Santa Cruz County
Regional Transportation Commission

AGENDA
Thursday, March 1, 2018
9:00 a.m.

NOTE LOCATION THIS MONTH
County Board of Supervisors Chambers
701 Ocean Street, 5th floor
Santa Cruz, CA

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

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

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. Roll call

2. 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.

3. Additions or deletions to consent and regular agendas

CONSENT AGENDA

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

MINUTES

4. Accept draft minutes of the January 18, 2018 Interagency Technical Advisory Committee meeting

5. Approve draft minutes of the February 1, 2018 Regional Transportation Commission meeting

POLICY ITEMS

None

PROJECTS and PLANNING ITEMS

6. Approve Fiscal Year (FY) 2017-18 Cap and Trade – Low Carbon Transit Operations Program (LCTOP) (Resolution)

BUDGET AND EXPENDITURES ITEMS

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

8. Accept quarterly status report on Measure D
ADMINISTRATION ITEMS

None

INFORMATION/OTHER ITEMS

9. Accept monthly meeting schedule

10. Accept correspondence log

11. Accept letters from RTC committees and staff to other agencies
   a. Letter to Maura Twomey, Association of Monterey Bay Area Governments, regarding support for Caltrans Sustainable Communities Grant for the Sustainable Transportation Measures Plan

12. Accept miscellaneous written comments from the public on RTC projects and transportation issues - none

13. Accept information items
   a. Michael Cabanatuan, “North Bay’s SMART rail servicer exceeds expectations in first 6 months”, San Francisco Chronicle, February 3, 2018
   b. “Trump offers complex mix of spending, cuts in Investment Plan, Budget”, AASHTO Journal, February 16, 2018

REGULAR AGENDA

14. Commissioner reports on RTC related items – oral reports

15. Appointment of Commissioners to Budget and Administration/Personnel (B&A/P) Committee – oral report
   (John Leopold, Chair)
   a. B&A/P Committee Meeting Schedule

16. Director’s report – oral report
   (George Dondero, Executive Director)
   a. Resolution of Appreciation for 25 years of service: Daniel Nikuna

17. Caltrans report
   a. District Director’s report
   b. Santa Cruz County project updates
   c. Update SHOPP for District 5
18. Senate Bill (SB) 1 Updates and Positions  
   *(Rachel Moriconi, Senior Transportation Planner)*
   
   a. Staff report  
   b. Resolution  
   c. Senate Bill 1 Local Streets and Road projects

19. State Funding Updates  
   *(Rachel Moriconi, Senior Transportation Planner)*
   
   a. Staff report  
   b. Summary of 2018 STIP Proposal

20. Early Mitigation for Transportation Improvements in Santa Cruz County – MOU Approval  
   *(George Dondero, Executive Director)*
   
   a. Staff report  
   b. Memorandum of Understanding for Early Mitigation Planning for Transportation Projects in Santa Cruz County

21. Review of items to be discussed in closed session

   **CLOSED SESSION**

22. CONFERENCE WITH REAL PROPERTY NEGOTIATOR pursuant to Government Code Section 54956.8  
   Property: Santa Cruz Branch Rail Line  
   Agency Negotiator: George Dondero and Luis Pavel Mendez  
   Negotiating Parties: SCCRTC and Progressive Rail  
   Under Negotiation: Price and Terms

23. CONFERENCE WITH LABOR NEGOTIATORS pursuant to Government Code 54957.6  
   Commission Negotiators: George Dondero and Yesenia Parra  
   Bargaining Units: Mid-Management Unit and Community of RTC Employees (CORE)

24. Report on closed session
25. Next meetings

The next RTC meeting is scheduled for Thursday, April 5, 2018 at 9:00 a.m. at the County Board of Supervisors Chambers, 701 Ocean Street, 5th floor, Santa Cruz, CA.

The next Transportation Policy Workshop meeting is scheduled for Thursday, March 15, 2018 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 / website: www.sccrtc.org

COMMENTS FROM THE PUBLIC

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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.

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1. **Call to Order:** Chair Fontes called the meeting to order.

2. **Introductions:** Self introductions were made.

3. **Oral Communications:** The chair requested that comments during the meeting be kept to 2 minutes or less.

   Cory Caletti announced that Chris Schneiter has been chosen as the Person of the Year by the American Public Works Association Monterey Bay Chapter, noting he has worked in public works for nearly 40 years.

   Rachel Moriconi reminded public works departments to submit information on the condition of existing infrastructure for the 2018 Statewide Local Streets and Roads Needs Assessment. Information can be submitted online at [www.savecaliforniastreets.org](http://www.savecaliforniastreets.org)

4. **Additions, deletions, or changes to consent and regular agendas:** None.
CONSENT AGENDA

The Committee unanimously approved a motion (Fliesler/Buika) approving the consent agenda, with Wiesner, Schneiter, Kahn, Fontes, Fliesler, Hierling, and Buika voting “yes”.

5. **Approved Minutes of the November 16, 2017 ITAC meeting.**
6. **Received 2018 Regional Transportation Improvement Program (RTIP) Program of Projects list approved by RTC 12/7/17**

REGULAR AGENDA

7. **Status of ongoing transportation projects, program, studies and planning documents**

Scotts Valley: Jessica Kahn reported that Mt. Hermon Rd./Scotts Valley Dr./Whispering Pines intersection construction will start in mid-February. The city is also preparing to bid the Glen Canyon Rd/Green Hills Rd bike corridor and roadway preservation project, with construction in the spring.

UCSC: Teresa Buika reported that UCSC and METRO have been testing leased articulated buses which increase capacity by 30%. Student feedback has been positive.

RTC: Ginger Dykaar reported that the Unified Corridor Study is ongoing and she requested that agencies share any input they receive about the study. Anais Schenk reported that she has been working with local agencies to complete the Santa Cruz County Bicycle Signage implementation plan, with construction expected to begin later this year. She also noted that phase 1 of the Visualization project wrapped up and that RTC is partnering on Watsonville’s complete streets plan for phase 2. Rachel Moriconi reported that the RTC is considering proposals for a new operator on the rail line. Cory Caletti reported that the North Coast Rail Trail Environmental Impact Report (EIR) is expected to be available this spring.

County of Santa Cruz: Steve Wiesner reported that construction continues on the Twin Lakes beach project, with the project expected to be completed in April or May. Several storm damage repair projects are nearly completed, including Valencia Road, Trout Gulch Road, and Soquel Drive near Aptos Creek Drive in Aptos. Over 30 storm damage repair projects have been completed over the past year. The Trout Gulch Road/Soquel Drive/railroad crossing work is almost complete. The new Aptos Creek Road/Soquel Drive signal is expected to begin construction this spring. The County will also be constructing 6.5 miles of Measure D-funded roadway resurfacing this spring. The bridge on Redwood Road near Brown Valley Road in Corralitos is going to be replaced. The Planning Department has been working with the community to develop future complete street plan lines for Portola Drive.

Santa Cruz: Chris Schneiter reported that the Upper Park Road project near DeLaveaga Park is out to bid. Several pavement projects, as well as more protected bicycle lanes projects, are underway. Segment 7 of the Rail Trail will also be going to bid. Claire Fliesler reported that the new Bike Share program, which is part of the city’s “Go Santa Cruz” transportation demand management program, is expected to launch in May 2018 and will include an all-electric fleet.
Watsonville: Murray Fontes reported that construction will begin on Airport Boulevard this spring, the city is partnering with Ecology Action and the Community Traffic Safety Coalition (CTSC) on a “complete streets to school” plan, and the city will be developing a Vision Zero action plan to reduce fatalities.

Santa Cruz Metro: Pete Rasmussen reported on articulated buses to UCSC. Metro and UCSC will also be hosting the American Public Transportation Association University conference in June 2018.

8. Draft Regional Transportation Plan (RTP)

Ginger Dykaar presented the draft 2040 Regional Transportation Plan (RTP) and requested that agencies provide any input or updates for the final document by February 5, 2018. The RTP identifies goals, policies and targets that guide transportation funding decision (Policy Element); estimates the amount of funding that will be available over the next 22 years (the Financial Element) and identifies planned transportation projects through 2040 (the Action Element). This is considered a “minor” update to the plan, which is updated every four years. Committee members indicated that updated cost estimates are available for some projects and that the project lists are sometimes used as a guide when considering impacts of new development.

9. Draft 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) and Draft Environmental Impact Report

Paul Hierling from the Association of Monterey Bay Area Governments (AMBAG) presented an overview of the 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), which incorporates projects and funding information from the Santa Cruz County Regional Transportation Plan (RTP) and plans for Monterey and San Benito counties. He encouraged participation in the January 30 workshop and public hearing at Simpkins Swim Center. The MTP and Environmental Impact Report (EIR) are available online at www.ambag.org. Any official comments should be submitted in writing.

10. Draft Regional Disadvantaged Communities (DAC) definition

Rachel Moriconi reported that some state funding is restricted to or targeted to areas that are considered “disadvantaged communities.” While some programs restrict grant funds to state-defined disadvantaged communities, some programs allow a regional definition to be used. Staff reviewed the regional definition included in the draft 2040 Regional Transportation Plan (RTP), as well as maps of areas meeting the proposed regional and state definitions. The proposed regional definition is census tract areas where: 1. Greater than 65% of the total population is non-white; 2. Greater than 65% of households are low-income; or 3. Greater than 20% of households have incomes that are at or below the poverty-level. In response to questions, staff confirmed that the California Transportation Commission (CTC) will accept the regional definition adopted in the 2040 RTP or MTP for the Cycle 4 Active Transportation Program (ATP) grants. The committee unanimously approved a motion (Fliesler/ Buika) supporting the regional definition.

11. Transportation Performance Management and Target Setting

Paul Hierling, AMBAG, reported that transportation performance measures and targets are
required by the federal transportation acts (MAP-21 and FAST). Metropolitan Planning Organizations (AMBAG) can adopt measures developed by Caltrans or may adopt their own framework. AMBAG staff has participated in development of the Caltrans safety measures and thinks they are reasonable. Rachel Moriconi noted that these measures and targets will likely influence which projects receive federal grants, including the Highway Safety Improvement Program (HSIP). Murray Fontes noted that federal Highway Safety Improvement Program (HSIP) is performance based and requires agencies to demonstrate that projects will improve safety. Measures for bridges, pavement, and travel time reliability will be available this spring. In the future AMBAG will prepare information that shows what progress the region has made towards meeting adopted targets. Most of the safety data is from statewide databases.

12. **Draft Legislative Program**

Rachel Moriconi provided the RTC's draft 2018 State and Federal Legislative Programs. The ITAC unanimously approved a motion (Fliesler/Kahn) supporting the draft legislative program.

13. **Caltrans Updates**

Jennifer Calate and Kelly McClendon reported that Highway 35 storm damage repairs have been completed and the road has been reopened. The call for planning grant applications has been released, soliciting adaptation planning, strategic partnership, and sustainable communities planning projects. Committee members were encouraged to attend the January 31 workshop. Several agencies reported that they are considering submitting applications which may include: an adaptation plan for West Cliff Drive in Santa Cruz, transportation performance measures for the region (AMBAG), evaluation of first/last mile and microtransit options for San Lorenzo Valley, an active transportation plan for Scotts Valley, and Cruz511 outreach to Spanish-speaking households. Caltrans staff encouraged agencies to work with District 5 staff on their applications.

Brett Garrett announced that the Santa Cruz PRT group is interested in partnering with a public agency on developing a Personal Rapid Transit plan (PRT).

14. **State Funding Opportunities and Updates**

Staff provided updates on the State Transportation Improvement Program (STIP) and Local Partnership Program (LPP). Agencies interested in applying to the California Transportation Commission (CTC) for competitive LPP funds agreed to meet to discuss possible projects. Murray Fontes reported that the City of Watsonville has received a grant from the Coastal Conservancy for environmental review and design of a trail over the slough from Lee Road at the railroad tracks to Harkins Slough Road.

15. **Next meeting:** The next ITAC meeting scheduled for February 15 was cancelled. The next meeting is scheduled for March 15, 2018.

**The meeting adjourned at 3:22 p.m.**

*Minutes prepared by: Rachel Moriconi, RTC Planner*
1. Roll call

The meeting was called to order at 9:05 a.m.

Members present:

Jacques Bertrand
Ed Bottorff
Greg Caput
Cynthia Chase
Ryan Coonerty
Randy Johnson
John Leopold
Bruce McPherson
Oscar Rios
Aileen Loe
Tony Gregorio (alternate)
Patrick Mulhearn (alternate)
Mike Rotkin (alternate)

Staff present:

George Dondero
Luis Mendez
Yesenia Parra
Cory Caletti
Grace Blakeslee
Sarah Christensen
Brianna Goodman
Fernanda Dias Pini

2. Oral communications

**Brian Peoples**, Trail Now, supports a transportation trail that will have a positive impact in the region’s traffic problems. He also said that resources should be allocated towards buses.

**Michael Saint**, Campaign for Sensible Transportation, said that it is imperative to focus on sustainable, multi-modal transportation policies and asked that the RTC keep in mind the Sustainable Transportation Analysis and Rating System (STARS).
Gail McNulty, Greenway, noted that various interest groups in the region have different views on transportation policy and expressed support for the urgent need to address traffic on Highway 1, improve the North-South county commute and reduce greenhouse gases.

Paul Elerick, Aptos resident, stated that congestion between Watsonville and Santa Cruz is atrocious, that there is a need for transit options, and that a train would help address the congestion issue.

