxes are replaced by a uniform mileage charge applicable to all LDVs
- VMT Charge #2 - a flat-rate, revenue neutral VMT charge that generates similar levels of revenue as the Reference scenario.

All three scenarios included the mandated increases in CAFE Standards, the RFS, and tax credits worth up to \$7,500 for Plug-in Hybrid Electric Vehicles (PHEVs) purchased after 2010.

The study evaluated two policy cases. For 'Case 1', the Reference and VMT Charge #1 scenarios were compared to reveal the potential for additional revenue generation compared with fuel tax. For 'Case 2', the Reference and VMT Charge #2 scenarios were compared to reveal underlying secondary effects linked to changes in the tax system.

Figure 3 LDV demands for renewable fuels in 2025 and 2040.

The two VMT rate structures modeled reflect different goals. VMT Charge #1 was developed to demonstrate how the current fuel tax structure could produce greater levels of revenue over time if implemented as a mileage-based tax structure. With VMT Charge #2 the aim was to shift the focus from revenue generation by using a revenue-neutral mileage tax regime in order to assess secondary effects such as changes in average fleet efficiency, energy use and driving behaviour associated with VMT tax implementation.



Case 1 showed that, over the longer term, mileage taxes can create more revenue than fuel taxes as considerable erosion of the Reference fuel tax revenues would occur after full adoption of the new CAFE regulations in 2025 (Figure 1). By that time, motorists would be driving more energy-efficient and alternative fuel vehicles plug-in hybrid electric vehicles (PHEVs) which escape paying fuel taxes, either partially or completely, but would pay similar levels of VMT tax (VMT Charge #1) as conventional vehicles – thereby boosting total tax revenues.

Case 2 comparisons revealed that transitioning away from fuel taxes (Reference) to a revenue-neutral VMT tax (VMT Charge #2) leads to little, if any, change in the total number of miles driven because the tax is not high enough to spur considerable changes in driving behaviour.

Additionally, revenue-neutral VMT taxes actually lower the average fuel economy of the LDV fleet whereas moderate increases in fuel taxes lead to improvements in average fuel economy.

As a result of Revenue-neutral VMT charges lowering average LDV fuel economy, overall fuel demands by LDVs are higher – partly because fewer hybrids would be purchased in response to mileage charges.

While existing credits encourage the adoption of hybrids, mileage taxes discourage their use. This is consistent with other studies, which have found that replacing fuel taxes with VMT shifts the burden from fuel-inefficient vehicles to the more efficient ones and creates a disincentive to drive energy-efficient vehicles. This alone would run counter to the goals of federal programs (such as PHEV credits), which encourage the use of more energy-efficient vehicles.

Figure 2 shows a snapshot of the LDV fuel demands in years 2025 and 2040. While total gasoline demands (sum of E10 and E85 gasoline blends) are similar across both tax regimes in 2025 and 2040, the balance of the two blends differs across tax scenarios. With the traditional fuel tax, E85 is a heavily consumed fuel by 2040 but with VMT tax a higher proportion of E10 is consumed.

This substitution is driven by the absence of fuel taxes under the VMT tax regime. Removing the energy taxes lowers the prices for the two fuels and consumers respond by demanding more of both fuels. Given that these fuels are ethanol-blends, the higher demand will raise ethanol prices. Since E85 comprises around 85% ethanol, it will be significantly costlier than E10, which is 10% ethanol.

Both tax scenarios see an increase in electricity demand as a result of greater PHEV use but by 2040 demand will be slightly lower under the VMT system as VMT taxes discourage the ownership of hybrids. Secondly, the removal of fuel taxes makes gasoline more price competitive with electricity, so hybrid drivers will use more gasoline (rather than electricity) to power their vehicles.

A revenue-neutral VMT tax has considerable impact on the demand for renewable fuels. Figure 3 shows the different alternative renewable fuels (bio-gasoline, bio-diesel, corn ethanol and cellulosic ethanol - fuel types used to meet RFS requirements) consumed by LDVs in 2025 and 2040. With the existing fuel tax, cellulosic ethanol will be the second-most consumed renewable fuel with a five-fold increase in demand between 2025 and 2040. Under a VMT tax regime, by 2040 cellulosic ethanol is completely driven out while demand for the others increases.

This is because of the interaction of VMT taxes with the RFS and what energy experts refer to as the **'blend wall'**. **The blend wall is the maximum amount of ethanol that can be sold each year** given a series of market conditions that limit how much can be blended with conventional motor fuels.

Our analysis reveals that not only do mileage fees have the potential to generate more sustainable streams of revenue over time, but depending on the level of stringency they can also cause changes in energy use and the types of crude-based fuels consumed.

Realistically, VMT pricing schemes are unlikely to use flat-rate charges as considered in the study and will employ a tier-based system of varying tax rates based on vehicle fuel economy, or weight and roadway damage potential, or environmental impact. Whatever VMT pricing scheme is considered, a detailed examination of how it would impact existing transportation policies must be conducted to get a full picture of benefits and costs.

## 2017 Budget and Administration/Personnel Committee Meeting Schedule

The proposed **B&A/P Committee** meeting schedule for 2017 is as follows:

<b>Meeting Date</b>	<b>Meeting Location</b>	<b>Meeting Time</b>
Thursday, February 9 <b>meeting cancelled</b>	CAO Conference Room	3:00 p.m.
Thursday, March 9 <b>*special meeting</b>	TBD	10:00 a.m.
Thursday, April 13	CAO Conference Room	3:00 p.m.
Thursday, June 8	CAO Conference Room	3:00 p.m.
<i>July</i>	<i>No Meeting</i>	<i>No Meeting</i>
Thursday, September 14	CAO Conference Room	3:00 p.m.

### **Meeting locations:**

CAO Conference Room – 701 Ocean Street, 5<sup>th</sup> floor, Santa Cruz, CA

Commission Offices – 1523 Pacific Avenue, Santa Cruz, CA

*Please visit our website for meeting agendas:*

[www.sccrtc.org/meetings/budget-personnel/agendas/](http://www.sccrtc.org/meetings/budget-personnel/agendas/)

### **RTC Contact:**

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# PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE MARCH 2, 2017 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

