



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

AGENDA

**Thursday, June 15, 2017
9:00 a.m.**

**NOTE LOCATION THIS MONTH
SCCRTC Conference Room
1523 Pacific Ave
Santa Cruz, CA**

NOTE

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

En Español

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AGENDAS ONLINE

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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	Oscar Rios
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	Norm Hagen

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

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

CLOSED SESSION

3. CONFERENCE WITH LEGAL COUNSEL-INITIATION OF LITIGATION (Paragraph (4) of subdivision (d) of Section 54956.9 of the Government Code): One case

OPEN SESSION

4. Report on closed session
5. Oral communications

Any member of the public may address the Commission 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, and may not take action on items that are not on the agenda.

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

6. 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.

7. Approve Amendments to the Fiscal Year (FY) 2016-17 Budget and Work Program **(Resolution)**
8. Approve rejection of claim from Paul and Nicole Cruz

REGULAR AGENDA

9. Resolution of appreciation for retiree: Cathy Judd, Administrative Assistant
10. Unified Corridor Investment Study (UCS) – Draft Scenarios
(Ginger Dykaar and Grace Blakeslee, Transportation Planners)
 - a. Staff report
 - b. Draft Scenarios to be evaluated
 - c. Project Map Area
 - d. Goals, Step 1 criteria, and Step 2 performance measures
 - e. Summary of public input from survey

11. North Coast Rail Trail Segment of the Monterey Bay Sanctuary Scenic Trail (MBSST) Network – Environmental Impact Report
(Cory Caletti, Senior Transportation Planner)
 - a. Staff report
 - b. Resolution for consultant contract

12. Next meetings

There are no meetings in July.

The next RTC meeting is scheduled for Thursday, August 3, 2017 at 9:00 a.m. at the Scotts Valley City Council Chambers, 1 Civic Center Drive, Scotts Valley, CA.

The next Transportation Policy Workshop is scheduled for Thursday, August 17, 2017 at 9:00 a.m. at the Watsonville City Council Chambers, 275 Main Street, Suite 400, Watsonville, CA.

HOW TO REACH US

Santa Cruz County Regional Transportation Commission

1523 Pacific Avenue, Santa Cruz, CA 95060
phone: (831) 460-3200 / fax: (831) 460-3215

Watsonville Office

275 Main Street, Suite 450, Watsonville. CA 95076
phone: (831) 460-3205
email: info@sccrtc.org / website: www.sccrtc.org

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HOW TO REQUEST

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TO: Regional Transportation Commission Transportation Policy Workshop
FROM: Luis Pavel Mendez, Deputy Director
RE: Amendments to the Fiscal Year (FY) 2016-17 Budget & Work Program

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC) approve the attached resolution ([Attachment 1](#)) amending the RTC's FY 2016-17 budget and work program as shown on Exhibit A of [Attachment 1](#).

BACKGROUND

At its October 2016 meeting, the Regional Transportation Commission (RTC) approved the major fall amendment to the fiscal year (FY) 2016-17 budget and work program. Additional amendments were made in November and December of 2016 and April of 2017. As the end of the fiscal year approaches, staff reviews the budget for any final amendments that may be needed. Since more work was done than previously anticipated for planning projects with specific grants, it is currently necessary to consider final amendments to the FY 2016-17 budget and work program.

DISCUSSION

Some of the planning work and studies produced by the RTC is done using grant funds secured by the RTC through competitive application processes. At the beginning of the fiscal year, the RTC estimates the amount of work to be done for planning efforts and other projects and produces corresponding budgets. Due to community interest and the development and passage of Measure D, more work was done on various planning efforts that will inform expenditure of Measure D funds. In order to secure reimbursement for that work from the corresponding funding sources, the RTC must consider final amendments to the FY 2016-17 budget for those planning efforts. Therefore, **staff recommends that the RTC approve the attached resolution ([Attachment 1](#)) amending the FY 2016-17 budget and work program.**

SUMMARY

Because more work was done than previously estimated for grant funded planning efforts, staff recommends amending the RTC FY 2016-17 budget and work program as shown on Exhibit A of [Attachment 1](#).

Attachments:

1. Resolution amending the RTC's FY 2016-17 budget and work program

RESOLUTION NO. 44-17

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of June 15, 2017
on the motion of Commissioner
duly seconded by Commissioner

**A RESOLUTION AMENDING THE FY 2016-17 BUDGET AND WORK PROGRAM
FOR THE REGIONAL TRANSPORTATION COMMISSION**

WHEREAS, the Santa Cruz County Regional Transportation
Commission (RTC) adopts and periodically amends a budget and work
program for each fiscal year to guide its expenses and work;

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

1. The FY 2016-17 Budget and Work Program for the Santa Cruz County
Regional Transportation Commission (RTC) are hereby amended as
shown in Exhibit A.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

ABSENT: COMMISSIONERS

ATTEST:

Cynthia Chase, Chair

George Dondero, Secretary

Attachments: Exhibit A - SCCRTC FY 2016-17 Budget and Work Program
as amended

Distribution: RTC Fiscal

EXHIBIT A

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION PLANNING REVENUES SUMMARY FY 2016-2017 BUDGET

1 **PLANNING REVENUES:** 721600/721700/721750

SOURCES	FY16-17 APPROVED 04/06/17	FY16-17 PROPOSED 06/15/17	DIFFERENCE	NOTE
5 REVENUES:				
6				
7 TDA Planning	675,915	675,915	0	
8 Rural Planning Assistance (RPA)	337,000	337,000	0	
9 STIP for Planning (PPM)	170,000	170,000	0	
10 RSTP Exchange	425,000	425,000	0	
11 Land Trust	127,473	147,473	20,000	- More work done than previously estimated
12 Transit Planning Grants	489,521	586,283	96,762	- More work done than previously estimated
13 Coastal Conservancy	977,784	977,784	0	
14 Sustainable Transportation Planning Grant	160,444	178,150	17,706	- More work done than previously estimated
15 RTC Funds Budgeted	203,281	170,080	-33,201	- More grant funded work done than previously estimated
16				
17 TOTAL REVENUES	3,566,418	3,667,685	101,267	