Jenny Sarmiento, Watsonville resident, supports building a transportation network that would provide transit solutions to county residents and supports the rail and trail option.

Lowell Hurst, City of Watsonville Mayor, stated that good transportation infrastructure is imperative for a healthy local economy. Mayor Hurst also discussed the need for multi-modal transportation, how limited resources require project prioritization, and the need to build transportation infrastructure that will benefit all residents.

3. Additions or deletions to consent and regular agendas

Hand-outs to Items 7, 14, 21 and add-on pages for Item 18 were distributed.

CONSENT AGENDA

Chair Leopold moved Item 7 to the regular agenda as Item 13a at the request of Commissioner Johnson.

Commissioner Alternate Rotkin moved and Commissioner Rios seconded the motion to accept the Consent Agenda as amended. The motion passed unanimously with Commissioners Bertrand, Bottorff, Chase, Coonerty, Johnson, Leopold, McPherson, Rios, and Commissioner Alternates Gregorio, Mulhearn, and Rotkin voting “aye.”

MINUTES

4. Approved draft minutes of the January 18, 2018 Regional Transportation Commission meeting

POLICY ITEMS

No consent items

PROJECTS and PLANNING ITEMS

No projects and planning items
BUDGET AND EXPENDITURES ITEMS
5. Accepted status report on Transportation Development Act (TDA) revenues
6. Accepted status report on Measure D revenues and distribution

ADMINISTRATION ITEMS

No administration items

INFORMATION/OTHER ITEMS
8. Accepted monthly meeting schedule
9. Accepted correspondence log
10. Accepted letters from RTC committees and staff to other agencies – none
11. Accepted miscellaneous written comments from the public on RTC projects and transportation issues – none
12. Accepted information items - none

REGULAR AGENDA
13a. Highway 1 Corridor Tiered Environmental Document (Resolution 14-18)

Commissioners discussed: the reasoning behind switching federal for state funding; public comments on this project and how they will be presented to the Commission; and that Bus Rapid Transit (BRT) will require costly infrastructure investments.

Brian Peoples, Trail Now, supports widening Highway 1 to Larkin Valley Road, Bus Rapid Transit (BRT) on the corridor, and looks forward to supporting the RTC in efforts to acquire additional funds to complete these projects.

Michael Saint, Campaign for Sensible Transportation, supports BRT on the shoulder of Highway 1 because it is a more sustainable mode of transportation than single-occupancy cars.

Commissioner Alternate Rotkin moved and Commissioner Coonerty seconded the motion to adopt the resolution exchanging $500,000 of previously programmed federal Surface Transportation Block Grant (STBTG) funds for state Regional Surface Transportation Program Exchange (RSTPX) funds for the Highway 1 Corridor Tiered Environmental Document and amending the RTC fiscal year 2017-18 budget. The motion passed unanimously with Commissioners Bertrand, Bottorff, Chase, Coonerty, Johnson, Leopold,
McPherson, Rios, and Commissioner Alternates Gregorio, Mulhearn, and Rotkin voting “aye.”

13. Commissioner reports – oral reports

Chair Leopold discussed the need to keep abreast of current transportation issues, such as: future transportation options, the economics of transportation, railbanking process, cost of requirements, transit and affordable housing. He suggested that it would be useful to visit local sites of rail and trail, rail only, and trail only projects to gain insight into the requirements for maintenance and operation of such projects. Chair Leopold stated that these issues will be discussed during the Transportation Policy Workshops (TPW) and a schedule of these meetings will be presented at the RTC’s March 1, 2018 meeting.

Commissioner Bertrand commented how Capitola, like many other places in the county, is facing traffic issues that impair on the quality of life and the need to address these issues either at the local or state level.

14. Director’s report – oral report

George Dondero, Executive Director, reported that staff is working closely with the consultant team at Kimley-Horn to complete the Step 2 performance measure analysis part of the Unified Corridor Study (UCS).

He congratulated RTC staff Brianna Goodman on her recent promotion to Planner 1. He congratulated the City of Santa Cruz and Santa Cruz City Engineer/ Assistant Public Works Director, Chris Schneiter, for receiving the American Public Works Association Monterey Bay Chapter “2018 Project of the Year” and “2018 Public Works Person of the Year” awards, respectively. He also congratulated Maria Rodriguez, City of Watsonville Public Works & Utilities Assistant Director, for being recognized for the work she does with the local youth programs.

Commissioners discussed: request for a report on the methodologies developed for the UCS; the importance that public sector workers have the opportunity to rise within their organizations and for residents to work within their community; housing affordability issues in the county; study on the Capitola trestles and the timeline for repairs.

Commissioner Caput arrived and replaced Commissioner Alternate Gregorio.

15. Caltrans report and consider action items

Aileen Loe, District 5 Deputy Director, reported that the quick clean-up efforts on Highway 101 in Santa Barbara are a testament to how well projects can be completed when agencies collaborate. She noted that Caltrans has open solicitation through the end of February for transportation planning grants, which include Sustainable Communities, Strategic Partnerships, and Adaptation
Planning.

Ms. Loe stated that Caltrans District 5 staff is working to respond to questions raised in previous meetings.

Commissioners discussed: Highway 152 sidewalk installation; complete streets and safe routes to schools funding.

16. Budget and Administration/ Personnel Committee Nominations
   (John Leopold, Chair)

Chair Leopold reported that commissioners wishing to be appointed or reappointed to the RTC’s Budget and Administration/Personnel Committee should inform him or the Executive Director of their interest by February 15, 2018. Appointments will be made at the March 1, 2018 meeting.

17. City of Santa Cruz Rail Trail Project – Interim “Ingalls Option” Design
   (Cory Caletti, Senior Transportation Planner)

Cory Caletti, Senior Transportation Planner, presented an overview of the Rail Trail Project including its established goals and processes. Ms. Caletti discussed the City of Santa Cruz (City) design implementation of a 2.1-mile rail trail project from Natural Bridges Drive to Pacific Avenue. She also recommended that the RTC receive information on the City’s plans and specifications for the Phase 1 portion, Natural Bridges Drive to Bay/California, which is proceeding towards construction.

Chris Schneiter, City of Santa Cruz Engineer/Assistant Public Works Director, gave a presentation on the City’s Rail Trail Project Interim “Ingalls Option.” He reported that the City is still waiting on funding sources to start the bidding process and on the easement negotiations with New Leaf/New Seasons.

Mr. Schneiter also discussed the City’s history in obtaining easements from private property owners and stated that a trail only project would be more expensive than a rail and trail project, limit the right-of-way, and limit the potential use of the line.

Commissioners discussed: The RTC’s and the City’s joint responsibility of maintaining and operating the trail; the City’s timeline to keep state and federal funding; the likelihood that the City will be able to move forward with its original plan; importance to work with local businesses; need to look into the potentially increased safety issues with the Ingalls option; the need to consider all county commuters when making project decisions; appreciation of New Leaf for their collaboration on this project; the extent of the discussion and creative efforts that have been put towards this project to ensure that it is the best option for this community; how this project is a product of a collaborative process that aims to connect all parts of the county and be inclusive to all residents.
Gail McNulty, Greenway, stated that any construction done on Segment 7 might have to be reevaluated once the UCS is completed, she also commented that the detour that routes the trail in front of the Pacific Collegiate School parking lot poses a safety issue. Ms. McNulty noted that the current planning for Segment 7 demonstrates how bad the trail will be if current plans are not revised.

Brian Peoples, Trail Now, noted that federal grant details should be spelled out when reported on. Mr. Peoples also stated that the current Monterey Bay Sanctuary Scenic Trail plan includes many trail diversions onto sidewalks which would not lead to a continuous trail. He questioned the likelihood that the train trestles in Capitola and La Selva will be replaced. He also stated that Segment 7 is a recreational, substandard, costly trail.

Mark Mesiti-Miller, Santa Cruz County resident, commented how federal funding can be lost quickly without notice, and stated that reports show that the Segment 7 trail is projected to be under the budget.

Piet Canin, Ecology Action, thanked RTC and City of Santa Cruz staff for starting this first section of the rail trail and stated that it is heading in the right direction. He recognized the contribution made by staff, the community, and New Leaf for moving this project forward.

Janneke Strause, Bike Santa Cruz County, appreciates the City of Santa Cruz for approving the project to go to construction and City staff for finding a way to keep the project from being delayed.

David Day, La Selva Beach resident, stated any project determining the use of the Branch Line should only move forward after the completion of the UCS.

Elliot Grouter, La Selva Beach resident, commented how a trail would allow him greater biking access to other parts of the county, and noted how a trail only option would also create an emergency road for emergency vehicles.

Bill Cook, Santa Cruz County resident, stated that rail and trail are incompatible and that such project would be a failure. Mr. Cook noted the current dangerous conditions for cyclists and that a protected bicycle lane is the only way to increase the population of cyclists in the county.

Nancy Collin, City of Santa Cruz resident, pointed out that cost statements on project reports should have hard figures. Ms. Collin stated her dismay with how the current negotiations with New Leaf/ New Seasons unfolded and that it is the responsibility of the RTC to ensure a civil discourse between all involved stakeholders. She stated her support for a continuous trail only option that does not diverge onto sidewalks.
(Grace Blakeslee, Transportation Planner)

Grace Blakeslee and Brianna Goodman Transportation Planners, provided an overview of the project.

Ms. Blakeslee also discussed how this program, which ran from March through September 2017, was focused on reducing the number of drive alone trips and increasing the number of trips made by bus, biking, walking, and carpooling in Santa Cruz County. She reported on the program’s approach, target audience, selection of various channels used to communicate with households, program materials, travel resources, and provided an analysis of the program’s effectiveness.

Commissioners discussed: support for the program, its results, and desire to see it replicated in other parts of the county; the significance of the data gathered and whether it demonstrates a successful and effective program; challenges of self-reported data; likelihood of over-reporting and bias; program population size, its effects on program conclusions, and how it translates to future program implementation; the future use of this report as a planning document; the sustainability of the program and if this program has been benchmarked against similar programs; participant distribution across different ages, genders, and racial groups; ways to impact travel behavior; benefit of measuring results against a small sample size to establish greater confidence in program results; why participants did not use some of the resources distributed; program cost-effectiveness; whether program should be replicated; desire to improve bus ridership and need to incentivize use of different modes of transportation; and community outreach.

Piet Canin, Ecology Action, stated that program’s effort to influence uses of alternative modes of transportation is invaluable for future programs and that will lead to a bigger effort to get people out of their cars. Mr. Canin also commented on the impact of the door-to-door outreach in creating a community effort to change transportation behavior.

Brian Peoples, Trail Now, stated that while this program was a good effort to increase public transit ridership, it should have focused more on convenience for the public. He also noted the importance of having the necessary infrastructure in place. He also appreciated the effort the Commission is doing for the community.

Elliott Grouter, La Selva Beach resident, commented that residents in La Selva Beach voted against a rail and trail option.

Michael Saint, Campaign for Sensible Transportation, stated that it is very difficult to change people’s transportation behavior, and he supports the Cruz511 program. Transportation Demand Management is a goal of the Campaign for Sensible Transportation (CST), and he offered assistance from CST volunteers to assist Cruz511 in community outreach.
Commissioner Alternate Rotkin moved and Commissioner Bertrand seconded the motion to accept the Cruz511 In Your Neighborhood Final Report. The motion passed unanimously with Commissioners Bertrand, Bottorff, Caput, Chase, Coonerty, Johnson, Leopold, McPherson, Rios and Commissioner Alternates Mulhearn and Rotkin voting “aye.”

19. 2018 State and Federal Legislative Programs
(Rachel Moriconi, Senior Transportation Planner)

George Dondero, Executive Director, presented the staff report. Mr. Dondero reported that the Senate Bill (SB) 1: Road Repair and Accountability Act of 2017 provides the first significant, stable, and on-going increase in state transportation funding in over twenty years and that a repeal to SB 1 may be on the state ballot later this year. Therefore, the recommended 2018 RTC legislative program priorities are focused on protecting state and federal transportation revenues available for local transportation projects.

Commissioners discussed: attempt by republicans who are interested in using SB1 as a wedge issue to get more republicans elected in November; importance for communities like Santa Cruz to support Proposition 69 (ACA 5), motor vehicle fees and taxes; restriction on expenditures; appropriations limits; stopping any repeal of SB1 which would have a significant impact on transportation funding around the county; potential historic shift in how the federal government pays for infrastructure, putting greater funding emphasis at the local and state levels; need to change the definition of disadvantaged communities in the Cap-and-Trade Bill to be more inclusive of our region’s communities; availability of materials in support of Prop. 69 and SB1 to distribute to the four cities and the county; intent of the RTC to expand its authority and local entities to increase taxes and fees for transportation projects; and whether the California State Association of Counties has adopted a position on the repeal of SB1.

Brian Peoples, Trail Now, encouraged the Commission to continue to work with the various local interest groups in the county and to use them as a resource to garner support for SB1.

Michael Saint, Citizens Climate Lobby, suggested the Commission consider the Carbon Fee and Dividend program which would put a price on carbon emissions, encourage a shift towards lower energy demand transportation, decrease the number of vehicles on the road, and would serve as a replacement to Cap-and-Trade program. Mr. Saint noted that the Citizens Climate Lobby would be available to do presentations on the Carbon Fee and Dividend program.