## CONSTRUCTION PROJECTS

	Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager (Resident Engineer)	Contractor	Comments
1.	<b>State Route (SR) 17 Storm Water Mitigation (0Q600)</b>	From 0.74 miles north of the fishhook to Sims Road (Rd) (Post Mile (PM) 0.7-1.4).	Construct multiple storm water mitigation improvements.	Fall 2016-Spring 2017	\$7.4 Million	State Highway Operations and Protection Program (SHOPP)	Doug Hessing (SG)	Graniterock, Watsonville, CA	Project in winter suspension due to weather. Periodic closures expected in the right southbound lane will be confined to the following times and on weekdays only:  Labor Day – Memorial Day 8 pm to 7 am / 9 am to 1 pm  Memorial Day – Labor Day 8 pm to 7 am
2.	<b>SR 17 Shoulder Widening and Concrete Guardrail (0T980)</b>	Near Scotts Valley from 0.4 miles south of Sugarloaf Rd to 0.1 miles south of Laurel Rd (PM 8.3-9.4).	Widen shoulder and install concrete guardrail.	Spring 2016-Summer 2017	\$6.2 Million	SHOPP	Doug Hessing (DP)	Granite Construction, Watsonville, CA	Construction began on May 11, 2016 and work consists of shoulder widening and drainage improvements.
3.	<b>SR 129 Curve Realignment (0T540)</b>	East of Watsonville between 0.4 miles west of Old Chittenden Rd and 0.1 miles east of Chittenden underpass (PM 9.5-10.0).	Realign curve.	Spring 2016-Spring 2017	\$5 Million	SHOPP	Doug Hessing (KB)	Graniterock, Watsonville, CA	Work on the westbound side of the highway is complete. Work on the eastbound side of the highway is nearing completion. A 5-day full closure is scheduled for January 15 at 10 pm through January 20 at 11 pm (weather permitting). Construction is scheduled for completion in February, 2017.
4.	<b>SR 152 Centerline Rumble Strip (1G400)</b>	From the Casserly Rd/Carlton Rd intersection to the SCR/Santa Clara County line (PM 3.7-8.3).	Install centerline rumble strip.	Fall 2016-Spring 2017	\$9.6 Million	SHOPP	Doug Hessing (SG)	Chrisp Company, Fremont, CA	Project acceptance date has been extended due to temperature requirements for striping. Construction is scheduled for completion in April, 2017.
5.	<b>SR 236 Resurfacing (1F340)</b>	From Boulder Creek to Waterman Gap (PM 0.0-16.0).	Resurface the existing roadway.	Fall 2016-Spring 2017	\$3.5 Million	SHOPP	Kelly McClain (KB)	Graniterock, Watsonville, CA	Project near completion but in winter suspension through April, 2017. In April, miscellaneous paving will be completed.



# PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE MARCH 2, 2017 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

## PROJECTS IN DEVELOPMENT

	Project	Location	Description	Construction Timeline	Estimated Construction Cost	Funding Source	Project Manager	Phase	Comments
6.	<b>SR 129/Carlton Rd Intersection Improvements (1F350)</b>	Near Watsonville from 0.1 miles west to 0.2 miles east of Carlton Rd (PM 3.2-3.5).	Realign Carlton Rd and construct a new intersection with left-turn channelization.	2018	\$2 Million	SHOPP	Doug Hessing	Design	On schedule.
7.	<b>SR 152Americans with Disabilities Act (ADA) (1E020)</b>	Near Watsonville from Wagner Ave to south of Holohan Rd (PM 1.3-R2.0).	Install sidewalks for ADA compliance.	2018	\$1.9 Million	SHOPP	Kathy DiGrazia	Design	On schedule.

**AGENDA:** March 2, 2017

**TO:** Regional Transportation Commission (RTC)  
**FROM:** Rachel Moriconi, Senior Transportation Planner  
**RE:** Regional Transportation Improvement Program (RTIP) Amendments

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## **RECOMMENDATION**

Staff recommends that the Regional Transportation Commission:

1. Direct staff to work with the California Transportation Commission (CTC) and project sponsors to maximize use of FY17/18 State Transportation Improvement Program (STIP) funds; and
  2. Adopt a resolution ([Attachment 1](#)) amending the *2016 Regional Transportation Improvement Program (RTIP)* to:
    - a. Update project scope, schedule, or funding information, as requested by project sponsors, including a major scope amendment to change the Harkins Slough Road Interchange project to a bicycle/pedestrian bridge over Highway 1;
    - b. Shift funds between previously approved projects or phases of projects in order to maximize use of FY17/18 State Transportation Improvement Program (STIP) funds, pending concurrence from the California Transportation Commission (CTC); and
    - c. Program an additional \$800,000 in Regional Surface Transportation Program Exchange funds (RSTPX) to the Highway 1 Soquel-Morrissey Auxiliary Lanes project based on final construction costs.
- 

## **BACKGROUND**

The Santa Cruz County Regional Transportation Commission (RTC), as the state-designated Regional Transportation Planning Agency (RTPA) for Santa Cruz County, is responsible for selecting projects to receive certain state and federal funds. The *Regional Transportation Improvement Program (RTIP)* for Santa Cruz County lists transportation projects which have been selected by the RTC to receive those funds. The RTIP is typically adopted every two years. Interim amendments are made as needed.

As set forth in the RTC's *Rules and Regulations*: Local project sponsors are required to obtain RTC concurrence in allocation, extension, amendment or other requests for proposed changes to projects listed in the *Regional Transportation Improvement Program (RTIP)* prior to submittal of such request to Caltrans and the California Transportation Commission (for STIP projects) or AMBAG (for federally funded projects included in the Metropolitan Transportation Improvement Program (MTIP)). Concurrence shall be handled administratively by RTC staff unless substantive

project issues (such as major schedule changes, requests for additional funds, major scope changes, or adding or deleting projects) require that concurrence be authorized by RTC board action, during a public meeting. Changes to the program cannot be to the detriment of other projects/programs included in the program and must not negatively impact air quality conformity determinations made on the MTIP, based on Caltrans policy.

## **DISCUSSION**

Project sponsors have submitted updated scope, schedule, or funding information for several projects that were previously approved for State Transportation Improvement Program (STIP) or Regional Surface Transportation Program (RSTP)/Surface Transportation Block Grant Program (STBG) funds by the RTC.

**Staff recommends that the RTC adopt a resolution (Attachment 1) amending the *2016 Regional Transportation Improvement Program (RTIP) to update project scope, schedule, or funding information for previously approved projects* (as shown in Exhibit A and summarized in Attachment 2).**

Project amendments approved by the RTC related to State Transportation Improvement Program (STIP)-funds are subject to concurrence from the California Transportation Commission (CTC), which makes the final determination on which projects are programmed to receive STIP funds, what year they are programmed, and when to release (allocate) funds to individual projects.

### Maximizing FY17/18 STIP Funds

STIP-funded projects are subject to strict CTC established deadlines. If a project sponsor does not receive an allocation within the year in which STIP funds are programmed, the funds lapse, are lost to the project, and typically are not available for reprogramming by the RTC until the last years of the next STIP cycles (approximately 5-6 years out). If a project sponsor anticipates that it will not meet a deadline in the next fiscal year, the sponsor can ask the RTC and CTC to amend the RTIP and STIP, respectively, to push the programmed funds to a later year to reflect updated project schedules. When a project sponsor is unable to anticipate delays one year in advance, the sponsor may request a less certain one-time STIP-allocation extension. These actions implement the SB 45 requirement that RTIPs and the STIP reflect updated information by which projects will be monitored and held accountable. Staff regularly reviews with project managers the schedules for projects that have been approved for funds by the RTC to determine if any projects are experiencing delays and therefore require amendments or extensions.

Three projects programmed to receive STIP funds in Fiscal Year (FY) 17/18 are experiencing delays: Highway 1/9 Intersection Modifications (SC25), Highway 1 41st Ave. to Soquel Ave. Auxiliary Lanes and Chanticleer Bike/Pedestrian Bridge (RTC 24f); and the Highway 1 Bicycle/Pedestrian Crossing at Mar Vista Drive (RTC30). Additional information on the status of these projects and reasons for the delays is provided in Attachment 3.