Note:

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
PLANNING EXPENDITURES
FY 2016-2017 BUDGET**

1 PLANNING EXPENDITURES: 721600/721700/721750

EXPENDITURES	FY16-17 APPROVED 04/06/17	FY16-17 PROPOSED 06/15/17	DIFFERENCE	NOTE
5 Staff & Overhead by Program				
6 Regional Planning Coordination	127,918	127,918	0	
7 Unified Corridor Study Phase II	120,344	161,611	41,267	- More work done than previously estimated
8 Work Program	34,535	34,535	0	
9 Public Information	41,914	41,914	0	
10 Bicycle/Pedestrian Planning	70,753	70,753	0	
11 MBSST Network	90,000	90,000	0	
12 MBSST Projects	127,473	147,473	20,000	- More work done than previously estimated
13 Specialized Transportation	59,753	59,753	0	
14 User Oriented Transit Travel Planning	66,527	66,527	0	
15 Sust Transp Prioritization Plan	57,165	77,165	20,000	- More work done than previously estimated
16 Highway 9 Study	27,159	47,159	20,000	- More work done than previously estimated
17 Regional Transportation Plan for MTP	135,291	135,291	0	
18 Regional Travel Demand Model	21,557	21,557	0	
19 Transportation Improvement Program (TIP)	210,487	210,487	0	
20 Highway & Roadway Planning	105,297	105,297	0	
21 <i>Subtotal Staff and Overhead</i>	1,296,173	1,397,440	101,267	
22 Services & Supplies				
23 <u>Passthrough Programs</u>				
24 Bike To Work Program (Ecology Action)	50,000	50,000	0	
25 Bike & Ped Safety (Comm. Traffic Safety Coalition)	100,000	100,000	0	
26 Ecology Action - Countywide SR2S Education	25,000	25,000	0	
27 Open Streets - County HSA/Bike SCC	10,000	10,000	0	
28				
29 <u>Professional Services (contracts)</u>				
30 Sacramento Assistant	-	-	0	
31 Washington Assistant	44,600	44,600	0	
32 Engineering and Other Technical Consultants	60,000	60,000	0	
33 User Oriented Transit Travel Planning	30,000	30,000	0	
34 Environmental Documents for RTP/MTP	25,000	25,000	0	
35 MBBST Projects - services and materials	1,277,784	1,277,784	0	
36 Sust Transp Prioritization Plan	124,066	124,066	0	
37 Highway 9 study consultant	144,000	144,000	0	
38 SC METRO & DPW for Hwy 9 study	24,262	24,262	0	
39 Unified Corridor Study Consultant	182,400	182,400	0	
40				
41 <u>RTC Work Element Related Items</u>				
42 Traffic Monitoring services	15,000	15,000	0	
43 Printing Documents and Pub Info Materials	40,000	40,000	0	
44 User Oriented Transit Travel Planning Materials	8,133	8,133	0	
45 Transfer to Rail/Trail Authority	110,000	110,000	0	
46 <i>Subtotal Services & Supplies</i>	2,270,245	2,270,245	0	
47				
48 TOTAL EXPENDITURES	3,566,418	3,667,685	101,267	

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
 PLANNING FUNDS SOURCE DETAIL
 FY 2016-2017 BUDGET**

1 **PLANNING DETAIL: 721600/721700/721750**

2	3	4	5	6	7	8	9	10	11	12	13	14
EXPENDITURES	FY16-17 PROPOSED 06/15/17	TDA	RTC FUND	RPA	Sust Transp Plng	FTA5304 SustComm Plng	FTA5304 SustComm Plng	FTA5304 Trnst for SustComm	STIP PPM	Land Trust	Coastal Conserv	RSTPX
5 Staff & Overhead												
6 Regional Planning Coordination	127,918	30,338	11,163	86,417								
7 Unified Corridor Study Phase II	161,611	57,364	-	-		104,247						
8 Work Program	34,535	12,653	-	21,882								
9 Public Information	41,914	26,025	15,889	-								
10 Bicycle/Pedestrian Planning	70,753	40,753	-	-				30,000				
11 MBSST Network	90,000	-	-	-								90,000
12 MBSST Projects	147,473	-	-	-						147,473		
13 Specialized Transportation	59,753	58,412	1,341	-								
14 User Oriented Transit Travel Planning	66,527	-	7,630	-				58,897				
15 Sust Transp Prioritization Plan	77,165	-	8,851	-	68,314							
16 Highway 9 Study	47,159	8,399	-	-			38,760					
17 Regional Transportation Plan for MTP	135,291	36,687	-	98,604								
18 Regional Travel Demand Model	21,557	5,000	16,557	-								
19 Transportation Improvement Program (TIP)	210,487	3,371	-	67,116					140,000			
20 Highway & Roadway Planning	105,297	42,316	-	62,981								
21 <i>Subtotal Staff & Overhead</i>	1,397,440	321,318	61,431	337,000	68,314	104,247	38,760	58,897	170,000	147,473	-	90,000
22												
23 Services & Supplies			0.1147		0.8853							
24 <u>Passthrough Programs</u>												
25 Bike To Work Program (Ecology Action)	50,000	50,000	-	-								
26 Bike & Ped Safety (Comm. Traffic Safety Coalition)	100,000	100,000	-	-								
27 Ecology Action - Countywide SR2S Education	25,000	-	-	-								25,000
28 Open Streets - County HSA/Bike SCC	10,000	-	-	-								10,000
29												
30 <u>Professional Services</u>												
31 Sacramento Assistant	-	-	-	-								
32 Washington Assistant	44,600	4,600	40,000	-								
33 Engineering and Other Technical Consultants	60,000	37,779	22,221	-								
34 User Oriented Transit Travel Planning	30,000	-	3,483	-				26,517				
35 Environmental Documents for RTP/MTP	25,000	25,000	-	-					-			
36 MBBST Projects - services and materials	1,277,784	-	-	-							977,784	300,000
37 Sust Transp Prioritization Plan	124,066	-	14,230	-	109,836							
38 Highway 9 study consultant	144,000	-	-	-				144,000				
39 SC METRO & DPW for Hwy 9 study	24,262	-	-	-				24,262				
40 Unified Corridor Study Consultant	182,400	-	-	-		182,400						
41												
42 <u>RTC Work Element Related Items</u>												
43 Traffic Monitoring services	15,000	15,000	-	-								
44 Printing Documents and Pub Info Materials	40,000	12,218	27,782	-					-			
45 User Oriented Transit Travel Planning Materials	8,133	-	933	-					7,200			
46 Transfer to Rail/Trail Authority	110,000	110,000	-	-								
47 <i>Subtotal Services & Supplies</i>	2,270,245	354,597	108,649	-	109,836	182,400	168,262	33,717	-	-	977,784	335,000
48												
49 TOTAL EXPENDITURES	3,667,685	675,915	170,080	337,000	178,150	286,647	207,022	92,614	170,000	147,473	977,784	425,000