Commissioner Alternate Rotkin moved and Commissioner Chase seconded the motion to approve the State and Federal Legislative Programs for 2018 to assist in analyzing the transportation impacts of legislative activities with a
provision for staff to provide Commissioners information for how their respective jurisdictions can support the effort to stop the repeal of Senate Bill (SB) 1. The motion passed unanimously with Commissioners Bertrand, Bottorff, Caput, Chase, Coonerty, Johnson, Leopold, McPherson, Rios and Commissioner Alternates Mulhearn and Rotkin voting “aye.”

20. Review of items to be discussed in closed session

Deputy Director Luis Mendez reviewed the items to be discussed in closed session.

Gail McNulty, Greenway, stated that rail road companies are partnering with the oil and gas industry and is concerned what that could mean in the region if Progressive Rail is selected as the rail operator and commented on the connections between Progressive Rail’s leadership team and the oil and gas industry. Ms. McNulty also suggested the RTC contact other municipalities that have worked with Progressive Rail.

Brian Peoples, Trail Now, discussed Trail Now’s rail operator proposal, which included subcontracting freight operations in Watsonville, bringing in $2.5 million in private funds, allowing the RTC to beta-test transit solutions along the corridor (which would have satisfied RTC’s legal obligations to retain a rail operator), and protecting trestles in the county. Mr. Peoples encouraged the RTC to look within the community for an operator to find the best option for the corridor.

Bill Cook, City of Santa Cruz resident, stated that rail operators are not regulated at any level of government, noted that the RTC is currently not legally required to have a rail operator, and suggested that the Commission defer any action on this subject.

Mark Mesiti-Miller, Santa Cruz County resident, stated that he was impressed with Progressive Rail’s proposal and approach, and that he trusts the RTC will reach a contract with them soon. Mr. Mesiti-Miller pointed out that rail has been statistically proven to be the safest mode to transport hazardous materials. He also noted that rail is more environmentally sustainable than trucks and that since there is no existing rail yard, any such facility would be subject to all local land-use regulations and permitting requirements.

David Day, La Selva Beach resident, commented that the transportation crisis in this county has negatively impacted his family, that he feels that passenger rail seems more distant than ever, and that he does not believe Progressive Rail has a short-term plan to operate passenger trains in the county. Mr. Day expressed the urgent need for transportation alternatives to relieve congestion on Highway 1 and that the Commissioners must make the best decisions for the community.

Commissioners adjourned to closed session at 12:02 p.m.
CLOSED SESSION

21. CONFERENCE WITH REAL PROPERTY NEGOTIATOR pursuant to Government Code Section 54956.8

Property: Santa Cruz Branch Rail Line
Agency Negotiator: George Dondero and Luis Pavel Mendez
Negotiating Parties: SCCRTC and Progressive Rail
Under Negotiation: Price and Terms

OPEN SESSION

22. Report on closed session

Nothing reported

Meeting adjourned at 12:35 p.m.

23. Next meetings

The next RTC meeting is scheduled for Thursday, March 1, 2018 at 9:00 am at the County Board of Supervisors Chambers, 701 Ocean Street, 5th floor, Santa Cruz, CA.

The next Transportation Policy Workshop meeting is scheduled for Thursday, March 15, 2018 at 9:00 am at the RTC Offices, 1523 Pacific Avenue, Santa Cruz, CA.

Respectfully submitted,

Fernanda Dias Pini, Staff
Attendees:

Heather Adamson          AMBAG
Piet Canin               Ecology Action
Nancy Collin             City of Santa Cruz resident
Bill Cook                Santa Cruz County resident
David Day                La Selva Beach resident
Paul Elerick             Santa Cruz County resident
Elliott Grouter          La Selva Beach resident
Lowell Hurst             Watsonville City Council
Gail McNulty             Greenway
Mark Mesiti-Miller       City of Santa Cruz resident
Brian Peoples            Trail Now
Maria Esther Rodriguez   City of Watsonville
Michael Saint            Campaign for Sensible Transportation; Citizens Climate Lobby
Jenny T. Sarmiento       City of Watsonville resident
Janneke Strause          Bike Santa Cruz County
TO: Regional Transportation Commission (RTC)  
FROM: Rachel Moriconi, Senior Transportation Planner  
RE: FY17/18 Cap and Trade-Low Carbon Transit Operations Program (LCTOP)  

RECOMMENDATION  
Staff recommends that the Regional Transportation Commission (RTC) adopt a resolution (Attachment 1) designating the RTC’s share of Fiscal Year 2017/18 Low Carbon Transit Operations Program (LCTOP) funds ($339,348) to the Santa Cruz Metropolitan Transit District (Santa Cruz METRO) for purchase of an electric bus to serve the Watsonville area; and authorize staff to sign and execute any agreements necessary to pass LCTOP funds through to Santa Cruz METRO.  

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) was 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, with an emphasis on serving disadvantaged communities. 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 formulas. 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.

For FY18, the State Controller’s Office has allocated $619,812 to Santa Cruz County: $339,348 to the Regional Transportation Commission (RTC) and $280,464 to Santa Cruz Metropolitan Transit District (METRO). Santa Cruz METRO requests that the RTC designate its share of LCTOP funds to Santa Cruz METRO to purchase a new zero-emission replacement bus, which costs approximately $1 million. FY18 funds will be combined with reserved FY17 funds which totaled only $243,209. The RTC has designated its share of LCTOP funds to Santa Cruz METRO since 2014.

Contingent upon the METRO Board adopting a resolution for eligible LCTOP use (scheduled for the February 23, 2018 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 FY18 share of LCTOP funds ($339,348) to Santa Cruz METRO to purchase a new battery-electric replacement bus; 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):

- Ensure that at least 50 percent of the transferred funds benefit a Disadvantaged Community (DAC) as defined by the California Environmental Protection Agency (Cal EPA). The Watsonville Transit Center lies within the CalEPA-defined DAC in our county, and any project serving the Watsonville Transit Center benefits this community. As such the new bus will meet this requirement.
- 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.
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. Staff recommends that the Commission designate the RTC’s FY17/18 share of funds ($339,348) to the Santa Cruz Metropolitan Transit District to purchase a battery-electric bus to serve Watsonville.

Attachments:
1. Resolution
2. Request Letter from Santa Cruz METRO
RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of March 1, 2018
on the motion of Commissioner
duly seconded by Commissioner

A RESOLUTION TRANSFERRING FISCAL YEAR 2017-2018 LOW CARBON TRANSIT OPERATIONS
PROGRAM (LCTOP) FUNDS TO THE SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
AND AUTHORIZING EXECUTION OF CERTIFICATIONS AND ASSURANCES
AND AUTHORIZED AGENT FORMS

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 State Controller’s Office has allocated $339,348 to the Regional
Transportation Commission (RTC) and $280,464 to Santa Cruz Metropolitan Transit District
(METRO) for a total of $619,812 to Santa Cruz County in Fiscal Year 2017-2018 (FY17/18); and

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, the Santa Cruz Metropolitan Transit District (Santa Cruz METRO) is an
eligible project sponsor and may receive state funding from the Low Carbon Transit Operations
Program (LCTOP) for transit projects in Santa Cruz County; and

WHEREAS, Santa Cruz METRO proposes to utilize FY17/18 LCTOP funds, in combination
with last year’s funds, 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 FY2018 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 2017/18 allocation of Low Carbon Transit Operating Program (LCTOP) funds ($339,348) to Santa Cruz METRO for the following:

   Project Name: FY2017 - 2018 Watsonville Zero-Emission Bus
   Description: Purchase a new battery-electric, zero-emission bus to benefit a Disadvantaged Community in Watsonville.

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

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

ABSENT: COMMISSIONERS

______________________________
John Leopold, Chair

ATTEST:

______________________________
George Dondero, Secretary

Distribution: Caltrans; Thomas Hiltner, SCMTD; RTC Programming
February 23, 2018

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 FY 2017 - 2018 Low Carbon Transit Operations Allocation Request

Dear George:

METRO requests that the Santa Cruz County Regional Transportation Commission (RTC) delegate its FY 2017 – 2018 allocation of Low Carbon Transit Operations Program (LCTOP) funds to Santa Cruz METRO for a public transit project to reduce greenhouse gas emissions in the Watsonville Disadvantaged Community. 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 FY 2017 – 2018 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 $339,348 and METRO will receive $280,464 in FY 2017 - 2018 LCTOP funds. If the SCCRTC concurs, METRO will submit an allocation request for the combined total of $619,812 allocated to Santa Cruz County for FY 2017 - 2018.

METRO proposes to purchase a new battery-electric, zero-emission bus to benefit the Watsonville Disadvantaged Community. In addition to $619,812 in LCTOP FY 2017 – 2018 funds, METRO will use $243,290 in FY 2016 – 2017 LCTOP funds carried over from last year and a $150,000 Heavy-Duty Vehicle Incentive Program voucher to meet the cost of a new battery-electric bus.

The METRO Board of Directors will consider a resolution authorizing this project at their 2/23/18 meeting. The application is due to Caltrans by 3/31/18; therefore, I would request that the RTC consider authorizing the sponsored project at its 3/1/18 meeting.

If the RTC authorizes sponsorship of METRO’s FY 2017 – 2018 LCTOP project, please provide a letter to METRO which specifies that RTC is a contributing sponsor of $339,348 in FY 2017 - 2018 LCTOP §99313 funds for the project. The RTC 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
## SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
### TDA REVENUE REPORT
#### FY 2017-2018

<table>
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<tr>
<th>MONTH</th>
<th>FY16 - 17 ACTUAL REVENUE</th>
<th>FY17 - 18 ESTIMATE REVENUE</th>
<th>FY17 - 18 ACTUAL REVENUE</th>
<th>DIFFERENCE</th>
<th>DIFFERENCE AS % OF PROJECTION</th>
<th>CUMULATIVE % OF ACTUAL TO PROJECTION</th>
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### Note:

I:\FISCAL\TDA\MonthlyReceipts\FY2018\[FY2018 TDA Receipts.xlsx]FY2017
This spring, local cities, the County of Santa Cruz, Santa Cruz METRO, Community Bridges, and the RTC are going to be busy implementing several projects that will improve local roads for bike, pedestrians, buses, and automobiles, provide transportation for seniors and people with disabilities, maintain transportation infrastructure, increase safety and improve access to jobs, housing, and other destinations. The following highlights a few of the projects that are funded by Measure D.

Upcoming Projects

- **County of Santa Cruz:**
  - Measure D Neighborhood Resurfacing project. Construction scheduled to begin this spring (contract award - 2/22/18). Involves the resurfacing of approximately 6.5 miles on 21 roadways in unincorporated areas.

- **Santa Cruz:**
  - Active Transportation Projects: Measure D funds are being used on several active transportation projects including: Delaware bike lane enhancements, includes buffers and treatments along the nearly 2 mile roadway; Mission Street Ext sidewalk infill, near PCS High School; Poplar Street sidewalk infill, near Branciforte Middle School; improved crossings at Palm and Seaside, near Bayview Elementary; and new green bike markings along Bay from Escalona Dr. to Anthony St.
  - Downtown Bike Locker Replacement Program: Measure D funds have been used to replace 16 bicycle lockers.
  - City Street Reconstruction: Repaving Cedar Street, between Maple and Church is scheduled for construction during the summer and fall 2018.

- **Scotts Valley:**
  - Mt. Hermon Road/Scotts Valley Drive/Whispering Pines Drive Intersection Operations Improvement Project: Construction began in February, completion scheduled for April/May.
  - Pavement Rehabilitation—Green Hills Road: Construction to begin in April/May, with completion in June/July.
  - Sidewalk Improvements on Kings Village Road. Currently in design, to be constructed summer 2018.

- **Watsonville:**
  - Bicycle Safety: Measure D being used to fund bicycle and pedestrian safety training at citywide elementary schools.
  - Maintain Trails: Construction planned for this spring.
• Santa Cruz Branch Rail Line Right-of-Way:
  o The RTC continues to work on the completion of the Unified Corridor Investment Study. The Step 1 analysis of various scenarios with different combinations of projects was completed and the RTC selected scenarios to carry forward to the Step 2 analysis. Step 2 analysis is currently underway using transportation models.
  o The RTC entered into an agreement for engineering services necessary to make storm damage repairs to the Santa Cruz Branch Rail Line right-of-way. Storm damage repair and clean up for areas that do not require engineering services is already underway. While storm damage repair to the right-of-way will be paid for with Measure D funds, it is expected that the Federal Emergency Management Agency (FEMA) will reimburse the RTC for much of the work.
  o Work on the environmental document for the north coast segment of the Monterey Bay Sanctuary Scenic Trail along the rail line right-of-way continues. Comments were received on the notice of preparation and the draft environmental document in conformance with the California Environmental Quality Act (CEQA) is currently being prepared.

• Highway 17 Wildlife Crossing:
  o Caltrans initiated environmental review of the crossing using State Highway Operation and Protection Program (SHOPP) funding and anticipates identifying the preferred design alternately later this year. Construction is currently scheduled for FY20/21.

• San Lorenzo Valley/Hwy 9 Corridor:
  o One of the highest priorities identified during public outreach for the Hwy 9/SLV Complete Streets Corridor plan in 2017 was improving bicycle and pedestrian access near the San Lorenzo Valley schools complex in Felton. Caltrans, County of Santa Cruz, and RTC will be working with the school district to prepare an application for an Active Transportation Program grant to fund a portion of this project due later this year, with Measure D funds used as a match.

• Community Bridges:
  o Service Expansion: Measure D funds have been used to hire four additional staff members to provide expanded hours of paratransit service (from 5 to 7 days per week), to support safety and service training for paratransit drivers, and to provide additional support scheduling, dispatching and with public outreach.