In order to maximize use of available STIP funds as quickly as possible and ensure that no funds are lost to the region, **staff recommends that the RTC direct staff**

**to work with project sponsors and the CTC to shift FY17/18 STIP, STBG/RSTP, future STIP, or local funds between previously programmed projects or phases of projects.** Exhibit A and Attachment 2 summarize these proposed amendments. Staff has worked with project sponsors to ensure that changing the “color” of funds does not reduce total RTC-controlled funds (STIP/STBG/RSTPX) programmed to any agency. CTC staff has indicated that they are supportive of these actions. This action would also provide the RTC with the flexibility to consider (at a future meeting) using FY17/18 RSTPX/STBG funds for urgent storm damage repairs, if state and federal emergency funds are not available.

#### Highway 1/Harkins Slough Road Project

In May 2016, due to a drop in gas tax revenues, the CTC deleted \$750 million in STIP funds previously committed to projects statewide. In Santa Cruz County, the CTC deleted \$6.74 million previously programmed for construction of the Highway 1/Harkins Slough Road Project. The CTC maintained \$600,000 in STIP for right-of-way in FY18/19. In response to the deletion of \$6.74 million, the RTC committed to reprogramming future STIP funds and/or future Surface Transportation Block Grant Program (STBG) funds to a project at the Highway 1/Harkins Slough Road Interchange, if Watsonville does not secure Active Transportation Program (ATP) funding. *(Action taken at the RTC’s May 2016 meeting.)*

The RTC and CTC first programmed STIP funds for the Highway 1/Harkins Slough Road Interchange Project in 1998. As discussed at past RTC meetings, the City of Watsonville and Caltrans have been re-evaluating the purpose, need and scope of the project and now propose to construct a new bicycle/pedestrian bridge over Highway 1 instead of a new interchange (Attachment 4). With formalization of this scope change, environmental review is expected to begin in July 2017. Construction is scheduled for 2022.

CTC staff has indicated it would prioritize deleted projects for reprogramming in the 2018 STIP (which covers FY18/19-22/23). Since the project is now a bicycle-pedestrian project, it is also eligible for the state’s Active Transportation Program (ATP). This project scored just below the cut-off line for ATP funds in the fall of 2016, but is a strong candidate for future ATP funds. In order to kick start the project and increase its chances of securing ATP funds in the future, **Watsonville and RTC staff recommend amending the project scope and shifting the \$600,000 STIP currently programmed for ROW to environmental review and adding an additional \$300,000 STIP in FY17/18** (from STIP funds freed up by delayed projects, which will receive STBG funds instead). The RTC’s commitment to programming the balance (\$6.44 million) in future STIP and/or future STBG funds to the project would still stand, if Watsonville does not secure Active Transportation Program (ATP) funding.

#### Highway 1 Soquel-Morrissey Auxiliary Lanes

Based on the negotiated settlement of a lawsuit filed by the construction contractor over outstanding claims of differing site conditions for the Highway 1 Soquel-

Morrissey Auxiliary Lanes project, **staff recommends that the RTC shift \$199,825 in previously programmed RSTPX funds for the environmental review and design phases to the construction phase, program an additional \$800,000 in RSTPX funds to the construction phase of the project**, make the necessary amendments to the FY 2016-17 RTC budget to close out the project and authorize the Executive Director to close out the project. This includes costs of attorney fees, mediation, negotiations, RTC staff time, and settlement agreements.

#### What's Next?

The CTC will consider amendment requests for STIP funds at its June meeting. If the CTC does not shift funds between projects as requested, the color of funds for specific projects would be reverted to how they were originally programmed by the RTC, with the CTC to instead just shift funds from FY17/18 to FY18/19, to reflect current project schedules.

Notably, if the state legislature and Governor approve SB1, AB1, or some other transportation funding proposal, it is possible that additional funds will be available to our region in FY18/19. We will continue to work with partner agencies to maximize early delivery of projects and to situate Santa Cruz County to take advantage of new funds as they become available.

#### **SUMMARY**

Staff recommends that the RTC amend the *2016 Regional Transportation Improvement Program (RTIP)* to reflect updates to several previously programmed projects, as requested by project sponsors, maximize use of STIP funds in FY17/18, and program additional funds to Highway 1 Soquel-Morrissey Auxiliary Lanes project.

#### Attachments:

1. Resolution
  - a. Exhibit A: Proposed Amendments to Previously Approved Projects
2. Summary of STIP-Related Amendments/Funding Swaps
3. Highway Project Schedule Updates
4. Letter from City of Watsonville regarding Harkins Slough Road area project

RESOLUTION NO. **21-17**

Adopted by the Santa Cruz County Regional Transportation Commission  
on the date of March 2, 2017  
on the motion of Commissioner  
duly seconded by Commissioner

A RESOLUTION AMENDING THE  
2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM  
FOR SANTA CRUZ COUNTY TO MODIFY PREVIOUSLY PROGRAMMED PROJECTS

WHEREAS, the Santa Cruz County Regional Transportation Commission (RTC) is responsible for programming and monitoring the use of various state and federal transportation funding sources and adopted the *2016 Regional Transportation Improvement Program* on December 3, 2015 consistent with the *Santa Cruz County Regional Transportation Plan* (RTP), state law (including SB 45) and the California Transportation Commission's (CTC) State Transportation Improvement Program (STIP) Guidelines, and in consultation and cooperation with local project sponsors, Caltrans District 5, and RTC advisory committees;

WHEREAS, the RTC has programmed the region's shares of State Transportation Improvement Program (STIP) and Regional Surface Transportation Program/Surface Transportation Block Grant Program (RSTP/STBG) funds to certain projects and reflects those projects and funds in the *Regional Transportation Improvement Program* (RTIP);

WHEREAS, the RTC is responsible for amending the *Regional Transportation Improvement Program* (RTIP) to reflect accurate project scope, schedule and cost; and

WHEREAS, the RTC is the agency responsible for assuring that the regional shares of STIP and RSTP/STBG funds are programmed and expended according to CTC and Caltrans guidelines and programming actions, RTC policy requires local project sponsors to obtain RTC concurrence for changes to RTC-funded projects, including State Transportation Improvement Program (STIP) fund allocation, extension, amendment or other requests to change to the STIP prior to submittal of such requests to Caltrans and the California Transportation Commission (CTC);

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

1. The *2016 Regional Transportation Improvement Program for Santa Cruz County* is hereby amended to modify project information as summarized in Exhibit A;
2. The California Transportation Commission (CTC) is hereby requested to amend the *State Transportation Improvement Program (STIP)* to reflect updates to STIP-

funded projects and the Association of Monterey Bay Area Governments (AMBAG) is hereby requested to incorporate these actions into the Metropolitan Transportation Improvement Program (MTIP), as appropriate;

3. \$199,825 in previously programmed Regional Surface Transportation Program Exchange (RSTPX) funds for the environmental review and design phases of the Highway 1 Soquel to Morrissey Auxiliary Lanes project are shifted to the construction phase, and an additional \$800,000 in RSTPX funds are programmed to the construction phase of the project; and
4. The FY 2016-17 RTC budget is hereby amended consistent with the programming actions above and the Executive Director is authorized to close out the Highway 1 Soquel to Morrissey Auxiliary Lanes project.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