AGENDA: June 15, 2017

TO: Regional Transportation Commission Transportation Policy Workshop
FROM: Yesenia Parra, Administrative Services Officer
RE: Reject Claim from Paul and Nicole Cruz

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC) reject the claim from Paul and Nicole Cruz.

BACKGROUND

In October of 2012, the Regional Transportation Commission (RTC) acquired the Santa Cruz Branch Rail Line (Branch Line). With this acquisition, the RTC inherited all of the corresponding real estate rights, and property responsibilities.

DISCUSSION

On May 32, 2017 the RTC received a claim from Paul and Nicole Cruz. Mr. and Mrs. Cruz are represented by Kathleen Morgan-Martinez Esq. Mr. and Mrs. Cruz have submitted a claim ([Attachment 1](#)) alleging damages to their property located at 212 Popular Street, Aptos CA 95003. They allege that the RTC directed water from the rail property onto their property during the winter storms. RTC staff investigated the allegations and determined that the water was flowing through its natural course along the rail property.

Staff has reviewed the claim with its insurance carrier, California Special District Association (CSDA), and recommends that the Commission reject the Cruz claim and direct staff to work with its insurance carrier and legal counsel on next steps on the Cruz claim.

SUMMARY

On May 31, 2017 the RTC received a claim from Paul and Nicole Cruz. Staff has reviewed the claim with its insurance carrier and recommends that the Commission reject the Cruz claim.

Attachments:

1. Claim from Paul and Nicole Cruz

CLAIM AGAINST THE SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

(Pursuant to Section 910 et Seq., Govt. Code)

1523 Pacific Avenue, Santa Cruz, CA 95060



1. **Claimant's Name:** Nicole Zektser-Cruz and Paul Cruz
Address: 212 Poplar Street, Aptos, CA95003
Phone No: 510. 861.3892

2. **Occurrence:** Beginning December 1, 2016 and continuing through March 30, 2017, the Transportation Commission intentionally and negligently directed water from property it owns, controls and maintains, which abuts our property at 212 Popular St. Aptos, CA, so that the water was dumped directly onto our property causing damage to our fence, removing soil and depositing rock and debris over our yard. It also created a dangerous condition on our property so that we could not use it during that period.

Date: 12/1/16 -3/ 30/17 **Place:** 212 Poplar Street, Aptos CA 95003

3. **Circumstances of occurrence or transaction giving rise to claim:** During the heavy rains of December 2016 through March of 2017, the Commission wrongly directed water from the property it owns, controls and maintains onto our property at 212 Popular causing damage to our property and erosion of our land. The Commission property is the area of the railroad track that runs behind our house at 212 Poplar, Aptos, CA. The railroad easement cuts through the Commission property, but the Commission both owns and maintains the land on either side of the easement including drainage trenches it has created that run along the sides of the railroad easement. The damage began in the heavy storms of December 2016 (on or about December 1st, 2016) and continued on until the last storm of the season the following March. (on or about March 30th, 2017) The Commission intentionally created drainage trenches and culverts which directed water running off the sides of its property (some of which the Commission wrongly allowed to drain from neighboring properties onto its property) and directed the water from the culverts into a large pipe it owns and maintains that runs under the railroad easement. Due to the defective design of the Commission's drainage, the lack of maintenance and control of its land and wrongfully directing water into a pipe that dumps all of its contents directly onto our land, our land was flooded. The water undermined and damaged the existing fence, carved a trench in our land and deposited debris and rock across our yard. The water began to undercut the foundation of our house and during the heaviest rains ran up against the side the house. The water flows is so great that it makes our yard unusable and is dangerous.

4. **General description of indebtedness, obligation, injury, damage or loss so far is now known:** Repair of damage to fence and clean up of debris and rock covering yard. Replacement of soil and plants. Inspection of house foundation is pending.


To solve the water drainage issue in the future, the water from the street and pipe must be redirected.

5. **Name (s) of public employee(s) causing injury, damage, or loss, if known:** Various employees of the Commission and the County of Santa Cruz that we have seen working on the Commission property.

6. **Amount claimed now:** According to proof within the jurisdiction of the Superior Court. _

Estimated amount of future loss if known: Unable to estimate future losses if the drainage is left unfixed, but if there are heavy storms, our home could be a total loss.

CLAIMANT'S SIGNATURE: _____

 S. 30,17
Paul Guy 5,30.17
PER5003

RESOLUTION NO. 45-17

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of June 15, 2017
on the motion of Commissioner
duly seconded by Commissioner

A RESOLUTION HONORING RETIRING ADMINISTRATIVE ASSISTANT
CATHY JUDD

WHEREAS, Cathy Judd, Administrative Assistant, began her career with the Santa Cruz County Regional Transportation Commission on September 30, 2002; and

WHEREAS, Ms. Judd will retire on June 30, 2017 after fifteen years of outstanding service with the Santa Cruz County Regional Transportation Commission; and

WHEREAS, she is respected and admired by coworkers and community members for her demonstrated knowledge, creativity, thoroughness, and foresight; and

WHEREAS, during her tenure as Administrative Assistant, she has consistently performed her duties in a conscientious and responsible manner, with a positive attitude and accompanying great smile; and

WHEREAS, Ms. Judd has provided exceptional personal attention and compassion to support the Elderly and Disabled Transportation Advisory Committee; and

WHEREAS, she has overseen the coordination of various art exhibits, enriching the RTC office environment and the community-at-large by showcasing local artists works.