Implementation

• Agencies that receive Measure D funds are working on updating their Five-Year Plans this spring, outlining how each agencies plans to use Measure D funds FY18/19-FY23/24.
  o Links to the Five-Year Plans developed last year are available on the RTC website: www.sccrtc.org/move.

• Senate Bill 1 Local Partnership Program (LPP) – The RTC receives a formula share of Senate Bill 1 funds, as a reward for having a local sales tax dedicated to transportation. The RTC’s FY17/18 and FY18/19 formula share ($631,000) is being used for projects approved by the RTC in December 2017, as part of adoption of the 2018 Santa Cruz County Regional Transportation Improvement Program.
RTIP: METRO bus replacements and County 2018 Full Depth Recycle and Overlay Project – on Branciforte Drive and Granite Creek Road. Both projects are expected to begin this year.

- Leveraging state and federal grants: Several agencies are using their Measure D revenues to serve as a match to secure other grants. This includes applications for several programs funded by the new Senate Bill 1 state taxes and fees.

**Oversight**

- The Measure D Taxpayer Oversight Committee will be responsible for reviewing how Measure D revenues have been spent after each year’s expenditures are audited. The RTC will be seeking applications from individuals interested in serving on the oversight committee this spring.

**Fund Distribution**

- The RTC continues making regular payments of Measure D revenues to recipient agencies, based on the percentage rates to each investment category set forth in the voter-approved Measure D Ordinance and Expenditure Plan *(see attached)*. The receipts have fluctuated from month to month, but revenues from sales tax receipts for the first year are currently anticipated to exceed the projection. Each month the state pays the RTC an advance for revenues estimated by the state to have been received two months prior to the payment. At the end of each quarter, the advances of the previous quarter are reconciled to actual receipts; and an adjustment, up or down, is made by the state to the current advance. The adjustment for the quarter ending September 30, 2017 was made in December 2017 and it was a significant positive adjustment. Allocations to recipients reflect the adjustments made by the state. As with any sales tax measure, significant variances (positive or negative) between advances and actual receipts are common.

- In the first part of each fiscal year, RTC staff uses the overhead rate that was approved by Caltrans in the previous fiscal year until an overhead rate is approved for the current year. An overhead rate for the RTC’s fiscal year 2017-18 was approved by Caltrans in December. That current overhead rate is lower than last year’s rate so RTC staff made the proper adjustment which made about $9,500 of funds available for distribution to all of the various recipients of Measure D funds.
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<th>KEY/OBJECT</th>
<th>RATE</th>
<th>JULY</th>
<th>AUGUST</th>
<th>SEPTEMBER</th>
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<th>NOVEMBER</th>
<th>DECEMBER</th>
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<th>FEBRUARY</th>
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**ADMINISTRATION & IMPLEMENTATION - TRANSPORTATION**

- **ADMINISTRATION - SALARIES & BENEFITS**
  - 1% 11,467.00
  - 11,581.67
  - 8,333.33
  - 46,960.42

- **SERVICES & SUPPLIES**
  - 11,467.00
  - 11,581.67
  - 8,333.33
  - 46,960.42

Subtotal 78,342.42

**SALARIES & O/H IMPLEMENTATION & OVERSIGHT**

| | | |
| | | |
| | | |
| | | |

**TO DISTRIBUTE TO INVESTMENT CATEGORIES**

1,068,357.58

**1. NEIGHBORHOOD - TRANSPORTATION**

- 30% 320,507.27

**SLV SRR**

- Fixed 5 27,777.78

**HWY 17 Wildlife**

- Fixed 5 12,888.89

41,666.67

**2. HWY CORRIDORS - TRANSPORTATION**

- 25% 267,089.40

**3. TRANSIT/PARATRANSIT - TRANSPORTATION**

- 20% 213,671.52

**Santa Cruz Metro (SCMTD) 16%**

- 80% 170,937.21

**Community Bridges - 4%**

- 20% 42,734.30

**4. ACTIVE TRANSPORTATION - TRANSPORTATION**

- 17% 181,620.79

**5. RAIL CORRIDOR - TRANSPORTATION**

- 8% 85,468.61

**DISTRIBUTED TO INVESTMENT CATEGORIES**

1,068,357.58

**TOTAL ADMIN & IMPLEMENTATION CATEGORIES**

1,146,000.00

* Effect of adjusting the overhead (O/H) rate from the estimated 101% to the Caltrans accepted rate of 92%
Santa Cruz County Regional Transportation Commission  
THREE MONTH MEETING SCHEDULE  
March 2018  
Through  
May 2018  

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/

<table>
<thead>
<tr>
<th>Meeting Date</th>
<th>Meeting Day</th>
<th>Meeting Type</th>
<th>Meeting Time</th>
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<tr>
<td>3/1/18</td>
<td>Thursday</td>
<td>Regional Transportation Commission</td>
<td>9:00 am</td>
<td>County Board of Supervisors</td>
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<tr>
<td>3/8/18</td>
<td>Thursday</td>
<td>Budget, Administration and Personnel Committee</td>
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<td>3/15/18</td>
<td>Thursday</td>
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<td>9:00 am</td>
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<td>Thursday</td>
<td>Interagency Technical Advisory Committee</td>
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RTC Commission Offices – 1523 Pacific Ave. – Santa Cruz, CA  
Board of Supervisors Chambers/CAO/RDA Conference room – 701 Ocean St-5th floor – Santa Cruz, CA  
Capitola City Council Chambers – 420 Capitola Ave., Capitola, CA  
California Highway Patrol Office – 2020 Junction Ave, San Jose, CA 95131
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<td>Please rescind or set aside the December 20 Greenway Resolution, and some data. Thank you!</td>
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RE: Support for Caltrans Sustainable Communities Grant for the Sustainable Transportation Measures Plan

Dear Ms. Twomey:

I would like to extend my support to the Association of Monterey Bay Area Governments for a Caltrans Sustainable Communities Grant for the Sustainable Transportation Measures Plan (STMP). A critical challenge in the Monterey Bay region is limited data availability on accessibility to healthy places, active transportation infrastructure, economic vitality, safety, traffic, and environmental sustainability to inform transportation project design. The STMP will collect and analyze relevant data to provide better policy and infrastructure planning tools for decision makers, the public, and stakeholders. The resulting data tools will facilitate improved multi-modal transportation system, more sustainable communities, and will facilitate greenhouse gas emissions reductions throughout the region.

The STMP can help the RTC and our local agencies identify priority projects that are needed to move towards greater sustainability; evaluate progress towards community based transportation goals/targets; ensure that limited transportation dollars are being used most effectively; and provide system performance information to the public, allowing for greater transparency of the decision making process.

By monitoring the transportation system, we can also ascertain if our communities are advancing the sustainability goals of the region, state, and federal government. This work would also provide a mechanism for developing consistency in reporting performance throughout the county and region.

We believe that AMBAG is well positioned to coordinate improving the regional transportation system, and this project fills an information gap for key transportation decision makers. The Santa Cruz County Regional Transportation Commission supports AMBAG’s grant request for this sustainable transportation measures plan and we look forward to working with AMBAG on this effort.

Sincerely,

George Dondero
Executive Director
North Bay’s SMART rail service exceeds expectations in first 6 months

By Michael Cabanatuan
San Francisco Chronicle
February 3, 2018 Updated: February 5, 2018 7:38am

Since starting service in August, the North Bay’s new commuter rail service has survived a fire that stopped at its tracks, given thousands of free rides to help fire victims and has had to fight to collect promised federal funding for a new extension to Larkspur.

In short, SMART has been on something of a wild ride in its nearly six months of hauling passengers between Santa Rosa and San Rafael.

Yet the service has still managed to meet or exceed ridership and revenue projections, and start work on that Larkspur extension, which will bring the train’s riders to within a short walk to the Golden Gate Ferry to San Francisco.

But Sonoma-Marin Area Rail Transit’s biggest achievement may be that the passenger rail service, the first in the North Bay in 60 years, seems to have won over skeptics and critics, who are now calling for more service and more stations.

“It’s only been six months,” said Randy Rentschler, a spokesman for the Metropolitan Transportation Commission, “but I think this shows that there’s a need for more than just a highway in that corridor. SMART has the opportunity to be a really great alternative.”

Aboard the gray and green trains Thursday, commuters, sightseers and day-trippers raved about the service, especially the opportunity it provides to avoid Highway 101’s torturous traffic.

“I love it,” said Jennifer Romo Dowd, 40, a meeting planner who lives in Sebastapol and since October has commuted on the train between Cotati and downtown San Rafael. “They’re on time, they’re comfortable, there’s
beer and wine, and the Wi-Fi works most of the time. It’s a great alternative to driving.”

SMART’s trains make 17 round trips between San Rafael and Santa Rosa on weekdays and five each way on weekends and holidays. The trains are diesel-fueled and self-powered, meaning they aren’t pulled by locomotives.

Most consist of two cars, one with a restroom, the other with a cafe that serves snacks and beverages, including locally produced beers and wines. But higher-than-anticipated ridership on some trains, including a larger-than-expected number of passengers who bring bicycles aboard, prompted SMART to add a third car to 14 weekday trains, most of which run during the morning and evening commutes.

SMART has carried more than 310,000 passengers since its start, said Jeanne Mariani-Belding, an agency spokeswoman. That’s slightly ahead of projections, despite the steep drop in the days after the North Bay fires and fluctuations that vary with the weather. When it rains, fewer bike riders commute, and when it’s warm and sunny, day-trippers and sightseers show up in larger numbers.

“It has not been a typical six months,” Mariani-Belding said. “We had wildfires, we had limited service, we had free rides, we had the holidays. Our ridership fluctuates, and it’s going to take a while to level out.”

SMART is also running ahead of revenue projections, meaning passengers are taking longer rides than expected. SMART had predicted it would collect $68,000 in fares each week but is averaging about $76,000 even with the free rides.

The busiest stations are Petaluma, downtown Santa Rosa, downtown San Rafael and Sonoma County Airport. The most popular destinations are downtown San Rafael, downtown Santa Rosa, Marin Civic Center and Petaluma.

Thursday’s passengers, many of them occasional or first-time riders, said they were eager to see more trains, extended hours and the opening of
promised extensions south to Larkspur and north to Windsor, Healdsburg and Cloverdale.

“I’m not a commuter; I do this for fun,” said Sally Mayer, 61, of Novato, who rides SMART to meet friends for lunch. “We’d really like to take it to downtown Santa Rosa for dinner. We have some favorite places there. But the last train back leaves at 7 p.m.”

The 2.2-mile Larkspur extension, considered crucial to attracting San Francisco-bound commuters, started last summer but faces funding challenges, including uncertainty over $22.5 million in federal money promised in 2016 but delayed by the Trump administration.

Farhad Mansourian, SMART’s general manager, said he recently met with Jane Williams, head of the Federal Transit Administration, in San Francisco and is optimistic the funds are coming soon. Bay Area transportation officials feared a repeat of the spring 2017 fight Caltrain had to wage to get promised federal money for electrification.

“Things are taking a little bit longer than usual,” Mansourian said Friday, “but as of today, our target date is early March.”

SMART expects to run trains to Larkspur by the end of 2019.

Extensions northward will take longer. SMART plans to make it to Cloverdale, but the next anticipated stop 3 miles north of the current end-of-the-line Sonoma County Airport Station in Windsor lacks funding, although the plans have been drawn up and the environmental studies are completed. Even so, Mariani-Belding said the extension could be completed as soon as 2021.

State transportation officials are also interested in seeing SMART eventually run east along Highway 37 using existing rails to Fairfield. The agency has applied for a grant to study the feasibility.

SMART’s biggest challenge, exacerbated by the Tubbs Fire, which stopped right at its tracks near the Santa Rosa North Station, is hiring and retaining
train operators and conductors scared off by the Bay Area’s high price of housing. The SMART board recently approved hiring more people to run the trains, but it can be tough to pay them enough.

“As soon as we’re able to hire new people,” Mansourian said, “we’d like to add more service, including earlier service on weekends and filling some of the gaps in our schedule.”

While SMART is off to a promising start, he said much work remains.

“It’s a fantastic beginning,” Mansourian said, “but look at it this way: We’re like a startup. We’re not done.”

Michael Cabanatuan is a San Francisco Chronicle staff writer.
Email: mcabanatuan@sfchronicle.com Twitter: @ctuan

February 16, 2018

**Trump Offers Complex Mix of Spending, Cuts in Investment Plan, Budget**

President Trump released both his long-awaited infrastructure investment plan and his fiscal 2019 budget request Feb. 12, proposing big cuts in transit and rail funding at the same time he would provide $200 billion in new federal grants and loans over 10 years to leverage $1.5 trillion in total project spending nationwide.

His investment plan did not address a central issue for many transportation stakeholders – how to provide enough dedicated new revenue to make the Highway Trust Fund sustainable over the long term.

Currently, that fund, which provides resources for all federal highway programs and for formula-based transit programs, is on course to face a "fiscal cliff" of sharply lower outlays starting in 2021.

Trump's plan also did not spell out how he would pay for the new project spending he proposes, although in a Feb. 14 White House meeting with members of Congress from both parties the president reportedly said he would support a 25-cent hike in the federal motor fuels tax, a per-gallon fee that currently helps support the Highway Trust Fund.

And in a pre-release briefing to reporters, senior administration officials made clear they consider the president's investment recommendations to be an opening document to start negotiations with Congress on how to upgrade U.S. infrastructure.

The plan called for Congress to further streamline the federal permitting process to speed projects toward the construction phase, something transportation groups have long urged while saying the industry can accomplish that goal without harming the environment.