ABSENT: COMMISSIONERS

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Zach Friend, Chair

ATTEST:

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George Dondero, Secretary

Exhibit A: Proposed Amendments to Previously Approved Projects

*Distribution: RTIP files*

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**2016 Regional Transportation Improvement Program (RTIP)**  
**Proposed Amendments to Previously Approved Projects**  
*For consideration at the March 2, 2017 RTC meeting*

<b>Action Summary</b>	<b>Project #</b>	<b>Project</b>	<b>Proposed Amendment</b>
Program new funds	RTC 28	Hwy 1 Auxiliary Lanes: Soquel Ave to Morrissey Blvd	Shift \$199K RSTPX from Environmental Review and Design to Construction and program additional \$800,000 RSTPX to Construction phase, based on final construction costs.
Scope change; shift STIP from ROW to PA/ED, add \$300K	WAT 01	Hwy 1 at Harkins Slough Road Interchange <u>Bike/Pedestrian Overcrossing</u>	Amend scope/title and shift funds from constructing new interchange to a new bicycle/pedestrian bridge over Highway 1. Shift \$600k STIP from ROW to PA/ED and add \$300k STIP in FY17/18. Total RTC commitment to project remains \$7.34M, if Watsonville does not secure Active Transportation Program (ATP) funding. Watsonville to cover balance of project cost with local funds. 5/16 - CTC deleted \$6.74M for construction-could be prioritized for reprogramming in a future STIP. 5/5/16 - RTC committed to program \$6.74 million future STIP and/or future Surface Transportation Block Grant Program (STBG) funds to a project at the Highway 1/Harkins Slough Road Interchange, if Watsonville does not secure ATP.
Schedule change, change fund color	SC 25	Highway 1/9 Intersection Modifications	Move construction funds to FY18/19 to match current schedule, shift \$1M FY17/18 STIP to MBSST Segment 7 to be backfilled with local funds.
Schedule change, change fund color	RTC 24F	Hwy 1 41st Ave-Soquel Ave Auxiliary Lanes and Chanticleer Bike/Ped Bridge	Move design funds to FY18/19 to match current schedule. Change \$1.75M FY17/18 STIP to STBG, move the STIP funds to other projects.
Schedule change, change fund color	RTC 30	Highway 1 Mar Vista Bike/Ped Overcrossing	Move design funds to FY18/19 to match current schedule. Change \$450k FY17/18 STIP to STBG, move the STIP funds to other projects.
Change color of funds	TRL 07SC	Rail Trail: Segment 7 (Natural Bridges to Pacific Ave)	Shift \$1 million in FY17/18 STIP from Hwy 1/9 Intersection project to this project. Update local fund and total project cost information. Project may be constructed in phases depending on bids.
Change color of funds	SC 49	Water St. Pavement Rehabilitation	Trade \$398,000 STBG for STIP funds in FY17/18.
Change color of funds	WAT 42	Green Valley Road Reconstruction (Struve Slough to Freedom Blvd)	Trade \$795,000 STBG for STIP funds in FY17/18.
Change color of funds	SV 28	Glen Canyon Rd/Green Hills Rd/S. Navarra Bike Corridor and Roadway Preservation	Trade \$711,000 STBG for STIP funds in FY17/18.
Schedule change	CAP 11	Clares Street Traffic Calming	Shift \$100K RSTPX to FY17/18. Exact timing TBD. Project delayed to coordinate with utilities and secure additional funds (potentially Meas D and City funds).
Schedule change	CAP 17	Upper Pacific Cove Parking Lot Pedestrian Trail and Depot Park Metro Development	Shift \$200k RSTPX construction funds to FY17/18. Construction scheduled for Fall 2017.

**Acronyms:**

ROW: Right-of-way; CON: Construction; PA/ED (Env): Project Approval/Environmental Doc; PS&E: Plans, Specifications, and Engineering (design)  
 RTIP: Regional Transportation Improvement Program (RTIP)  
 STIP: State Transportation Improvement Program (STIP)  
 STBG: Surface Transportation Block Grant Program (STBG)  
 RSTPX: Regional Surface Transportation Program/Exchange  
 ATP: Active Transportation Program  
 Projects #: RTC: Regional Transportation Commission; TRL - Trail; WAT: Watsonville; SC: City of Santa Cruz; SV: Scotts Valley  
 MBSST: Monterey Bay Sanctuary Scenic Trail Network

**Summary of STIP-Related Amendments/Funding Swaps**

*(March 2017)*

**Goals:** Maximize use of STIP funds currently programmed in FY17/18, ensure no funds are lost, free up more flexible funds. This is a cash management action.

**Issue:** \$4.5 million in projects currently programmed for STIP in FY17/18 are delayed and will not be able to use those funds until later years. Some projects programmed to receive STBG funds in FY17/18 are also delayed. Concurrently there is a backlog of projects that can be delivered in FY17/18. Given that in some years STIP funds are not reliable, staff recommends maximizing use of STIP funds when they are available. *Amendment requests to shift those funds to later years or other projects are due to Caltrans by March 20 (to be considered by RTC 3/2 and CTC for notice at its May meeting and action in June).*

Delayed STIP Projects - \$4.5 million:

- Highway 1/9: Construction delayed to FY18/19 - \$1,329,000 STIP, \$950,000 STBG. Right-of-way and design taking longer to complete.
- Highway 1 41<sup>st</sup>-Soquel Aux Lanes: Design delayed to FY18/19 - \$2,570,000 STIP. Additional time needed to respond to comments on draft Tiered environmental document.
- Mar Vista Bike/Ped Crossing over Highway 1: Design delayed to FY18/19 due to more extensive environmental review - \$575,000 STIP, \$75,000 STBG programmed for design.

**Proposal:** Change the color of funds programmed to previously approved project, in order to maximize use of STIP funds in FY17/18. Rather than just move delayed projects and all of the associated STIP funds to a later year based on current project schedules, staff worked with public works departments to identify previously approved projects that will be delivered in FY17/18 and could use STIP funds. STIP funds from delayed projects will be traded for STBG from projects that can use the STIP funds in FY17/18. CTC staff has indicated that the CTC would be willing to amend the STIP to substitute other projects in FY17/18.

- Change color of funds to STIP (from STBG, RSTPX, or local) for projects that can definitely be delivered (constructed) in FY17/18.
- Ensure changing color of funds/swapping funds does not reduce total RTC-controlled funds (STIP/STBG/RSTPX) programmed to any agency.