THEREFORE, Be it resolved by the Santa Cruz County Regional Transportation Commission that: we, the Members of the Board, do hereby commend Cathy Judd for her fifteen years of dedicated service with the Santa Cruz County Regional Transportation Commission and most importantly to the community of Santa Cruz County. We further extend our sincere and grateful appreciation and best wishes for health and happiness in her well-earned retirement.

AYES: COMMISSIONERS

ATTEST:

Cynthia Chase, Chair

George Dondero, Executive Director

AGENDA: June 15, 2017

TO: Regional Transportation Commission Transportation Policy Workshop

FROM: Ginger Dykaar and Grace Blakeslee, Transportation Planners

RE: Unified Corridor Investment Study (UCS) - Draft Scenarios

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission:

1. Review and approve the scenarios ([Attachment 1](#)) to be evaluated in the Unified Corridor Investment Study; and
 2. Review and approve the minor revisions to the goals, criteria and performance measures as recommended by Kimley-Horn & Associates ([Attachment 2](#)).
-

BACKGROUND

The Unified Corridor Investment Study (UCS) is underway to identify multimodal transportation investments that provide the greatest benefit and most effective use of Highway 1, Soquel Avenue/Drive and Freedom Blvd, and the Santa Cruz Branch Rail Line. See the project area map in [Attachment 3](#). Goals for the UCS focus on developing a sustainable transportation system which seeks to maximize benefits in terms of the natural environment, economic vitality and equity. The goals, criteria, performance measures and project list for the UCS reflect input from the public, stakeholders, and RTC advisory committees. At the May 4, 2017 meeting, the RTC approved the goals, criteria, performance measures ([Attachment 2](#)) and project list and authorized the Executive Director to execute an agreement with Kimley-Horn & Associates, Inc. to develop the Unified Corridor Investment Study.

DISCUSSION

A scenario analysis will be performed to determine what group of transportation projects implemented by 2035 will most advance the goals of the project. A two step scenario analysis will be performed. Step 1 will evaluate scenarios based on feasibility using an initial set of criteria and will allow some scenarios to be eliminated early on. Step 2 will be a more detailed evaluation of the remaining scenarios using the performance measures and will result in a recommended preferred scenario or group of projects for implementation.

Goals, Criteria and Performance Measures

As part of the consultant scope of work, Kimley-Horn reviewed the goals, criteria and performance measures that were approved by the RTC at the May 4, 2017 meeting and recommend minor revisions ([Attachment 2](#)). The revisions include

assessing the technological feasibility of the scenarios and measuring the benefits and impacts of scenarios on transportation disadvantaged communities. **RTC staff recommends that the Regional Transportation Commission review and approve the revisions to the goals, criteria and performance measures recommended by Kimley-Horn ([Attachment 2](#)).**

Scenarios to be Evaluated

RTC staff together with Kimley-Horn has drafted six scenarios along with a No Build scenario ([Attachment 1](#)) to be evaluated in the Unified Corridor Investment Study. Each scenario or group of projects was designed to include all modes (auto, transit, bike, and walk) consistent with RTC sustainability policies to advance triple bottom line goals of environment, equity and economy. The scenarios present a range of potential future transportation networks that are well integrated and connect the three parallel routes. Projects were grouped together to identify where the interaction between projects could produce a combined effect greater than what could be accomplished individually, adding value to each investment. The development of the scenarios considered input from the public, community organizations, stakeholders, RTC Advisory Committees, and the RTC over the course of both Phase 1 and Phase 2 of the UCS as well as numerous years of input on a variety of related projects. The results of the most recent UCS survey (discussed below) provided average rankings of projects that were used to inform their inclusion in the scenarios.

Public Input via Survey

Public input on scenarios was solicited through an online survey that was available from May 16, 2017 through May 31, 2017. One thousand nine hundred and seventy nine participants provided their priority projects on the three routes. The survey showed that the priority projects for the survey participants are the bike and walk trail along the rail line, buffered/protected bike lanes and intersection improvements along Soquel & Freedom, rail transit on the rail corridor and merge lanes on Highway 1. Results from the survey are detailed in [Attachment 4](#).

RTC Advisory Committees

Input from members of the Interagency Technical Advisory Committee (ITAC) and the Bicycle Committee was used to draft the scenarios. The Bike Committee approved motions requesting that the dedicated bus lane project on Soquel & Freedom be revised to a shared bus and bike lane and that self-driving vehicles be removed from all scenarios. Other comments received at the ITAC and Bicycle Committee meetings included:

- evaluate a scenario with passenger rail service without freight service on the rail corridor
- add another project to improve traffic flow of arterials near Highway 1 to scenarios that include HOV lanes on Highway 1
- include Park and Ride lots near Highway 1 to scenarios that include HOV lanes on Highway 1
- include ramp metering in scenarios that include bus on shoulders
- include a scenario that evaluates bus rapid transit on the rail corridor and HOV lanes on Highway 1

- focus Scenario B on active transportation by removing freight rail service and ramp metering

Input from the RTC advisory committees, along with all other input, was considered when preparing the draft scenarios. Comments from the Elderly & Disabled Transportation Advisory Committee on the scenarios to be evaluated will be provided at the June 15, 2017 meeting.

RTC staff recommends that the Regional Transportation Commission review and approve the draft scenarios (Attachment 1) to be evaluated in the Unified Corridor Investment Study.

Next Steps

Fall 2017: Results of Step 1 scenario analysis brought to stakeholders, RTC advisory committees, public and RTC.

Fall 2018: Results of Step 2 scenario analysis and draft preferred scenario brought to stakeholders, RTC advisory committees, public and RTC.

Fall 2018: Develop draft project report.