And it recommended allowing states to toll interstate highways and commercialized their on-highway interstate rest areas, proposals that triggered sharp protest from some industry groups.

According to a staff analysis of the investment plan and
The administration proposed to allocate $100 billion – half the total federal share – to a new "Infrastructure Incentives Program."

The plan said that money "would provide support to wide-ranging classes of assets, including the following governmental infrastructure: surface transportation and airports, passenger rail, ports and waterways, flood control, water supply, hydropower, water resources, drinking water facilities, wastewater facilities, stormwater facilities, and brownfield and Superfund sites."

It did not detail how much would go toward each infrastructure category, but said "the funds would be divided in specific amounts" to be administered by the Department of Transportation, Army Corps of Engineers that oversees navigation and flood control projects, and the EPA that handles drinking water and clean air investments.

Trump's plan would allocate $50 billion over 10 years for a Rural Infrastructure Program that would fund projects to improve transportation, broadband service, drinking water and waste systems, power and waterways. It said 80 percent of that would be distributed to states through a formula based on lane miles and population, and the rest through competitive grants.

Another $20 billion would go into a Commerce Department-administered program to support "transformative projects," which the plan would award funds "on a competitive basis to projects that are likely to be commercially viable, but that possess unique technical and risk characteristics that otherwise deter private-sector investment."

Of the rest, $20 billion would support what the AASHTO analysis said would be "a dramatic increase in federal budget support for various infrastructure credit assistance" – the USDOT's TIFIA for highways and transit, RRIF for rail, and the EPA's WIFIA for water resources plus an expansion of tax-exempt private activity bonds that can support public-private partnerships.

The other $10 billion, the plan proposed, would go to a "Federal Capital Financing Fund," to support capital budgeting of such things as new federal buildings as opposed to seeking congressional appropriations for the full purchase price in any given fiscal year, a practice that encourages the use of annual lease payments.

Trump also suggested selling off some federal property including the Washington-area Reagan National and Dulles airports, the George Washington and Baltimore-Washington parkways, and Tennessee Valley Authority power transmission assets.

In his budget request, Trump proposed more than $750 million in cuts to federal Amtrak grants, and said states should match federal funding on Amtrak's long-distance routes that run through their communities. That would be on top of the funding many already provide to separate state-supported passenger train routes.

He proposed slashing transit capital grants, as he had done in his 2018 budget, which would reduce such funding to $1 billion in 2019 from $2.396 billion in 2018.
His budget would also eliminate funding for various rail grants authorized by the last surface transportation law in 2015, including state-of-good-repair partnership grants to states. It would hold funding flat in the Airport Improvement Program and both curb funding and limit eligibility for the Essential Air Service program that subsidizes commercial air travel to smaller, rural airports.

And by projecting a sudden drop in revenues into the Highway Trust Fund after 2020, it projects a $122 drop in its outlays from fiscal 2021 through 2018.
# 2018 Budget and Administration/Personnel Committee Meeting Schedule

The proposed **B&A/P Committee** meeting schedule for 2018 is as follows:

<table>
<thead>
<tr>
<th>Meeting Date</th>
<th>Meeting Location</th>
<th>Meeting Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Thursday, February 8</td>
<td>CAO Conference Room</td>
<td>3:00 p.m.</td>
</tr>
<tr>
<td>meeting cancelled</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Thursday, March 8</td>
<td>CAO Conference Room</td>
<td>3:00 p.m.</td>
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<tr>
<td><em>special meeting</em></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Thursday, April 12</td>
<td>CAO Conference Room</td>
<td>3:00 p.m.</td>
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<tr>
<td>Thursday, June 14</td>
<td>CAO Conference Room</td>
<td>3:00 p.m.</td>
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<tr>
<td><strong>July</strong></td>
<td><strong>No Meeting</strong></td>
<td><strong>No Meeting</strong></td>
</tr>
<tr>
<td>Thursday, September 13</td>
<td>CAO Conference Room</td>
<td>3:00 p.m.</td>
</tr>
<tr>
<td>Thursday, November 8</td>
<td>CAO Conference Room</td>
<td>3:00 p.m.</td>
</tr>
</tbody>
</table>

**Meeting locations:**

CAO Conference Room – 701 Ocean Street, 5th 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:**

Yessenia Parra  
Administrative Services Officer  
(831) 460-3200  
yparra@sccrtc.org
District Director’s Report

A quarterly publication for our transportation partners

Highway 1 Realignment
Completed

Caltrans recently completed the $21.3 million Highway 1 Piedras Blancas project, which realigned 2.8 miles of roadway to protect from rising sea levels, storms and coastal erosion in San Luis Obispo County. The project moved Highway 1 up to 475 feet inland from its previous alignment and installed parking for trail access at both ends of the new segment. The new facility features widened shoulders near the Hearst San Simeon State Park.

All land west of the realigned highway will become state park land once restoration and mitigation work is completed on the old alignment. Over the next several years, the project will also restore and enhance 12 acres of off-site state park lands to mitigate impacts to natural areas. Caltrans also contributed $1.4 million for State Parks to construct a 3.5-mile new segment of the California Coastal Trail. The pathway will connect the existing network of bluff-top trails north and south of the new roadway with bicycle and pedestrian accessibility.

Highway 1 is a State Scenic Route, National Scenic Byway and All-American Road on the Pacific Coast Bicycle Route. More information: http://www.dot.ca.gov/distoc/projects/slos_piedras/index.htm

Roundabout Benefits

So far, District 5 has implemented three roundabouts on the state highway system in Santa Barbara County and local partners are planning for more throughout the District. Roundabouts are safer, more efficient, less costly and more aesthetically appealing than conventional intersections, according to the Federal Highway Administration. They substantially reduce the types of crashes resulting in injury or loss of life—from 78 to 82 percent compared to conventional stop-controlled and signalized intersections. Safety benefits include reducing the following collision types:

- 37 percent overall
- 75 percent injury
- 90 percent fatality
- 40 percent pedestrian

The likelihood and severity of collisions are reduced as travel speeds are lowered between 15 and 25 mph. The innovative improvement also features a continuous, circular flow of traffic. Motorists yield to other drivers’ only before entering a roundabout; if no other vehicles are present, they continue moving. The mobile traffic helps prevent the incentive to speed up and beat the light as often occurs at more traditional signalized intersections. Roads entering a roundabout are gently curved to direct vehicles into the intersection and travel counterclockwise around the facility.

Photos Source: FHWA

Continued on back
Roundabout continued

The curved roads and one-way travel eliminate the possibility for T-bone and head-on collisions. Roundabouts are adaptable to different locations and come in all shapes and sizes, including oval, teardrop, peanut and dog-bone. They feature small, simple, single-lane facilities along with larger and more complex multi-lanes. They are designed to allow pedestrians to cross one direction of traffic at a time on each leg. The fewer conflict points for vehicles and pedestrians—plus slower speeds, well-defined crossings and splitter islands—result in motorists yielding to those on foot.

At roundabouts, bicyclists have the option to either take the lane as a vehicle or pedestrian on the shared use path around the facility. Recent nationwide safety research has not yet noted any substantial problems for bicyclists. Some studies show these improvements generate significantly less air pollution from vehicles compared to a stop-controlled intersection. They are also more cost-effective with the following benefits: safety, life-cycle, fewer travel delays, reduction of effective with the following benefits: safety, life-cycle, fewer travel delays, reduction of greenhouse gas emissions, and less right-of-way requirement for vehicles.

Recent nationwide safety research has not yet noted any substantial problems for bicyclists. Some studies show these improvements generate significantly less air pollution from vehicles compared to a stop-controlled intersection. They are also more cost-effective with the following benefits: safety, life-cycle, fewer travel delays, reduction of fuel consumption and greenhouse gas emissions, and less right-of-way requirement for vehicles.

Transportation Asset Management Plan

The 2018 draft Transportation Asset Management Plan provides a framework for addressing performance gaps, prioritizing actions and instituting business practices streamlining asset management activities. The main goals include strengthening local, regional and state coordination and improving transportation infrastructure management through transparent information. Caltrans produced the living document through extensive statewide public outreach. It will be regularly updated with performance outcomes and consistency with the 2017 State Highway System Management Plan’s 10-year project plan. More information: http://www.dot.ca.gov/assetmgmt/tam_plan.html

Planning Sustainable Communities

Caltrans recently awarded the following transportation planning grants in District 5:

**Sustainable Communities**:

- TAC – Seaside and Marina Complete Streets Plan, $362k.
- City of Guadalupe – Mobility and Revitalization Plan, $206k.
- City of Watsonville – Complete Streets Plan, $321k.
- Santa Cruz County Health Services Agency – Complete Streets to Schools Plan, $367k.

Climate Change Vulnerability

Caltrans recently released its first Climate Change Vulnerability Assessment detailing potential impacts to the state highway system in the San Francisco Bay Area. This is the first of 12 studies planned to cover each Caltrans District. The online report discusses the effects of rising sea levels and higher storm surges, more frequent wildfires, changing precipitation patterns and increasing temperatures. It also provides data to address changes in planning, design, construction, operations and maintenance. Overall, the assessment seeks to guide future planning processes and investments ensuring the long-term future of the state’s transportation system. District 5’s assessment awaits more elevation data, and is scheduled for release in spring 2019. More information: http://www.dot.ca.gov/paffairs/pr/2017/prs/17pr32.html

**SB 1 provided $25 million statewide for 2017-2018 local transportation planning grants**

These successful grants were funded through the recently enacted Senate Bill 1, the Road Repair and Accountability Act, for maintaining and integrating the state’s multimodal transportation system. This funding adds to the Sustainable Transportation Planning Grant Program.

Call for Projects

A call for projects is under way for the 2018/2019 Transportation Planning Grants, which include Sustainable Communities (529.5 million), Strategic Partnerships (4.5 million) and Adaptation Planning (57 million). Successful projects directly benefit the multimodal transportation system by improving public health, social equity, the environment and community livability. Deadline to submit applications to Caltrans is Friday, Feb. 23, 2018. Online applications, guidelines and more information: http://www.dot.ca.gov/hq/tpp/grants.html
## CONSTRUCTION PROJECTS

<table>
<thead>
<tr>
<th>Project</th>
<th>Location/ Post Mile (PM)</th>
<th>Description</th>
<th>Construction Timeline</th>
<th>Construction Cost</th>
<th>Funding Source</th>
<th>Project Manager (Resident Engineer)</th>
<th>Contractor</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Highway 17 Storm Water Mitigation (0Q600)</td>
<td>Slightly north of the fishhook to Sims Road (PM 0.7-1.4)</td>
<td>Construct multiple storm water mitigation improvements</td>
<td>Winter 2017- Summer 2020</td>
<td>$7.4 million</td>
<td>SHOPP</td>
<td>Doug Hessing (DP)</td>
<td>Graniterock, Watsonville, CA</td>
<td>Periodic closures will occur in the right southbound lane mostly during overnight hours. Work is expected daily from 6 a.m. to 5 p.m. from September through May 2018.</td>
</tr>
<tr>
<td>2. Highway 17 Shoulder Widening and Concrete Guardrail (0T980)</td>
<td>South of Sugarloaf Road to slightly south of Laurel Road (PM 8.3-9.4)</td>
<td>Widen shoulder and install concrete guardrail</td>
<td>Spring 2016- Winter 2018</td>
<td>$6.2 million</td>
<td>SHOPP</td>
<td>Doug Hessing (DP)</td>
<td>Granite Construction, Watsonville, CA</td>
<td>Project is scheduled for completion in February 2018.</td>
</tr>
<tr>
<td>3. Highway 236 Resurfacing (1F340)</td>
<td>From Boulder Creek to Waterman Gap (PM 0.0-16.0)</td>
<td>Resurface the existing roadway</td>
<td>Fall 2016- Winter 2017/2018</td>
<td>$3.5 million</td>
<td>Maintenance</td>
<td>Kelly McClain (KB)</td>
<td>Graniterock, Watsonville, CA</td>
<td>Punch list work anticipated to be completed in February 2018.</td>
</tr>
<tr>
<td>4. Highway 129 Open Grade Overlay and Metal Beam Guardrail Upgrade (1F030)</td>
<td>From just east of Watsonville to School Road (PM 1.8/9.9 &amp; SBt PM 0.0/0.4)</td>
<td>Place open graded friction course and replace, raise, and update the existing metal beam guardrail and end treatments</td>
<td>Fall 2017 - Summer 2018</td>
<td>$5.5 million</td>
<td>SHOPP</td>
<td>Doug Hessing (KB)</td>
<td>Graniterock, Watsonville, CA</td>
<td>Westbound locations are now complete and work on eastbound locations has commenced. Project completion estimated for Summer 2018.</td>
</tr>
</tbody>
</table>
### Projects in Development