**STIP Highway Project Schedule Updates**

**Hwy 1 41<sup>st</sup> Ave to Soquel Drive Auxiliary Lanes & Chanticleer Bicycle/Pedestrian Crossing**

Approval of the Final Hwy 1 Tiered Environmental Document is currently anticipated in Fall 2018. Completion of the environmental documents is taking longer than originally anticipated due to changes in regulatory guidelines and requirements since completion of the technical studies, additional time needed to properly respond to extensive public and agency comments received on the Draft Environmental Impact Report/Environmental Assessment (EIR/EA), and to provide adequate review of the administrative draft Final Environmental Document through various Caltrans (CT) and Federal Highway (FHWA) departments. Significant areas of work since release of the draft documents include the following items:

- Update the Traffic Operations Report with the AMBAG's 2014 growth projections and current travel demand model including current highway and arterial traffic counts to update baseline conditions.
- Natural environment study: itemization of cumulative impacts and initiation of the Biological Assessment and consultation with the Federal Fish and Wildlife Service (USFWS) and the National Oceanic and Atmospheric Administration Office of the National Marine Fisheries Service (NOAA Fisheries) agencies for the Tier 2 project.
- Updated Air Quality Study Report using the updated traffic counts and forecast travel performance measures and characteristics and the current emissions model approved by EPA in December 2015.
- Update of the Growth Impacts Report.
- Update Visual Impact Assessment to update existing conditions following construction of the Hwy 1 Soquel/Morrissey Auxiliary Lanes project and to update view shed from the highway of anticipated built environment conditions.
- Revision to the Cumulative Impact section of the Draft EIR/EA.
- Provide adequate time in the project schedule for iterative review through various Caltrans Divisions (including District & Outside Peer, NEPA/CEQA QA/QC, CT HQ and Legal, and FHWA).

Subsequent project development phases have been delayed by similar time. Critical path to the start of construction is completion of ROW acquisition and utility relocation. The current schedule does not include recirculation of the Draft EIR/EA for which a determination is anticipated by CT & FHWA in July 2017.

**Mar Vista Bike/Pedestrian Crossing**

The RTC awarded a contract to Moffat and Nichol, Inc. for the environmental phase on November 3, 2016. Site visits and a Project Development Team (PDT) meeting have been held. Focused stakeholder meetings are calendared to begin in April 2017 to identify operation, safety, aesthetic and environmental concerns and develop design options. Public workshop are scheduled for August/September to identify the preferred schematic, at which point

environmental analysis will be conducted consistent with the provisions of NEPA for projects seeking a Categorical Exclusion (CE). Duration of the Project Approval/Environmental Document (PA&ED) process is 18 months assuming impacts to wetlands resources on the mountain side of Hwy 1 can be avoided.

The ROW phase (acquisition of property, temporary construction easements and utility relocation) will be a critical path in moving the project towards construction. The current construction schedule (FY2020/21) assumes RTC will administer the construction contract which can save up to 6 months in the construction award process. Construction is anticipated to take 6 months and will be scheduled to avoid the rain season.

#### Santa Cruz: Hwy 1/9 Intersection Improvement Project

The City of Santa Cruz requests the RTIP and STIP be amended to shift funds programmed for construction from FY17/18 to FY18/19. This project involves complicated right-of-way modifications, including those which will have an impact on existing leaseholds involving State (Caltrans), City and privately-owned parcels. Once these right-of-way issues have been addressed to the State's satisfaction, the project will be able to finalize design and start construction (estimated Fall of 2018).

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# CITY OF WATSONVILLE

*"Opportunity through diversity; unity through cooperation"*



February 22, 2017

Mr. George Dondero, Executive Director  
 Santa Cruz County Regional Transportation Commission  
 1523 Pacific Avenue  
 Santa Cruz, CA 95060-3911

**Subject: Hwy 1/ Harkins Slough Road Project (WAT01/PPNO 413)  
 Project Modification and Reprogramming of Funds**

Dear Mr. Dondero,

Caltrans and City staff have been working together on project evaluation documents for a project at Highway 1/ Harkins Slough Road. While the project was initially envisioned as new on/off ramps to alleviate traffic congestion through Main Street(SR 152)/Green Valley Road, through the Green Valley corridor and improve safety and access, with completion of two bridges in the area, Caltrans and City staff have reevaluated transportation priorities for the area. A new Project Study Report – Project Development Support document for improvements at Highway 1/ Harkins Slough Road was recently completed, including an **updated Purpose and Need: increase bicycle and pedestrian safety over State Route 1 along Harkins Slough Road.** The proposed project includes an accessible bicycle and pedestrian facility that will improve access along this heavily traveled route (which serves Pajaro Valley High School, the slough trail system and existing businesses) by separating bicycles and pedestrians from vehicular traffic and reducing the potential conflicts. While the project has been modified from the original project scope, it remains a top priority for our community.

The City of Watsonville very much appreciates Santa Cruz County Regional Transportation Commission's commitment of future funding to replace the \$6,740,000 in STIP funding that was deleted by the California Transportation Commission (CTC) in May of 2016. We, too, are committed to pursuing grant opportunities and other funding sources to ensure a fully funded project.

In light of the updated project scope, the City of Watsonville requests that the **scope of the project be modified to reflect current project description: Construction of Accessible Pedestrian/Bicycle Facility over Highway 1.** Additionally, with the upcoming work associated in the Project Approval and Environmental Document phase, the City requests that **\$600,000 in STIP funding currently programmed for Right of Way be shifted to PA/ED (environmental review), and \$300,000 of the \$6,740,000 committed by the RTC be added for a total of \$900,000 in STIP for PA/ED,** as this next phase is estimated at over \$1 M.

If you have any questions or if additional information would be helpful, please contact Maria Esther Rodriguez, Assistant Public Works and Utilities Director, at (831) 768-3112.

Sincerely,

Steve Palmisano  
 Director, Public Works and Utilities Department  
 C: Luis Duazo, Caltrans

**AGENDA:** March 2, 2017

**TO:** Regional Transportation Commission (RTC)  
**FROM:** Grace Blakeslee, Transportation Planner  
**RE:** User Oriented Transit Planning Project/Cruz511 In Your Neighborhood

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**RECOMMENDATIONS**

Staff recommends that the Regional Transportation Commission (RTC):

1. Receive an update on the User Oriented Transit Planning Project, now referred to as Cruz511 In Your Neighborhood;
  2. Adopt a resolution ([Attachment 1](#)) authorizing the Executive Director to negotiate and execute a contract between RTC and Steer Davies Gleave to conduct door to door outreach to households using travel advisors for the Cruz511 In Your Neighborhood/User Oriented Transit Planning Project; and,
  3. Amend the RTC FY16-17 Cruz511 budget to accommodate the contract for the Cruz511 In Your Neighborhood travel advisors outreach up to \$70,000.
- 

**BACKGROUND**

The Santa Cruz County Regional Transportation Commission (RTC) was awarded a Transit Planning for Sustainable Communities grant of \$150,000 from Caltrans to conduct a User Oriented Transit Planning Project to test an individualized marketing program in Santa Cruz County that encourages solo-drivers to switch transportation modes. The User Oriented Transit Planning Project will provide the information necessary to understand if individualized marketing is an effective strategy for advancing Santa Cruz County's regional transportation goals, including a reduction in vehicle miles traveled and greenhouse gases, and a shift from driving to alternative modes.

**DISCUSSION**

***Project Development***

The User Oriented Transit Planning Project development phase is wrapping up. Project development included:

1. identifying the methods expected to garner the greatest level of participation;
2. selecting market segments to test individualized marketing techniques;
3. identifying outreach strategies that are most likely to affect travel choices;
4. creating information to inform households about the program and invite them to participate; and,
5. developing customized neighborhood specific materials about access to transit, bicycling and walking and compiling relevant 'how to' guides and local area transportation resources.