December 2018: Final Unified Corridor Investment Study report and preferred scenario.

SUMMARY































































The Unified Corridor Investment Study is underway to identify multimodal transportation investments that optimize usage of Highway 1, Soquel Avenue/Drive and Freedom Blvd and the Santa Cruz Branch Rail Line while advancing sustainability goals. Input has been solicited from the public, stakeholders, and RTC advisory committees on the scenarios to be evaluated in the UCS. **RTC staff recommends that the Regional Transportation Commission review and approve the draft scenarios (Attachment 1) to be evaluated in the Unified Corridor Investment Study and review and approve the revisions to the goals, criteria and performance measures (Attachment 2).**

Attachments:

1. Draft Scenarios to be evaluated
2. Project Area Map
3. Goals, Step 1 criteria, and Step 2 performance measures
4. Summary of Public Input from Survey

Unified Corridor Investment Study - Draft Scenarios for Analysis

Note: Text in underline and strikeout are recommended changes from approved project list

	Scenario A	Scenario B	Scenario C	Scenario D	Scenario E	Scenario F	No Build	
Highway 1 Projects								
buses on shoulders								
high occupancy vehicle lanes (HOV) and increased transit frequency	 				 			
auxiliary lanes to extend merging distance <u>IN ADDITION TO MEASURE D</u>								
metering of on-ramps								
additional lanes on bridge over San Lorenzo River								
Mission St intersection improvements								
rail transit on Hwy 1 between Santa Cruz and Watsonville								
self driving cars								
Soquel Avenue/Drive and Freedom Blvd								
bus rapid transit lite (faster boarding, transit signal priority and queue jumps)								
dedicated bus -lane for bus rapid transit <u>and bikes</u>				 		 		
parking moved from Soquel Avenue/Drive to improve bike and transit options	 	 						
increased frequency of transit with express services								
buffered/protected bike lanes								
intersection improvements for auto								
intersection improvements for bikes/pedestrians		 			 	 		
Rail Corridor								
multiuse trail (bike and pedestrian)		 	 		 	 		
bike trail separate from pedestrian trail	 			 				
local rail transit with interregional connections								
bus rapid transit								
freight service on rail								
Overall Project Area/Connections between Routes								
improved bike/pedestrian facilities throughout urban area closing gaps in network	These projects will be evaluated in all scenarios.							
additional transit connections								
bike share, bike amenities, transit amenities, park and ride lots								
multimodal transportation hubs								
Transportation Demand and System Management								
employers and residences - incentive programs	These projects will be evaluated in all scenarios.							
education and enforcement - electric vehicle, motorist safety, and bike safety								



Unified Corridor Investment Study

Highway 1, Soquel Ave/Drive & Freedom Blvd, and the Santa Cruz Branch Rail Line

Goals, Criteria and Performance Measures

(Underlined text are recommended additions from Kimley-Horn & Associates - consultant hired for project.)

The goals, criteria and performance measures below support a vision for an integrated, multimodal transportation network based on a triple bottom line approach that maximizes the environmental, economic and equity benefits.

Goal	Step 1 Criteria
Promote feasible solutions that address transportation challenges.	Community support and coordination/consistency with local, regional, state and federal plans
	Potential to address transportation challenges and advance environmental, economic and equity goals
	Compatibility with regulatory requirements
	Level of public investment
	Right of way constraints
	<u>Technological feasibility</u>
Goals	Step 2 Performance Measures
Safer transportation for all modes	Injury and fatal collisions by mode
Reliable and efficient transportation choices that serve the most people and facilitate the transport of goods	Peak period mean automobile travel time
	Peak period mean transit travel time
	<u>Peak period</u> travel time reliability
	Mode share
	Person trips across N-S screenline
Develop a well-integrated transportation system that supports economic vitality	Level of public investment
	Visitor tax revenues
	Cost associated with fatalities and injuries
Minimize environmental concerns and reduce adverse health impacts	Automobile vehicle miles traveled
	Environmentally sensitive areas
	Criteria pollutants
	Greenhouse gas emissions
Accessible and equitable transportation system that is responsive to the needs of all users	Transit Vehicle Miles Traveled
	Household transportation costs
	<u>Benefits and impacts to transportation disadvantaged communities</u>



Santa Cruz County Unified Corridors Investment Study Survey May 2017

Survey Results Summary

- Total survey participants: 1,979
- Time period: May 16, 2017 to May 31, 2017
- Availability: Interactive web-based survey tool supported by MetroQuest
<https://sccrtc-ucs.metroquest.com>
- Notices and outreach: online newspapers ads, eNews, social media
- Purpose: Solicit input on what projects on Highway 1, Soquel & Freedom, and the rail right-of-way are important to the community. The input will inform development of future transportation scenarios to be evaluated in the Unified Corridor Investment Study.
- Survey type: Individuals decide whether to access and complete the survey, and it is possible for individuals to complete the survey more than once. Participants were not selected randomly and may not be representative of the entire Santa Cruz County population; therefore, the survey results cannot be assumed to be statistically valid.

Demographic Characteristics: Survey participants were invited to provide information about their age, place of residence, car ownership, and employment status. Of total survey participants, 84% provided the following demographic information:

- Age: 60% ages 50 and older, 32% ages 30-49, 8% ages 29 and younger
- Place of residence:

City of Santa Cruz	28.5%
Aptos/Sea Cliff/Rio Del Mar	22.91%
Live Oak	10.58%
Capitola/Soquel	12.63%
Watsonville	9.8%
Other parts of Santa Cruz County	6.86%
San Lorenzo Valley	4.51%
Scotts Valley	2.83%
North Coast (e.g. Davenport)	1.14%
UCSC campus	0.24%

- Car ownership: 66% own a car and drive often, 30% own a car and drive it a few days a week or rarely use it, 2% do not own a car, but have access to a car and 3% don't have a license, don't drive or don't have access to a car.



Santa Cruz County Unified Corridors Investment Study Survey May 2017

- Employment: 57% employed full-time, 22% are retired and 12% employed part time and 9% either a student, unemployed or something else.