<table>
<thead>
<tr>
<th>Project</th>
<th>Location/Post Mile (PM)</th>
<th>Description</th>
<th>Construction Timeline</th>
<th>Estimated Construction Cost</th>
<th>Funding Source</th>
<th>Project Manager</th>
<th>Phase</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>5. Highway 1 Pavement Overlay</td>
<td>From North Aptos underpass to State Route (SR) 9 (PM 10.2-17.5)</td>
<td>Pavement overlay</td>
<td>2018</td>
<td>$14.9 million</td>
<td>SHOPP</td>
<td>Luis Duazo</td>
<td>Design</td>
<td>Project is on schedule.</td>
</tr>
<tr>
<td>6. Highway 1/Highway 17 Ramp Safety Improvements</td>
<td>From just south of the fishhook to just south of Pasatiempo overcrossing (PM 16.7)</td>
<td>Construct ramp safety improvements</td>
<td>2019</td>
<td>$5.8 million</td>
<td>SHOPP</td>
<td>Luis Duazo</td>
<td>PA&amp;ED</td>
<td>Project is on schedule.</td>
</tr>
<tr>
<td>7. Highway 9 Shoulder Widening, Guardrail Upgrades, and Center Rumble Strips</td>
<td>In Castle Rock State Park, from 5 miles south of SR 35 to 3.5 miles south of SR 35 (PM 22.1-23.8)</td>
<td>Shoulder widening, guardrail upgrades, and center rumble strips</td>
<td>2018</td>
<td>$7.7 million</td>
<td>SHOPP</td>
<td>Doug Hessing</td>
<td>PA&amp;ED</td>
<td>Project is scheduled to advertise for construction in summer 2018.</td>
</tr>
<tr>
<td>9. Highway 129/Lakeview Road Intersection Improvements</td>
<td>Near Watsonville, at Lakeview Road (PM 1.4)</td>
<td>Construct roundabout and improve street lighting</td>
<td>2020</td>
<td>$4.5 million</td>
<td>SHOPP</td>
<td>Luis Duazo</td>
<td>PA&amp;ED</td>
<td>Project is on schedule.</td>
</tr>
<tr>
<td>10. Highway 129/Carlton Road Intersection Improvements</td>
<td>Near Watsonville from slightly west to slightly east of Carlton Road (PM 3.2-3.5)</td>
<td>Realign Carlton Road and construct a new intersection with left-turn channelization</td>
<td>2018</td>
<td>$2 million</td>
<td>SHOPP</td>
<td>Doug Hessing</td>
<td>Design</td>
<td>Project is scheduled to advertise for construction in spring 2018.</td>
</tr>
<tr>
<td>11. Highway 152 Americans with Disabilities Act (ADA)</td>
<td>Near Watsonville from Wagner Avenue to south of Holohan Road (PM 1.3-R2.0)</td>
<td>Install sidewalks for ADA compliance</td>
<td>2018</td>
<td>$1.9 million</td>
<td>SHOPP</td>
<td>Luis Duazo</td>
<td>Design</td>
<td>Project is on schedule.</td>
</tr>
</tbody>
</table>
February 2, 2018

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

Dear Mr. Dondero:

UPDATE OF THE STATE HIGHWAY OPERATION AND PROTECTION PROGRAM (SHOPP) FOR DISTRICT 5

The California Department of Transportation (Caltrans) District 5 would like to share with your agency the current status of SHOPP programming in Santa Cruz County.

Caltrans is responsible for maintaining and operating about 50,000 lane-miles of the state highway system, the backbone of California’s transportation infrastructure. This includes monitoring the condition and operational performance of the highways through periodic inspections, traffic studies and system analysis. The SHOPP is funded through the State Highway Account supporting the State’s priority for preserving the existing infrastructure.

Caltrans identifies the highest priority projects for SHOPP funding to meet its performance objectives. For projects in Santa Cruz County that are currently programmed in the SHOPP as of January, 2018 see Attachment 1. For projects currently under development for the 2020 SHOPP see Attachment 2. To view the 2020 SHOPP geographically via a WebViewer please use this link.

We look forward to discussing the SHOPP with you. We also request that you identify any regionally or locally funded projects that we should be aware of to streamline delivery timeframes, maximize benefits and minimize impacts to the traveling public.

Please share this information with your member agencies, and encourage them to contact the appropriate project manager on individual projects. For more information, please contact Garin Schneider at 805-549-3640 or email Garin.Schneider@dot.ca.gov.
Sincerely,

For
AILEEN K. LOE
Deputy District Director
Planning and Local Assistance

Attachments
1. Programmed SHOPP Projects
2. 2020 Candidate SHOPP Project List and Map

“Caltrans improves mobility across California”
# PROGRAMMED/FUNDED SHOPP PROJECTS in Santa Cruz County

## Jan 2018 Semi-Annual List

<table>
<thead>
<tr>
<th>Route</th>
<th>Post Miles</th>
<th>EA Project Identifier</th>
<th>PPNO</th>
<th>Project Description</th>
<th>Project Name</th>
<th>Current Project Phase</th>
<th>Ready To List (Target)</th>
<th>Project Manager Phone #</th>
<th>Email</th>
<th>Cost ($1,000)</th>
</tr>
</thead>
<tbody>
<tr>
<td>129</td>
<td>9.5/10.0</td>
<td>07540</td>
<td>2285</td>
<td>In Santa Cruz County, west of Chittenden Road. Improve roadway alignment.</td>
<td>Hwy 129 Realignment</td>
<td>CON</td>
<td>4/1/2015(A)</td>
<td>Doug Hessing 805-549-3386</td>
<td><a href="mailto:doug.hessing@dot.ca.gov">doug.hessing@dot.ca.gov</a></td>
<td>$5,830 Award/$101</td>
</tr>
<tr>
<td>VAR</td>
<td>VAR</td>
<td>1G190</td>
<td>2589</td>
<td>In Santa Barbara, Monterey, San Benito, San Luis Obispo and Santa Cruz counties at various locations. Replace overhead signs with retro-reflective sheeting. (Project in SB; some work in SCr)</td>
<td>Replace Overhead Signs</td>
<td>CON</td>
<td>5/26/2015(A)</td>
<td>Aaron Henkel 805-549-3084</td>
<td><a href="mailto:aaron.henkel@dot.ca.gov">aaron.henkel@dot.ca.gov</a></td>
<td>$2,307 Award/$5</td>
</tr>
<tr>
<td>VAR</td>
<td>VAR</td>
<td>0J490</td>
<td>4900</td>
<td>In Santa Barbara, Monterey, San Benito, Santa Cruz, and San Luis Obispo counties at various locations. Upgrade highway signs and lighting. (Project in SB; some work in SCr)</td>
<td>Exit Retrofit Signs</td>
<td>CON</td>
<td>5/12/2015(A)</td>
<td>Lisa Lowerson 805-542-4764</td>
<td><a href="mailto:lisa.lowerson@dot.ca.gov">lisa.lowerson@dot.ca.gov</a></td>
<td>$5,990 Award/$0</td>
</tr>
<tr>
<td>18</td>
<td>0.7/1.4</td>
<td>00600</td>
<td>1989</td>
<td>In Santa Cruz, from 0.7 mile north of Route 1/17 Separation to Buvalin Park Undercrossing. Storm water mitigation.</td>
<td>Hwy 17 Storm Water Mitigation</td>
<td>CON</td>
<td>5/2/2016(A)</td>
<td>Doug Hessing 805-549-3386</td>
<td><a href="mailto:doug.hessing@dot.ca.gov">doug.hessing@dot.ca.gov</a></td>
<td>$6,499 Award/$37</td>
</tr>
<tr>
<td>1</td>
<td>R7.5/17.4</td>
<td>1C100</td>
<td>2358</td>
<td>In and near the city of Santa Cruz, on Route 1, also on Route 17 (PM 0.0/6.3) at various locations. Construct roadside paving, access gates, and relocate facilities.</td>
<td>Santa Cruz Worker Safety</td>
<td>CON</td>
<td>6/29/2016 (A)</td>
<td>Luis Duazo 805-542-4678</td>
<td><a href="mailto:luis.duazo@dot.ca.gov">luis.duazo@dot.ca.gov</a></td>
<td>$1,767 Vote/$0</td>
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<tr>
<td>17</td>
<td>8.3/9.4</td>
<td>0T980</td>
<td>2311</td>
<td>Near Scotts Valley, from south of Sugarloaf Road to 0.1 mile south of Laurel Road. Shoulder widening and concrete guardrail.</td>
<td>Hwy 17 Shoulder Widening and Concrete Guardrail</td>
<td>CON</td>
<td>6/25/2015(A)</td>
<td>Doug Hessing 805-549-3386</td>
<td><a href="mailto:doug.hessing@dot.ca.gov">doug.hessing@dot.ca.gov</a></td>
<td>$6,428 Award/$250</td>
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<tr>
<td>129</td>
<td>1.8/9.5</td>
<td>1F030</td>
<td>2476</td>
<td>Near Watsonville, from east of Lakeview Road to west of Old Chittenden Road, also from the Santa Cruz/San Benito County line to School Road (PM 0.0/4). Place open graded friction pavement and upgrade guardrail (Project in SCR; some work in SBI)</td>
<td>129 Open Grade Overlay and MBGR Upgrade</td>
<td>CON</td>
<td>10/17/16(A)</td>
<td>Doug Hessing 805-549-3386</td>
<td><a href="mailto:doug.hessing@dot.ca.gov">doug.hessing@dot.ca.gov</a></td>
<td>Suballocated Suballocated $3,814 Vote/$61</td>
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### Programmed in 14/15 FY

### Programmed in 15/16 FY

### Programmed in 16/17 FY

### Programmed in 17/18 FY

### Programmed in 17/18 FY

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<tr>
<th>Mon, SCR, SBt - Var</th>
<th>EA Project Identifier</th>
<th>PPNO</th>
<th>Project Description</th>
<th>Project Name</th>
<th>Current Project Phase</th>
<th>Ready To List (Target)</th>
<th>Project Manager Phone #</th>
<th>Email</th>
<th>Cost ($1,000)</th>
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<tr>
<td>Various</td>
<td>10910</td>
<td>05150000136</td>
<td>N/A</td>
<td>In Monterey, Santa Cruz and San Benito Counties, on various routes at various locations. Signs. (Project in SCR; some work in SBI)</td>
<td>North District One Way Signs</td>
<td>PS&amp;E/RW</td>
<td>1/10/2018</td>
<td>Aaron Henkel 805-549-3084</td>
<td><a href="mailto:aaron.henkel@dot.ca.gov">aaron.henkel@dot.ca.gov</a></td>
</tr>
<tr>
<td>17</td>
<td>0.1/0.4</td>
<td>1C670</td>
<td>0512000194</td>
<td>2422</td>
<td>Near the city of Santa Cruz, from southbound exit ramp to Route 1 to entrance ramp from Pasatiempo Drive. Widen shoulder and construct retaining wall.</td>
<td>Pasatiempo Shoulder Widening</td>
<td>PS&amp;E/RW</td>
<td>4/22/2018</td>
<td>Luis Duazo 805-542-4678</td>
</tr>
</tbody>
</table>

**NOTE:** For general information about the SHOPP program contact Sherri Martin at (805) 549-3788 or sherri.martin@dot.ca.gov

List is provided in January and July of each year.

*RTL=Actual (target achieved)
### PROGRAMMED/FUNDED SHOPP PROJECTS in Santa Cruz County

**Jan 2018 Semi-Annual List**

<table>
<thead>
<tr>
<th>Route</th>
<th>Post Miles</th>
<th>EA</th>
<th>PPNO</th>
<th>Project Identifier</th>
<th>Project Description</th>
<th>Current Project Phase</th>
<th>Ready To List (Target)</th>
<th>Project Manager Phone #</th>
<th>Email</th>
<th>Cost ($1,000)</th>
<th>CON/RW</th>
</tr>
</thead>
<tbody>
<tr>
<td>129</td>
<td>3.0/3.5</td>
<td>1F350</td>
<td>0513000103</td>
<td>2506</td>
<td>Near Watsonville, realign Carlton Road. Construct a new intersection and a left-turn channelization.</td>
<td>Hey 129/Carlton Rd. Accel and Decel Lanes</td>
<td>PS&amp;E/RW</td>
<td>3/20/2018</td>
<td>Doug Hessing 805-549-3386</td>
<td><a href="mailto:doug.hessing@dot.ca.gov">doug.hessing@dot.ca.gov</a></td>
<td>$2,700/$457</td>
</tr>
<tr>
<td>9</td>
<td>22.1/23.8</td>
<td>1C650</td>
<td>0512000185</td>
<td>2418</td>
<td>In Castle Rock State Park, from 5 miles south to 3.3 miles south of Route 35. Widen shoulders, replace guardrail and construct centerline rumble strips.</td>
<td>Hey 9 Shoulder Widening, Guardrail Upgrades, and Center Rumble Strips</td>
<td>PS&amp;E/RW</td>
<td>5/15/2018</td>
<td>Doug Hessing 805-549-3386</td>
<td><a href="mailto:doug.hessing@dot.ca.gov">doug.hessing@dot.ca.gov</a></td>
<td>$7,658/$20</td>
</tr>
<tr>
<td>1</td>
<td>VAR</td>
<td>1F520</td>
<td>0514000005</td>
<td>2585</td>
<td>Near the city of Santa Cruz, on Routes 1 and 17 at various locations. Bridge rail replacement and upgrades.</td>
<td>Santa Cruz Bridge Rails</td>
<td>PS&amp;E/RW</td>
<td>5/31/2018</td>
<td>Luis Diuzao 805-542-4678</td>
<td><a href="mailto:luis.diuza@dot.ca.gov">luis.diuza@dot.ca.gov</a></td>
<td>$4,167/$0</td>
</tr>
<tr>
<td>17</td>
<td>6.0/12.6</td>
<td>1H790</td>
<td>05160000146</td>
<td>2689</td>
<td>In Santa Cruz County, on Routes 1, 9, 35, and 236 in various locations. Emergency Contract project. EFA #05A1960</td>
<td>Sotrm Damage Repair @ multiple sites</td>
<td>CON</td>
<td>N/A</td>
<td>Lance Gorman 805-549-3315</td>
<td><a href="mailto:lance.gorman@dot.ca.gov">lance.gorman@dot.ca.gov</a></td>
<td>$2,500/$0</td>
</tr>
<tr>
<td>9</td>
<td>11.0/11.0</td>
<td>1J400</td>
<td>0517000095</td>
<td>2689</td>
<td>In Santa Cruz County, near Brookdale at PM 11.0. Construct Sidewalk Viaduct.</td>
<td>Brookdale Viaduct</td>
<td>CON</td>
<td>N/A</td>
<td>Zeke Dellamas 805-549-3315</td>
<td><a href="mailto:zeke.dellamas@dot.ca.gov">zeke.dellamas@dot.ca.gov</a></td>
<td>$4,450/$0</td>
</tr>
</tbody>
</table>