### **Neighborhoods**

RTC selected neighborhoods as the focus of the individualized marketing pilot project because of households common access to transportation options and popular nearby destinations, and the potentially shared household characteristics in neighborhoods. After review of neighborhoods countywide, RTC staff identified two neighborhoods to participate in the User Oriented Transit Planning project, now referred to as Cruz511 In Your Neighborhood. One neighborhood, referred to as the Central Wastonville Neighborhood, includes an estimated 3,400 households located within approximately ¼ mile of Freedom Boulevard and Main Street between Crestview Drive and Sonoma Street and 2<sup>nd</sup> Street and Maple Avenue (Attachment 2). The other neighborhood, referred to as the Eastside Santa Cruz Neighborhood, includes an estimated 3,100 households located within approximately ¼ mile of Soquel Avenue or Water Street between Ocean Street and Dakota/ Riverside Avenue and Morrissey Avenue and Federick Street (Attachment 2). Both neighborhoods contain a mix of single-family housing and multi-family housing, and are located near commercial and transit corridors. Both target areas indicated a strong potential for change given the low use of bicycling walking and transit for work trips.

### **Project Implementation**

Implementation of Cruz511 In Your Neighborhood is ready to get underway and includes:

1. informing households about the project;
2. soliciting information from individuals about their travel behavior;
3. inviting individuals to order customized travel resources and personalized assistance;
4. identifying individuals most likely to change behavior through expressed interest;
5. providing participants with transportation resources specific to their neighborhood and travel interests;
6. contacting participants who ordered information about transportation alternatives to see if they would like personalized assistance;
7. asking participants if their use of transportation modes, or their awareness and attitudes about alternatives to solo-driving has changed as a result of the information they received about transportation options;
8. analyzing the project's effectiveness; and,
9. preparing of a final report documenting the project activities and results including a tool kit for how the project could be implemented in other locations.

RTC staff is recommending that the project involve two strategies for soliciting information from individuals about their travel behavior and inviting participation in Cruz511 In Your Neighborhood. One strategy is to solicit participation by mail and the other is to solicit participation through the use of travel advisors. Travel advisors are individuals who canvas neighborhoods, speak with individuals at their household about the program, and solicit information about their travel behavior and interest in transportation alternatives at their door step. The use of travel advisors is common in individualized marketing programs and typically results in a higher participation rate than traditional mailing techniques. Of the 6,500 households included in the project, RTC staff recommends that an estimated 2,400 of households receive the survey about their travel behavior and interest in transportation alternatives from travel advisors who will come to their door step and an estimated 4,100 households will receive the information

through the mail. Soliciting some information from households by mail and others through travel advisors will also allow for a comparison of their effectiveness in generating participation in the project.

### ***Request for Proposals – Travel Advisors***

A request for proposals was released on January 18, 2017 to engage a qualified consultant to conduct outreach for the User Oriented Transit Planning Project using travel advisors. Proposals were due February 14, 2017. An evaluation team made up of RTC and Santa Cruz Metro staff reviewed the three proposals received by the deadline. The evaluation team identified Steer Davies Gleave due to the firm's extensive experience in delivering individualized marketing of travel choices and innovative methods for effecting behavior change. **RTC staff recommends that the RTC adopt a resolution (Attachment 1) authorizing the Executive Director to negotiate and execute a contract between RTC and Steer Davies Gleave to conduct door to door outreach to households using travel advisors for the Cruz 511 In Your Neighborhood/User Oriented Transit Planning Project in an amount not to exceed \$70,000 and amend the RTC FY16-17 Cruz511 budget to accommodate the contract for travel advisor outreach up to \$70,000 into the project implementation.**

Travel advisor outreach was not originally part of the scope for this project when the grant request was submitted. After further review of similar programs elsewhere, it became evident that travel advisor outreach had a dignificant impact on the success of other programs. Since the travel advisor outrach can be accommodated within the existing Cruz511 budget, staff released a request for proposals for the work.

### ***Project Schedule***

- Project Initiation & Design: February-June 2016
- Project Development: June 2016- February 2017
- Project Implementation: March -June 2017
- Project Analysis: July- August 2017
- Project Report: November 2017

### **SUMMARY**

The User Oriented Transit Travel Planning Project will test the application of individualized marketing on travel behavior in Santa Cruz County with the focus of encouraging solo-drivers to switch transportation modes. RTC staff identified two neighborhoods, Eastside Santa Cruz and Central Watsonville, to participate in the User Oriented Transit Planning project, now referred to as Cruz511 In Your Neighborhood. RTC staff is recommending that household participation in the project is solicited by mail and through the use of travel advisors. Travel advisors are individuals who canvas neighborhoods, speak with individuals at their household about the program, and solicit information about their travel behavior and interest in transportation alternatives at their door step.

Attachments:

Attachment 1: Resolution Authorizing the Executive Director to Enter into a Consultant Contract for Travel Advisors

Attachment 2: Map of Participating Neighborhoods

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RESOLUTION NO. **22-17**

Adopted by the Santa Cruz County Regional Transportation Commission  
on the date of March 2, 2017  
on the motion of Commissioner  
duly seconded by Commissioner

A RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO ENTER INTO A CONTRACT WITH STEER DAVIES GLEAVE TO CONDUCT OUTREACH FOR THE USER ORIENTED TRANSIT PLANNING PROJECT, NOW REFERRED TO AS CRUZ511 IN YOUR NEIGHBORHOOD, USING TRAVEL ADVISORS

WHEREAS, the Regional Transportation Commission (RTC) is working to increase the number of transit, bicycle, walking and carpool trips, reduce vehicle miles traveled and reduce greenhouse gas emissions;

WHEREAS, Caltrans has awarded RTC an FTA 5304 Transit Planning for Sustainable Communities grant in the amount of \$150,000 for a User Oriented Transit Planning Project;

WHEREAS, individualized marketing of transportation options is a strategy to shift automobile trips to trips by transit, bicycling, walking and carpooling;

WHEREAS, the User Oriented Transit Planning Project, an individualized marketing pilot project, will plan, develop and test an individualized marketing program for Santa Cruz County that encourages solo-drivers to switch modes with a special emphasis on attracting new transit riders;

WHEREAS, RTC staff is recommending that household's participation in the project is solicited by mail and through the use of travel advisors to garner the great number of participants in the program and to allow for a comparison of their effectiveness in generating participation in the project;

WHEREAS, the use of travel advisors is common in individualized marketing programs and typically results in a higher participation rate than traditional mailing techniques,

WHEREAS, A request for proposals was released on January 18, 2017 to engage a qualified consultant to conduct outreach for the User Oriented Transit Planning Project using travel advisors;

WHEREAS, the evaluation team reviewed three proposals and identify Steer Davies Gleave as the firm that presents the proposal that, in the opinion of the proposal evaluation team made up of RTC and Santa Cruz Metro staff, is the most advantageous to the RTC based on the evaluation criteria.