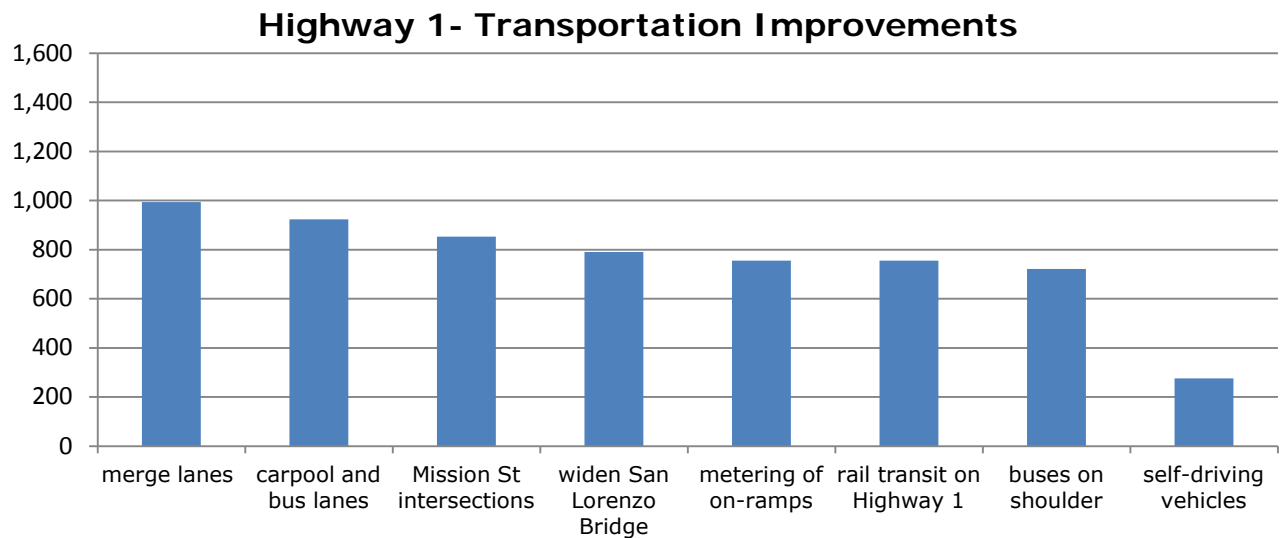
Transportation Improvements: Participants were asked what transportation improvements they think should be prioritized on Highway 1, Soquel Avenue/Drive & Freedom, and Santa Cruz Branch Rail Line. Of total survey participants, 74% of participants ranked the transportation priorities. Other participants provided comments and/or demographic information only.

Indicators of the most important transportation improvements to the community on Highway 1, Soquel & Freedom and Santa Cruz Branch Rail Line are: number of times transportation improvement was ranked, average ranking of transportation improvement and the comments provided.

1. Number of times a transportation priority was selected by survey participants:

Highway 1

- **Merge lanes** was the most frequently selected transportation project on Highway 1, with 66% of survey participants who prioritized projects on Highway 1 selecting merge lanes
- **Carpool and bus lanes** was the second most frequently selected transportation project on Highway 1, with 61% of survey participants who prioritized projects on Highway 1 selecting carpool and bus lanes



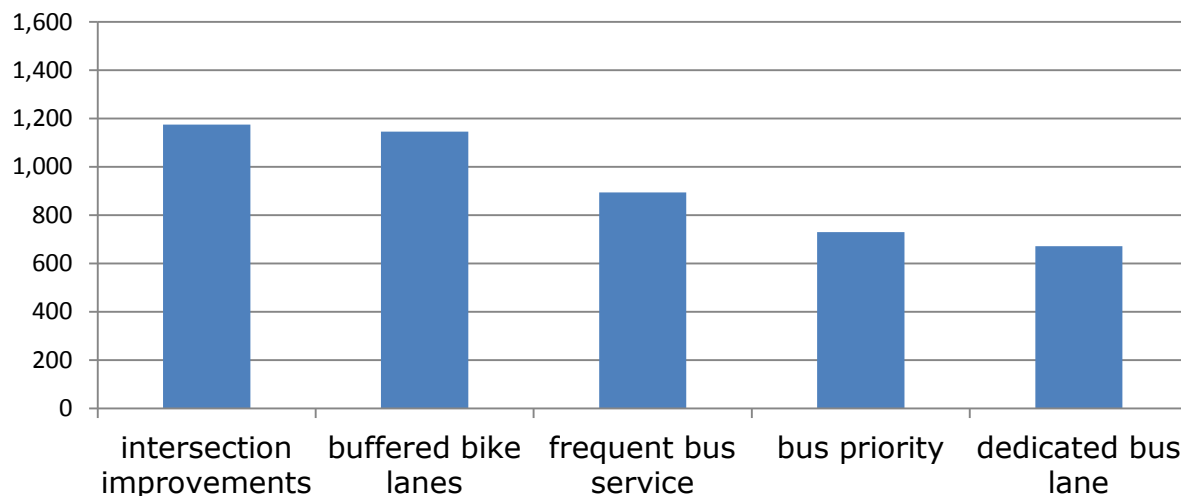


Santa Cruz County Unified Corridors Investment Study Survey May 2017

Soquel Avenue/Drive and Freedom Boulevard

- **Intersection improvements** for automobiles and bicycles and pedestrians was the most frequently selected transportation project on Soquel Avenue/Drive and Freedom Boulevard, with 82% of survey participants who prioritized improvements on Soquel and Freedom selecting intersection improvements.
- **Buffered bike lanes** was the second most frequently selected transportation project on Soquel Avenue/Drive and Freedom Boulevard with 80% of survey participants who prioritized improvements on Soquel and Freedom selecting buffered bike lanes.