**Programmed in 18/19**

<table>
<thead>
<tr>
<th>Route</th>
<th>Post Miles</th>
<th>EA</th>
<th>PPNO</th>
<th>Project Identifier</th>
<th>Project Description</th>
<th>Current Project Phase</th>
<th>Ready To List (Target)</th>
<th>Project Manager Phone #</th>
<th>Email</th>
<th>Cost ($1,000)</th>
<th>CON/RW</th>
</tr>
</thead>
<tbody>
<tr>
<td>VAR</td>
<td>VAR</td>
<td>1G160</td>
<td>0514000118</td>
<td>2590</td>
<td>In Santa Cruz County, on Routes 1, 9, 17, 129, and 152 at various locations. Install Accessible Pedestrian Signals (APS).</td>
<td>Santa Cruz County APS</td>
<td>PS&amp;E/RW</td>
<td>1/11/2019</td>
<td>Mike Lew 805-549-3227</td>
<td><a href="mailto:mike.lew@dot.ca.gov">mike.lew@dot.ca.gov</a></td>
<td>$1,700/$11</td>
</tr>
<tr>
<td>1</td>
<td>R0.0/R8.1</td>
<td>1C980</td>
<td>0513000021</td>
<td>2452</td>
<td>In Santa Cruz and Monterey Counties, from south of Salinas Road to south of Larkin Valley Road Undercrossing. Construct maintenance vehicle pull outs, repairing guardrail, improve gate access and relocate irrigation equipment. (Project in MON; some work in SCR.)</td>
<td>MON SCR Roadside Safety</td>
<td>PS&amp;E/RW</td>
<td>2/27/2019</td>
<td>Carla Yu 805-549-3794</td>
<td><a href="mailto:carla.yu@dot.ca.gov">carla.yu@dot.ca.gov</a></td>
<td>$2,900/$5</td>
</tr>
<tr>
<td>VAR</td>
<td>VAR</td>
<td>1G310</td>
<td>0513000033</td>
<td>2595</td>
<td>In Monterey, Santa Cruz and San Benito counties, on various routes at various locations. Replace and install advance curve warning signs. (Project in MON; also in SCR &amp; SBT Counties)</td>
<td>Warning Sign Upgrades</td>
<td>PA&amp;ED</td>
<td>5/1/2019</td>
<td>Joe Erwin 805-549-3792</td>
<td><a href="mailto:joe.erwin@dot.ca.gov">joe.erwin@dot.ca.gov</a></td>
<td>$1,852/$48</td>
</tr>
</tbody>
</table>

**NOTE:** For general information about the SHOPP program contact Sherri Martin at (805) 549-3788 or sherri.martin@dot.ca.gov

List is provided in January and July of each year.

* RTL=Actual (target achieved)
## PROGRAMMED/FUNDED SHOPP PROJECTS in Santa Cruz County

### Jan 2018 Semi-Annual List

**Route** | **Post Miles** | **EA Project Identifier** | **PPNO** | **Project Description** | **Project Name** | **Current Project Phase** | **Ready To List (Target)** | **Project Manager Phone #** | **Email** | **Cost ($1,000) CON/RW**
---|---|---|---|---|---|---|---|---|---|---
17 | 0.7/1.4 | 00601 0514000145 | 1989Y | In Santa Cruz, from 0.7 mile north of Route 1/17 Separation to Beulah Park Undercrossing. Landscape mitigation for PPNO 1989. | Hey 17 Source Control Landscape Split | PS&E/RW | 6/5/2019 | Doug Hessing 805-549-3386 | doug.hessing@dot.ca.gov | $507/$0

### Programmed in 19/20

<table>
<thead>
<tr>
<th>Route</th>
<th>EA Project Identifier</th>
<th>PPNO</th>
<th>Project Description</th>
<th>Project Name</th>
<th>Current Project Phase</th>
<th>Ready To List (Target)</th>
<th>Project Manager Phone #</th>
<th>Email</th>
<th>Cost ($1,000) CON/RW</th>
</tr>
</thead>
</table>
| VAR | 1H040 0516000015 | 2034 | In Monterey County and Santa Cruz Counties, on Various Routes and locations.Replace overhead signs. (Project in MON; some work in SCR.) *2018 SHOPP Candidate will be approved 03/2018 CTC meeting. | Box Beam Overhead Signs | PA&ED | 11/22/2019 | Aaron Henkel 805-549-3084 | aaron.henkel@dot.ca.gov | $1,680/$0
| 1,17 | 1H060 051600020 | 2036 | In and near Santa Cruz, from 0.1 mile south of Route 1/17 Separation to 0.4 mile south of Pasatiempo Overcrossing; also on Route 17 (PM 0.0/0.3). Realign southbound Route 17 connector to southbound Route 1. | Construct Ramp Safety Improvements | PA&ED | 11/27/2019 | Luis Duazo 805-542-4678 | luis.duazo@dot.ca.gov | $5,811/$658
| VAR | 1H090 0517000047 | 2735 | In various counties on various routes throughout District 5. Replace failed Traffic Management System (TMS) detection. (Project in MON, SBI, SCR, SLO and SB counties)*SBI. | TMS Detection Repair. | PA&ED | 4/1/2020 | Brandy Rider 805-549-3620 | brandy.rider@dot.ca.gov | $3,200/$21
| 9 | 1F920 0514000075 | 2569 | In and near the city of Santa Cruz, from Route 1 to north of Fall Creek Drive. Stormwater improvements. | SCR 9 South Drainage and Erosion Control Improvements | PA&ED | 5/4/2020 | Doug Hessing 805-549-3386 | doug.hessing@dot.ca.gov | $2,024/$86
| 129 | 10990 0516000010 | 2625 | Near Watsonville, at Lakeview Road. Construct roundabout and improve street lighting. | 129/Lakeview Intersection Project | PA&ED | 6/1/2020 | Luis Duazo 805-542-4678 | luis.duazo@dot.ca.gov | $4,481/$684

### Programmed in 20/21

<table>
<thead>
<tr>
<th>Route</th>
<th>EA Project Identifier</th>
<th>PPNO</th>
<th>Project Description</th>
<th>Project Name</th>
<th>Current Project Phase</th>
<th>Ready To List (Target)</th>
<th>Project Manager Phone #</th>
<th>Email</th>
<th>Cost ($1,000) CON/RW</th>
</tr>
</thead>
</table>
| VAR | 10960 0516000006 | 2628 | In Santa Barbara County, San Luis Obispo, Monterey and Santa Cruz Counties on Routes 1, 101, 129, 135, 156 and 246 at various locations. Install Accessible Pedestrian Signal (APS) push buttons, Countdown Pedestrian Signal (CPS) heads, pedestrian barricades, and crosswalk signage to improve pedestrian and bicycle safety. (Project in MON, SCR, SLO and SB counties). *This is a 2018 SHOPP Candidate which will be approved in 03/2018 CTC meeting. | Pedestrian Signals 32 | PA&ED | 2/1/2021 | Mike Lew 805-549-3227 | mike.lew@dot.ca.gov | $2,232/$16

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List is provided in January and July of each year.

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### PROGRAMMED/FUNDED SHOPP PROJECTS in Santa Cruz County

#### Jan 2018 Semi-Annual List

<table>
<thead>
<tr>
<th>Route</th>
<th>Post Miles</th>
<th>EA Project Identifier</th>
<th>PPNO</th>
<th>Project Description</th>
<th>Project Name</th>
<th>Current Project Phase</th>
<th>Ready To List (Target)</th>
<th>Project Manager Phone #</th>
<th>Email</th>
<th>Cost ($1,000)</th>
<th>CON/RW</th>
</tr>
</thead>
<tbody>
<tr>
<td>17</td>
<td>31.9/35.7</td>
<td>0200</td>
<td>0512000069</td>
<td>Near Scotts Valley, from 0.06 miles south of Laurel Road to 0.25 miles north of Laurel Road, Construct wildlife overcrossing. (Project in MON, SCR &amp; SBt Counties)</td>
<td>Wildlife Habitat Crossing</td>
<td>PA&amp;ED</td>
<td>2/4/2021</td>
<td>Aaron Henkel 805-549-3084</td>
<td><a href="mailto:aaron.henkel@dot.ca.gov">aaron.henkel@dot.ca.gov</a></td>
<td>$0/$138</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>13.6/15.5</td>
<td>1H470</td>
<td>0516000078</td>
<td>On Route 9 in Santa Cruz County, near boulder Creek, at San Lorenzo River Bridge (PM13.6) and at Kings Creek Bridge (PM 15.5) . Replace Bridges.</td>
<td>San Lorenzo River Bridge &amp; Kings Creek Bridge Replacement</td>
<td>PA&amp;ED</td>
<td>10/18/2021</td>
<td>Doug Hessing 805-549-3386</td>
<td><a href="mailto:doug.hessing@dot.ca.gov">doug.hessing@dot.ca.gov</a></td>
<td>$12,550/$622</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>13.31</td>
<td>1H480</td>
<td>0516000079</td>
<td>In Santa Cruz County in Capitola at Soquel Creek Bridge. Bridge Preventative Maintenance.</td>
<td>Soquel Creek Scour Protection</td>
<td>PA&amp;ED</td>
<td>7/1/2021</td>
<td>Doug Hessing 805-549-3386</td>
<td><a href="mailto:doug.hessing@dot.ca.gov">doug.hessing@dot.ca.gov</a></td>
<td>$2,774/$546</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>8.5/25.5</td>
<td>1G950</td>
<td>0514000005</td>
<td>In Santa Cruz County, near Ben Lomond, from Holiday Lane to 4.7 miles north of the northern junction of Routes 2369. replace failed culverts systems and construct energy dissipators.</td>
<td>Santa Cruz 9 Upper Drainage and Erosion Control Improvements</td>
<td>*PA&amp;ED</td>
<td>3/9/2022</td>
<td>Doug Hessing 805-549-3386</td>
<td><a href="mailto:doug.hessing@dot.ca.gov">doug.hessing@dot.ca.gov</a></td>
<td>$5,361/$271</td>
<td></td>
</tr>
<tr>
<td>152</td>
<td>1.9/R2.0</td>
<td>1F620</td>
<td>0514000039</td>
<td>In Santa Cruz County, near Watsonville, from 0.1 mile east of Beverly Drive to Holohan Road/Cheville Road. Construct pedestrian bridge next to the Corralitos Creek Bridge, concrete barrier, retaining wall, curb, gutter and sidewalk to meet ADA standards.</td>
<td>Corralitos Creek ADA</td>
<td>*PA&amp;ED</td>
<td>5/2/2022</td>
<td>Mike Lew 805-549-3227</td>
<td><a href="mailto:mike.lew@dot.ca.gov">mike.lew@dot.ca.gov</a></td>
<td>$3,205/$247</td>
<td></td>
</tr>
</tbody>
</table>

(A) = Actual date RTL was achieved.

**Minor A Projects**

Note: Construction Award or Vote costs are actuals; otherwise Construction costs are estimates.

NOTE: For general information about the SHOPP program contact Sherri Martin at (805) 549-3788 or sherri.martin@dot.ca.gov

List is provided in January and July of each year.