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

1. The RTC Executive Director is hereby authorized to negotiate and execute a contract between RTC and Steer Davis Gleave to conduct outreach to households using travel advisors for Cruz511 In Your Neighborhood/User Oriented Transit Planning Project in an amount not to exceed \$70,000.
2. The RTC FY16-17 Cruz511 budget is amended (Exhibit A) to accommodate the contract for the Cruz511 In Your Neighborhood travel advisors outreach up to \$70,000.
3. The Executive Director is authorized to negotiate and execute amendments to the agreements identified above provided that the amendments are within the intended scope of services to complete the project and are consistent with the adopted RTC budget.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSENT: COMMISSIONERS

ABSTAIN: COMMISSIONERS

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Zach Friend, Chair

ATTEST:

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George Dondero, Secretary

Distribution: RTC Fiscal  
RTC User Oriented Transit Planning Project Contract Manager

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**  
**CRUZ511 - RIDESHARE**  
**FY 2016-2017 BUDGET**

1 **Rideshare/CRUZ511:** 721400

2 3 4 5	WORK ELEMENT #179	FY16-17 APPROVED 12/08/16	FY16-17 PROPOSED 03/02/17	DIFFERENCE	NOTE
6	<b>REVENUES:</b>				
7	RSTP Exchange	102,813	102,812	0	
8	SAFE funds	50,000	50,000	0	
9	RSTP	238,124	238,124	0	
10	<b>TOTAL REVENUES</b>	<b>390,937</b>	<b>390,937</b>	<b>0</b>	
11	<b>EXPENDITURES:</b>				
12	<b>Salaries, Benefits &amp; Overhead</b>	210,000	200,000	-10,000	- To Cruz511 In Your Neighborhood
13					
14	<b>Services and Supplies:</b>				
15	<b>Rideshare:</b>				
16	Telephone	500	500	0	
17	Membership	600	600	0	
18	Postage	1,000	1,000	0	
19	Other - Office Expense	2,000	2,000	0	
20	Transportation/Travel/Education	2,000	2,000	0	
21	Advertisement & Promotion Materials	10,000	10,000	0	
22	Technical Support/Programming	5,000	5,000	0	
23	Bicycle Map Production and Printing	0	0	0	
24	Cruz511 Technical Support	10,000	0	-10,000	- To Cruz511 In Your Neighborhood
25	Cruz511 In Your Neighborhood		70,000	70,000	- Contract for travel advisors
26	<b>Park &amp; Ride Lot Project</b>	90,322	90,322	0	
27	<i>Subtotal Services &amp; Supplies</i>	<b>121,422</b>	<b>181,422</b>	<b>60,000</b>	
28	<b>Unappropriated Revenues:</b>	<b>59,515</b>	<b>9,515</b>	-50,000	- To Cruz511 In Your Neighborhood
29					
30	<b>TOTAL EXPENDITURES</b>	<b>390,937</b>	<b>390,937</b>	<b>0</b>	

Note:



**AGENDA:** March 2, 2017

**TO:** Regional Transportation Commission

**FROM:** Ginger Dykaar and Grace Blakeslee, Transportation Planners

**RE:** Unified Corridor Investment Study - Expanded Scope

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## RECOMMENDATIONS

Staff recommends the Regional Transportation Commission:

1. Approve an expanded scope for the Unified Corridor Investment Study to include a larger project area, a two step scenario analysis, additional economic, equity and environmental analyses, updated project cost estimates, increased public outreach and model development in order to better answer important community questions about possible future uses of the Santa Cruz Branch Rail Line as defined by Measure D.
  2. Approve \$500,000 from the rail allocation portion of Measure D to be added to the Unified Corridor Investment Study project budget to complete the expanded scope.
- 

## BACKGROUND

The Santa Cruz County Regional Transportation Commission is developing a Unified Corridor Investment Study (UCS) for Santa Cruz County's three primary transportation routes – Highway 1, Soquel Avenue/Drive and the Santa Cruz Branch Rail Line. Highway 1 and Soquel Avenue/Drive are two of the most heavily traveled roadways in Santa Cruz County, are often congested and have safety concerns. Highway 1 serves as an important route for local, regional and interregional trips connecting communities within and between the City of Santa Cruz and the City of Watsonville and other communities throughout Monterey Bay. Soquel Avenue/Drive is an important facility for the local network and also often serves as the regional route when Highway 1 is congested. The recent acquisition of the rail line provides a third transportation facility along this corridor that has unused capacity.

The Unified Corridor Investment Study will identify multimodal transportation investments that optimize usage of these three parallel transportation routes in Santa Cruz County while advancing sustainability goals. A sustainable transportation system requires addressing mobility, maintenance, safety, access, economic vitality, transportation equity, public health and environmental health, including the need to reduce greenhouse gas (GHG) emissions. The Unified Corridor

Investment Study has been divided into two phases. Phase 1 of the project, completed in 2016, developed transportation modeling tools to be used in Phase 2.

## **DISCUSSION**

Phase 2 of the Unified Corridor Investment Study is currently underway to evaluate transportation investments on the three parallel routes. As initially envisioned in 2012, when the first grant application was written to Caltrans, the project area was centered on the routes in Santa Cruz County with high levels of congestion and safety concerns (Highway 1 and Soquel Ave/Dr) and included the recently acquired rail line as shown on Attachment 1. A scenario analysis was to be performed that included three or four scenario alternatives, composed of unique groupings of transportation projects, to determine the impacts on the project goals. A final scenario was to be identified based on the results of the analysis and input from RTC, RTC advisory committees, stakeholders and the public.

The Santa Cruz County community is highly engaged in how transportation projects will be prioritized in our community. The amount of congestion on Highway 1, the cut through traffic in our neighborhoods in trying to avoid congestion, the degree to which GHG emissions need to be reduced, the high level of collisions in our county, the need for equity in transportation and economic vitality in our region are all challenges that the Santa Cruz County community faces. The acquisition of the rail line and the varied opinions in our community on how best to utilize this facility has added another level of fervor to this conversation.

As RTC staff solicited input on the Unified Corridor Investment Study, it has become evident that the level of analysis and public outreach as scoped in the Caltrans grant is not enough to answer the communities' questions. Over 3000 people have provided input through an online survey, emails and submitting project ideas. Discussions about the UCS on Facebook, Twitter and Nextdoor have been extensive. With the passage of Measure D, the ordinance requires that an analysis be performed (including environmental and economic analyses) to answer community questions about possible future transit and other transportation uses of the rail corridor. The expanded scope for the Unified Corridor Investment Study would include additional economic, social equity and environmental analyses. The Unified Corridor Investment Study, in investigating how Highway 1, Soquel Avenue/Drive and the recently acquired Santa Cruz Branch Rail Line, can work together most effectively to support a sustainable multimodal transportation system, will provide a better analysis of the options than a study of any one mode or facility in isolation.

RTC staff recommends expanding the scope of the UCS to include the following:

1. Project Area

Expand the project to include the entire length of the Santa Cruz Branch Rail Line from the Pajaro Station outside the City of Watsonville to Davenport in North County and the length of Highway 1 from the border with Monterey County to Davenport. The entire length of Soquel Ave/Dr would be included. An expanded

project area would provide the ability for this study to address the transportation uses of the entire Santa Cruz Branch Rail Line. See Attachment 1 for map of current and expanded corridor to be analyzed.