Soquel & Freedom Transportation Improvements



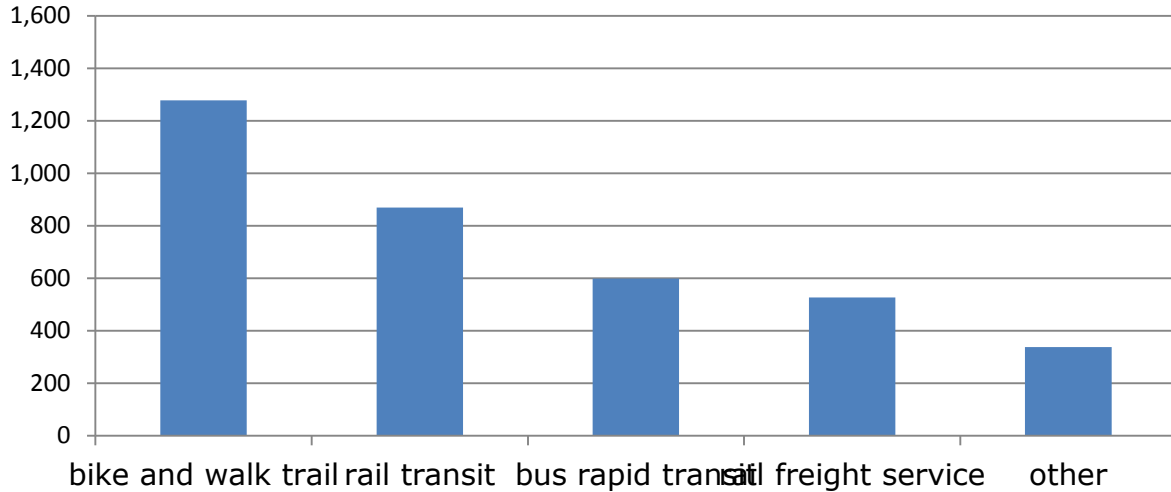
Rail Line

- **Bike and walk trail** was the most frequently selected transportation project on the Rail Line, with 87% of survey participants who prioritized projects on the rail line selecting bike and walk trail.
- **Rail transit** was the second most frequently selected transportation project on the Rail Line with 59% of participants who prioritized projects on the rail line selecting rail transit.



Santa Cruz County
Unified Corridors Investment Study Survey
May 2017

Rail Line- Transportation Improvements



2. Average ranking of a transportation project (on a scale of 0-5 with 5 being the most important):

Transportation Project	Average Rank
<i>Rail Line- bike and walk trail</i>	3.89
<i>Soquel & Freedom- buffered bike lanes</i>	3.27
<i>Soquel & Freedom- intersection improvements</i>	3.25
<i>Rail Line- rail transit</i>	2.53
<i>Highway 1- merge lanes</i>	2.30
<i>Soquel & Freedom- frequent bus service</i>	2.15
<i>Highway 1- carpool and bus lanes</i>	2.08
<i>Highway 1- rail transit</i>	1.90
<i>Highway 1- Mission St intersections</i>	1.65
<i>Highway 1- widen San Lorenzo Bridge</i>	1.64
<i>Highway 1- metering of on-ramps</i>	1.60
<i>Rail Line- bus rapid transit</i>	1.43
<i>Highway 1- buses on shoulder</i>	1.40
<i>Soquel & Freedom- bus priority</i>	1.42
<i>Soquel & Freedom- dedicated bus lane</i>	1.30
<i>Rail Line- rail freight service</i>	1.07
<i>Rail Line- other</i>	0.55
<i>Highway 1- self-driving vehicles</i>	0.54



Santa Cruz County
Unified Corridors Investment Study Survey
May 2017

Comments:

Highway 1

636 comments were submitted in the Highway 1 transportation portion of the survey. In general, comments reemphasized priority for transportation improvements selected including merge lanes, carpool and bus lanes, ramp metering and rail transit on Highway. Other comments discussed the lack of priority for the projects listed in the survey particularly self driving vehicles and the concern that they would only be for wealthy people. There were many comments requesting that Highway 1 be widened for general purpose lanes and conversely that there be no highway widening. Other suggestions include a through lane for commute traffic, motorcycle lanes on center shoulders, free bus passes, improved pedestrian crosswalks and sidewalks on Mission St., reversible lane on Highway 1, incentives for employers to stagger commute times and shift school start times after morning peak traffic. A few comments referenced investments on other routes.

Soquel & Freedom

258 comments were submitted in the Soquel & Freedom transportation investments portion of the survey. In general, comments reemphasized priority for transportation improvements selected including buffered bike lanes and intersection improvements and priorities to not invest in dedicated bus lanes. Some comments introduced new transportation investments including on-demand transit and smaller transit vehicles. Other comments referred to the importance of bike safety. A few comments referenced investments on other routes.

Rail Line

554 comments were submitted in the rail line transportation investments portion of the survey. In general, comments reemphasized the priorities for the transportation improvements selected, including indications of support for a trail, rail, bus rapid transit, rail and trail, and freight service and the priorities to not invest in rail, bus rapid transit, freight service, and a trail. Additional comments described the value of investing in new technologies including autonomous vehicles and electric vehicles to provide transportation services on the rail line, considerations for the location of transit stations and parking near stations, the potential for use of the rail right-of-way for utilities and the value of studying transportation services on the rail. A few comments referenced investments on other routes.

AGENDA: June 15, 2017

TO: Regional Transportation Commission Transportation Policy Workshop

FROM: Cory Caletti, Senior Transportation Planner/Rail Trail Program Manager

RE: North Coast Rail Trail Segment of the Monterey Bay Sanctuary Scenic Trail (MBSST) Network – Environmental Impact Report

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC) adopt a resolution (Attachment 1) authorizing the Executive Director to negotiate and enter into an agreement for professional consulting services to perform an Environmental Impact Report for the North Coast Rail Trail project.

BACKGROUND

At its April 6, 2017 meeting, the RTC directed staff to conduct a procurement process to award a contract for consultant services to produce an environmental impact report (EIR), per the California Environmental Quality Act (CEQA), for the 7.5 mile North Coast Rail Trail project. The purpose of the EIR will be to analyze trail project alignment options in order to provide the information necessary for the RTC to select a preferred alignment, and utilize the EIR to meet Measure D requirements. The RTC also included a stipulation that an economic analysis be conducted in parallel with the environmental process and the results of that analysis be presented to the RTC along with the final EIR for consideration and action.

At its June 5th, 2017 meeting, the RTC approved Measure D funding expenditures for 4 rail trail projects underway, including the higher level CEQA work that the RTC determined was needed for the north coast.

The north coast segment of the rail trail project is being implemented through a Federal Lands Access Program (FLAP) grant by the Federal Highway Administration's Central Federal Lands (CFL) department. CFL is the project's lead agency and will be completing the National Environmental Protection Act (NEPA) clearance, final design and construction once the RTC has selected a preferred alignment through the EIR process.

Between the FLAP grant, the Land Trust of Santa Cruz County, the RTC and the California Coastal Conservancy, \$11.55 million in funding has been allocated to implement the trail project and build two parking lots. Additional funding is needed

to finance full construction. The RTC will continue to pursue grants and utilize Measure D funding as a local match for construction grants.

DISCUSSION

On May 15, 2017, the RTC released a request for proposals (RFP) for consultant services to prepare an EIR for the North Coast Rail Trail project, including two parking lots and improved access from the trail to a third parking lot. Information about the consultant request for proposals and the scope of work can be found at <http://sccrtc.org/about/opportunities/rfp/>. Proposals were due on June 5, 2017. RTC received proposals from two consultant teams. An evaluation committee comprised of staff from the RTC, and the City of Santa Cruz, and Commissioner Alternate Andy Schiffrin evaluated the proposals.

Consultant Selection

Based on criteria specified in the RFP and information from the written proposals, interviews, and references, the evaluation committee will recommend the firm that will be the most advantageous to the RTC. At the time of this report, staff is still evaluating proposers and will recommend at the June 15, 2017 TPW meeting that the RTC negotiate and execute a contract with the highest ranked consultant team.

Consultant Contract

RTC staff recommends that the Regional Transportation Commission adopt a resolution (Attachment 1) authorizing the Executive Director to negotiate and execute an agreement for consultant services. A replacement resolution page will be provided that specifies the recommended firm. If negotiations with the highest ranked firm are unsuccessful, the Executive Director is authorized to negotiate and execute a contract with the next highest ranked consultant.

Next Steps – Draft Timeline

The RTC directed staff to expedite development of the EIR so that CFL can proceed with completion of the NEPA process in order to bring the project to the construction readiness milestone. The following draft timeline has been developed to fulfill that directive. RTC staff will work to identify any and all opportunities to expedite delivery of the EIR while ensuring adequate time is allowed for public input.

July 2017: Consultant Notice to Proceed

August - September 2017: Notice of Preparation and Project Scoping

February, 2018: Draft results of economic impact analysis for North Coast from the Unified Corridor Investment Study

March 2018: Publication of Draft EIR

March - April, 2018: Public review of Draft EIR

July 2018: Publication of Final EIR and CEQA Findings

August/September 2018: RTC Hearings to certify EIR and approve project

SUMMARY

RTC staff recommends that the Regional Transportation Commission adopt a resolution (Attachment 1) authorizing the Executive Director to negotiate and enter into an agreement for professional consulting services to conduct an Environmental Impact Report for the 7.5-mile North Coast Rail Trail project.

Attachments:

1. Resolution for Consultant Contract

RESOLUTION NO. 46-17

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of June 15, 2017
on the motion of Commissioner
duly seconded by Commissioner

A RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO ENTER INTO A
CONTRACT FOR CONSULTANT SERVICES TO PREPARE AN ENVIRONMENTAL IMPACT
REPORT FOR
THE NORTH COAST RAIL TRAIL PROJECT

WHEREAS, in October, 2012, the Regional Transportation Commission (RTC)
became the owner of the Santa Cruz Branch Rail Line (Rail Line) right-of-way; and,

WHEREAS, the RTC is charged with implementing the Santa Cruz County portion
of the 2-county Monterey Bay Sanctuary Scenic Trail (MBSST) Network;

WHEREAS, in November, 2013, the RTC adopted an award-winning MBSST
Master Plan that defines the alignment and development of the Santa Cruz County's
50-mile bicycle and pedestrian trail system, and certified a programmatic
Environmental Impact Report;

WHEREAS, the spine of the trail will be built within the 32-mile RTC-owned
railroad right-of-way from Davenport to Pajaro;

WHEREAS, in January and August, 2015, the RTC authorized the submittal and
acceptance of a Federal Lands Access Program grant and a California Coastal
Conservancy grant for a North Coast Rail Trail project from Wilder Ranch to
approximately 5 miles upcoast, with matching funding from the Land Trust of Santa
Cruz County;

WHEREAS, in May, 2016, the RTC dedicated funding and approved working with
private funding partners to finance the expansion of the project scope to Davenport
so that a total of 7.5 miles of the trail would be built in addition to 2 parking lots
and access from a third parking lot to the future trail;

WHEREAS, through the Federal Lands Access Program, the Federal Highway
Administration's Central Federal Lands Division is the lead agency responsible for
design, environmental clearance and construction of the project;

WHEREAS, in April, 2017, the RTC determined that it would conduct a full
environmental impact report (EIR) and take the lead in completing this work as well
as an economic analysis of the north coast project area in order to meet Measure D
requirements after which CFL would complete the NEPA process and move toward
final implementation; and

WHEREAS, in June, 2017, the RTC approved Measure D funding allocations for
the additional environmental compliance work needed;

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

1. The Executive Director is authorized to negotiate and enter into an agreement with a consultant for an amount up to \$250,000 to prepare an Environmental Impact Report for the North Coast Rail Trail project; and
2. The Executive Director is authorized to negotiate and execute amendments to this agreement provided that the amendments are consistent with the RTC's approved budget and work program.
3. The Executive Director is authorized to negotiate and enter into a contract with the second highest ranked consultant team, in the event that negotiations with the highest rank consultant are unsuccessful.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

ABSENT: COMMISSIONERS

ATTEST:

Cynthia Chase, Chair

George Dondero, Secretary

Distribution: RTC Fiscal, RTC and Consultant Project Managers