## 2. Scenario Analysis

Evaluate scenarios using a two step process. The current scope includes evaluation of three or four alternatives followed by a selection of a preferred scenario. A two step process would allow a larger set of alternatives to be evaluated. Step 1 would evaluate alternatives based on criteria, such as substantial right-of-way constraints, community support, and ability to address transportation challenges. By eliminating some alternatives early on, the analysis can focus on a more limited set of scenarios with greater community interest and potential for addressing current and future transportation needs. Step 2 would be a more detailed evaluation of fewer alternatives and result in a preferred scenario.

## 3. Performance Measures

An increased number of performance measures will be needed to answer community questions about future sustainable transportation options for the Unified Corridor through a triple bottom line analysis that includes environment, equity and economy which together provide descriptors of healthy communities.

Economic impact would be included in the criteria for evaluating the scenarios. An economic impact analysis considers the way in which the benefits and costs of a transportation project affect the local or regional economy. For example, it may quantify the effects that transportation investments will have on business activity (including tourism and employment growth), access to affordable housing, household transportation costs and public investments.

An environmental analysis evaluating effects of scenarios on greenhouse gas emissions, criteria pollutants and an evaluation of environmental considerations such as environmentally sensitive areas could also be included. A separate CEQA and/or NEPA environmental review will likely be needed prior to implementing projects in the preferred scenario identified in the Unified Corridor Investment Study.

Capital, operations and maintenance cost considerations for projects are an important component of the scenario analysis. Projects that will be considered in this study currently have a range in the level of sophistication of the cost estimates for the capital costs as well as operations and maintenance. A greater effort to evaluate project costs with updates where needed would be beneficial for this study.

## 4. Public, Stakeholder, RTC Advisory Committee and RTC Input

The public has shown substantial interest in the Unified Corridor Investment Study. To date, RTC has invited participation in the Unified Corridors Investment Study via public workshops, online surveys, stakeholder meetings and presentations to RTC Advisory Committees and RTC. Input has also been solicited via email, website, facebook, nextdoor, twitter and newspaper advertisements in both display and online ads. An expanded scope would provide additional opportunities for public

participation at key milestones, including input on goals, performance measures, community preferences, and projects to consider; scenarios considered in Step 1 evaluation; scenarios considered in Step 2 evaluation; and development of a preferred scenario. An increased level of public outreach for Phase 2 of the UCS may include:

- a. Public workshops and/or tabling/presentations at organized community events or meetings in both north and south county at key milestones (six or more events);
- b. Surveys to obtain input on public priorities throughout the project development. (four surveys provided in both English and Spanish);
- c. Stakeholder meetings to keep partner agencies involved in the project development (four meetings);
- d. Presentations at RTC advisory committee meetings at key milestones (four meetings for each committee); and
- e. Presentation to RTC and public at RTC meetings (five meetings).

#### 5. Model Updates and Development

Modeling tools can support an open and transparent planning process. Additional modeling tools may be sought to evaluate performance on unique aspects of the transportation system. For example, the STOPS (Simplified Trips on Project) model as developed by the Federal Transit Administration is a tool for evaluating increased transit usage due to bus rapid transit and rail transit. GIS based tools may also be beneficial to evaluate the increase in bicycling and walking based on various types of projects. Methodologies that will be used for evaluating the scenarios will need to be rigorously documented.

In addition, the Santa Cruz County travel demand model has a baseline year of 2010. An expanded scope for the UCS could update the Santa Cruz County model to a 2015 base year. The Association of Monterey Bay Area Governments (AMBAG) has been working with the local jurisdictions to solicit their input on the land use data for 2015 to include in the AMBAG travel demand model. This data would also support bringing the Santa Cruz County model up to a 2015 baseline.

### **Project Funds**

The Unified Corridor Investment Study currently has an estimated total project cost of \$323,785. Caltrans awarded RTC \$286,647 to complete this project with RTC matching funds of \$37,138 making up the remainder of the total project costs.

A Request for Proposals (RFP) was released on November 16, 2016 to solicit qualified consultants to conduct the scenario analysis included in the existing scope of Phase 2 of the UCS. Tasks to be completed by the consultant included:

- 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 achieves corridor goals; and
- development of draft and final project reports.

The RFP stated that there was a maximum of \$150,000 available for consultant services as outlined in the RFP. No proposals were received for this RFP and feedback from consultants indicated that the \$150,000 allocated for the consultant's work was not adequate for the level of effort needed to complete the project. Based on this feedback from potential consultants and the significantly expanded scope, staff currently estimates that an additional \$500,000 will be needed to complete the project.

The UCS, as initially scoped, would have begun analysis of transportation uses on the rail line to help satisfy the commitment to the community made in Measure D. The expanded scope will provide a significantly greater level of analysis to satisfy that commitment. **Therefore, RTC staff recommends that the Regional Transportation Commission approve \$500,000 from the rail allocation portion of Measure D to the Unified Corridor Investment Study project budget to complete the project with the expanded scope as outlined above.** The RTC has not yet begun receiving Measure D funds but with this approval, staff can move forward without further delay to release a new RFP and select a consultant using existing funds for the project. Once Measure D funds are received, the approved funding can be made available to the project consistent with Measure D requirements.

### **Timeline**

The previous timeline to complete the project was June 2018. An expanded scope of the UCS would require additional time and effort. A revised estimated timeline is proposed below with a project completion date of February 2019. This timeline still meets the requirements for the Caltrans grant award.

November 2016 – April 2017: Develop goals and performance measures. RTC consider approval at April 6, 2017 meeting.

March - May 2017: Solicit and engage consultant to support development of the UCS scenario analysis. RTC consider approval of consultant at May 4, 2017 RTC meeting.

May- August 2017: Develop Step 1 Scenarios. RTC consider approval at August 3, 2017 RTC meeting.

August 2017 - January 2018: Analyze Step 1 scenarios, present Step 1 scenario results and obtain input on Step 2 analysis from public and stakeholders. RTC consider approval of Step 1 analysis and Step 2 scenarios to be evaluated at December 7, 2017 RTC meeting.

September - November 2018: Step 2 scenario results and obtain input on Preferred Scenario from public and stakeholders. RTC consider approval of Step 2 analysis results and preferred scenario at November 1, 2018 meeting.

November 2018 - January 2019: Develop draft project report including documentation of scenario analysis and results of preferred scenario.

February 2019: Final Unified Corridor Investment Study report.

## **SUMMARY**

The Unified Corridor Investment Study will identify multimodal transportation investments that optimize usage of three parallel transportation routes in Santa Cruz County (Highway 1, Soquel Avenue/Drive and the Santa Cruz Branch Rail Line) while advancing sustainability goals. **RTC staff recommend that the RTC approve the expanded scope of the Unified Corridor Investment Study to include a larger project area, a two step scenario analysis, additional economic, equity and environmental analyses, improved project cost estimates, increased public outreach and additional model development in order to answer important community questions about possible future uses of the Santa Cruz Branch Rail Line as defined by Measure D. RTC staff recommends that the Regional Transportation Commission approve \$500,000 of Measure D funds allocated for the rail corridor to be added to the Unified Corridor Investment Study project budget to complete the expanded scope as outlined above.**

### Attachments:

1. Expanded Project Area Map