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### Santa Cruz County
#### Candidate SHOPP Projects
**For the 2020 SHOPP**

<table>
<thead>
<tr>
<th>EA</th>
<th>Category - Project Description</th>
<th>Route</th>
<th>Postmile</th>
<th>Project Location</th>
<th>Project Manager</th>
</tr>
</thead>
<tbody>
<tr>
<td>1J830</td>
<td>Transportation Management Systems (TMS) - Rehab lighting stations, replace sign panels, restore pavement</td>
<td>129</td>
<td>L0.0/0.56</td>
<td>Near Watsonville from Route 129/1 separation to Salsipuedes Creek Bridge.</td>
<td>Doug Hessing (805) 549-3386</td>
</tr>
<tr>
<td>1J960</td>
<td>Transportation Management Systems (TMS) - Remove Thrie beam barrier and install concrete barrier, install lighting at interchanges, install count stations, restore the drainage system.</td>
<td>1</td>
<td>8.2/26</td>
<td>In Santa Cruz County, from 0.5 mile north of Larkin Valley Rd. to Laguna Rd.</td>
<td>Luis Duazo (805) 542-4678</td>
</tr>
<tr>
<td>1K060</td>
<td>Major Damage - Construct viaduct wall extension, restore roadway and facilities, place Water Pollution Control BMPs, required ecological mitigation, and provide temporary traffic control.</td>
<td>9</td>
<td>10.8/10.8</td>
<td>Near Ben Lomond, 0.6 mile south of California Drive Street.</td>
<td></td>
</tr>
<tr>
<td>1K070</td>
<td>Major Damage - Construct viaduct wall extension, restore roadway and facilities, install BMP, required mitigation and temporary traffic control</td>
<td>17</td>
<td>8.2/8.2</td>
<td>Near Ben Lomond, 0.6 mile south of California Drive Street.</td>
<td></td>
</tr>
<tr>
<td>1K110</td>
<td>Major Damage - Construct sidehill Viaduct, restore roadway and facilities, install BMP and mitigation measures, required mitigation and temporary traffic control</td>
<td>9</td>
<td>4/4</td>
<td>Near the City of Santa Cruz, 0.75 mile south of Glengarry Road.</td>
<td></td>
</tr>
<tr>
<td>1K120</td>
<td>Major Damage - Construct sidehill viaduct, restore roadway and facilities, place Water Pollution Control BMPs, required ecological mitigation, and provide temporary traffic control.</td>
<td>9</td>
<td>1/1</td>
<td>Near the City of Santa Cruz, 0.5 mile north of Vernon Street.</td>
<td></td>
</tr>
<tr>
<td>1K130</td>
<td>Major Damage - Construct tieback wall, restore roadway and facilities, place Water Pollution Control BMPs, erosion control, and required mitigation, and provide temporary traffic control.</td>
<td>9</td>
<td>19.97/19.97</td>
<td>Near Boulder Creek, 1.1 mile south of 236/9 junction.</td>
<td></td>
</tr>
<tr>
<td>1K140</td>
<td>Major Damage - Construct soldier pill wall, restore roadway and facilities, install Water Pollution Control BMP and mitigation measures and temporary traffic control</td>
<td>9</td>
<td>15/15</td>
<td>In Santa Cruz County near Boulder Creek at Spring Creek Road.</td>
<td></td>
</tr>
</tbody>
</table>

Note: For project-specific questions, contact the corresponding project manager.
For general PID program & planning questions contact Garin Schneider at (805) 549-3640

February 2018
AGENDA: March 1, 2018

TO: Regional Transportation Commission (RTC)
FROM: Rachel Moriconi, Senior Transportation Planner
RE: Senate Bill (SB) 1 Updates and Positions

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC):

1. Approve a resolution (Attachment 1) adopting the following positions:
   a) Support Proposition 69, the California Transportation Taxes and Fees Lockbox and Appropriations Limit Exemption Amendment, on the Statewide June 2018 ballot; and
   b) Oppose efforts to repeal the “Road Repair and Accountability Act of 2017” (Senate Bill 1), including the “California Voter Approval for Gas and Vehicle Taxes Initiative” (#17-0033).

BACKGROUND

In 2017, the California Legislature and Governor Brown approved Senate Bill 1: the Road Repair and Accountability Act of 2017 (SB1), providing the first significant, stable, and on-going increase in state transportation funding in more than two decades. SB1 makes new state revenues available for transportation investments across all modes of transportation.

DISCUSSION

Firewall for Senate Bill 1 Transportation Revenues: Proposition 69 (June 2018)

In order to ensure that SB1 funds are not diverted for non-transportation purposes, the legislative package that included SB1 also included Assembly Constitutional Amendment 5 (ACA5) – which is now on the June 2018 statewide ballot as Proposition 69: the California Transportation Taxes and Fees Lockbox and Appropriations Limit Exemption Amendment. Proposition 69 would lockbox new or increased revenues for transportation purposes, with no possibility of being used for other purposes. Specifically it would require that revenue from the diesel sales tax be deposited into the Public Transportation Account, which distributes funds for mass transportation and rail systems, and require that the Transportation Improvement Fee (TIF) be spent on public streets and highways and public transportation systems. The state constitution already prohibits the legislature from using gasoline excise tax revenue or diesel excise tax revenue for general non-transportation purposes.
Since SB 1 passed, staff has followed its implementation closely and the RTC has selected projects to receive the region’s formula shares of near term SB1 revenues appropriated through the State Transit Assistance program (STA), STA-State of Good Repair program (SOGR), State Transportation Improvement Program (STIP), and Local Partnership Program (LPP). Santa Cruz METRO will be able to purchase lower emission replacement buses needed to maintain service. Local cities and the County of Santa Cruz have also begun implementing $7 million in roadway maintenance and reconstruction funded by SB1 (Attachment 2). SB1 funds are an essential part of the local jurisdictions’ capital improvement programs. Cities have also used these SB 1 funds to provide local match to leverage grant funds and advance implementation of planned projects by providing funding for design and environmental documentation. The County and City of Santa Cruz are also using their SB1 funds to provide the match required to secure storm damage repair grants.

The State Transportation Improvement Program (STIP) also demonstrates the difference SB1 is making. In 2016, $1.5 billion in projects were delayed or deleted from the STIP--despite a robust economy. But in the first "post SB1" fund estimate, the California Transportation Commission (CTC) will be able to add $2.2 billion to the STIP through FY22/23 (including the $17.5 million for Santa Cruz County projects that were programmed by the RTC in December 2017). Approximately $2 out of every $3 dollars in the STIP is available due to Senate Bill 1.

SB1 also makes over $1 billion in competitive funding available statewide annually. Bicycle and pedestrian safety projects near Watsonville High School and along the San Lorenzo River in Santa Cruz have already secured some of these competitive funds. Projects expected to be funded from the competitive programs in the next five years include: projects that improve traffic flow on Highway 1 and Highway 17; safety projects on state highways; active transportation projects in each jurisdiction, including the rail trail, bicycle and pedestrian improvements along Highway 9 in San Lorenzo Valley, and the Harkins Slough Road Bicycle/Pedestrian Bridge connecting Green Valley Road and Pajaro Valley High School. Staff from RTC and several local jurisdictions provided a tour to CTC staff in January to highlight several of these critical bicycle and pedestrian projects. Maps and lists of projects that have been approved for SB1 funds statewide are online at:

www.rebuildingca.ca.gov

Threats to SB1 Transportation Funding

Unfortunately, new SB1 revenues have been threatened and a repeal of SB 1 may be on the state ballot in November 2018 - the California Voter Approval for Gas and Vehicle Taxes Initiative (Initiative). The official title of the proposed Initiative states: “Eliminates recently enacted road repair and transportation funding by repealing revenues dedicated for those purposes. Requires any measure to enact certain vehicle fuel taxes and vehicle fees to be submitted to and approved by the electorate. Initiative constitutional amendment.” The approved summary is: “Repeals a 2017 transportation law’s tax and fee provisions that pay for repairs and improvements to local roads, state highways, and public transportation. Requires the Legislature to submit any measure enacting specified taxes or fees on gas or
diesel fuel, or on the privilege to operate a vehicle on public highways, to the electorate for approval.” Proponents of the Initiative have until May 21, 2018 to gather required signatures, at which point it would qualify to be placed on the November 6, 2018 General Election ballot.

As previously discussed, SB 1 is providing public agencies throughout California with much-needed funding to maintain transportation infrastructure and build projects. Without SB 1 funding, the backlog of necessary transportation projects in Santa Cruz County and the rest of the state will continue on the unsustainable path it has been on for the past two decades. Further, if passed, the Initiative will henceforward require a majority vote of Californians to increase transportation revenues once passed by two-thirds of the California State Legislature.

Given the importance of stable funding to address the backlog of road repair, transit system maintenance, bicycle, pedestrian, and mobility projects in Santa Cruz County and due to the risk of local agencies losing funds for critically important transportation projects, staff recommends that the RTC approve a resolution (Attachment 1) expressing its support for Proposition 69 and opposing efforts to repeal Senate Bill 1 transportation funding.

Other Funding
While Senate Bill 1 provides new state funds to address some of the backlog of transportation funding needs in Santa Cruz County and California, as well as more stable funding for the State Transportation Improvement Program (STIP), it is still not enough to address all of the regional and local transportation needs. The RTC’s federal legislative platform also recognizes that the Federal Highway Trust Fund needs to be stabilized and staff is monitoring federal proposals that could increase and stabilize funding for local transportation projects.

SUMMARY

Given the backlog of road repair, transit system maintenance, bicycle, pedestrian, and mobility projects in Santa Cruz County and due to the risk of local agencies losing funds for critically important transportation projects, staff recommends that the RTC support Proposition 69 to lockbox new Senate Bill 1 transportation revenues and oppose efforts to repeal Senate Bill 1 transportation funding.

Attachments:
1. Resolution
2. Senate Bill 1 Local Streets and Roads projects
RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of March 1, 2018
on the motion of Commissioner
duly seconded by Commissioner

A RESOLUTION SUPPORTING PROPOSITION 69 ON THE JUNE 2018 BALLOT TO PRESERVE
TRANSPORTATION FUNDING AND OPPOSING EFFORTS TO REPEAL
THE ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017 (SB 1)

WHEREAS, a safe, reliable multimodal local transportation network is necessary for
economic vitality; provides access to homes, schools, healthcare, and businesses; is utilized by
drivers, buses, people walking, bicyclists, trains and trucks; and is important to the overall
quality of life for all Santa Cruz County residents; and

WHEREAS, the condition of the local transportation network is deteriorating at an
increasing rate and cities and counties in California are facing a funding shortfall of $73 billion
over the next 10-years to repair and maintain in a good condition the local streets and roads
system, the State Highway System has $57 million worth of deferred maintenance, and
California’s local public transportation agencies face a 10-year, $72 billion shortfall when
comparing available funding to the actual transit capital and operating needs for rehabilitating
transit systems and expanding service;

WHEREAS, SB 1 – the Road Repair and Accountability Act of 2017 – the state's first
significant stable investment in transportation in California in over twenty years, will provide
long-term, dedicated transportation funding to rehabilitate and maintain local streets, roads,
and highways, make critical, life-saving safety improvements, repair and replace aging bridges
and culverts, invest in public transportation, and increase mobility options including bicycle and
pedestrian facilities, with the revenues split equally between state and local projects; and

WHEREAS, SB 1 contains strong accountability and transparency provisions to ensure
the public knows how their tax dollars are being invested and the corresponding benefits to
their community including annual project lists that identify planned investments and annual
expenditure reports that detail multi-year and completed projects; and

WHEREAS, SB 1 requires the State to cut bureaucratic redundancies and red tape to
ensure transportation funds are spent efficiently and effectively, and also establishes the
independent office of Transportation Inspector General to perform audits, improve efficiency
and increase transparency; and

WHEREAS, Proposition 69 on the June 2018 ballot would add additional protections for
taxpayers by preventing the State Legislature from diverting or raiding any new transportation
revenues for non-transportation improvement purposes; and
WHEREAS, there is also a proposed ballot measure aimed for the November 2018 ballot (Attorney General #17-0033) that would repeal the new transportation revenues provided by SB 1 and make it more difficult to increase funding for state and local transportation improvements in the future; and

WHEREAS, this proposed November proposition would halt critical investments in local road, transit and highway projects in our community.

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

1. The Santa Cruz County Regional Transportation Commission (RTC) hereby supports Proposition 69, the June 2018 constitutional amendment to prevent new transportation funds from being diverted for non-transportation purposes; and

2. The RTC can be listed as a member of the Coalition to Protect Local Transportation Improvements, a diverse coalition of local government, business, labor, transportation and other organizations throughout the state, in support of Proposition 69 and in opposition to the repeal of SB1; and

3. The RTC hereby opposes the proposed November ballot proposition (Attorney General #17-0033) and other efforts that would repeal Senate Bill 1 transportation funds and make it more difficult to raise state and local transportation funds in the future.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

ABSENT: COMMISSIONERS

ATTEST:

---------------------------------  ---------------------------------
George Dondero, Secretary         John Leopold, Chair

s:\resoluti\2018\res0318\prop69support-sb1repealopposition-res.docx
<table>
<thead>
<tr>
<th>Agency Name</th>
<th>Project Title</th>
<th>Project Description</th>
<th>Project Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Santa Cruz County</td>
<td>Bear Creek Rd</td>
<td>Large Slipout (75' L) and Damaged 48&quot; Culvert - Recommend EB and WB Traveled Way and Shoulder Reconstruction, Rammed Culvert and Headwall and Retaining Wall (Soldier Pile) Installation</td>
<td>PM 0.20</td>
</tr>
<tr>
<td>Santa Cruz County</td>
<td>Bear Creek Rd</td>
<td>Roadway/Embankment Settling (70' L) - Recommend WB Traveled Way and Shoulder Reconstruction and Retaining Wall (Soldier Pile) Installation</td>
<td>PM 4.99</td>
</tr>
<tr>
<td>Santa Cruz County</td>
<td>Bear Creek Rd</td>
<td>Slipout (25' L) - Recommend EB Travelled Way and Shoulder Reconstruction and Retaining Wall (Soldier Pile) Installation</td>
<td>PM 7.0</td>
</tr>
<tr>
<td>Santa Cruz County</td>
<td>Bear Creek Rd</td>
<td>Large Slipout (102' L) - Recommend EB Travelled Way and Shoulder Reconstruction and Retaining Wall (Soldier Pile) Installation</td>
<td>PM 8.02</td>
</tr>
<tr>
<td>Santa Cruz County</td>
<td>Branciforte Dr</td>
<td>Slipout (15' W x 75' L) - Recommend SB Shoulder Reconstruction, Creek Bank Armoring and Retaining Wall (Soldier Pile) Installation</td>
<td>PM 2.22</td>
</tr>
<tr>
<td>Santa Cruz County</td>
<td>East Zayante Rd</td>
<td>12&quot; Culvert Failure and Slipout (15' L) - Recommend Temporary Creek Diversion, Installation of 18&quot; Culvert and Headwall, Rock Slope Protection and SB Shoulder Reconstruction</td>
<td>PM 4.33</td>
</tr>
<tr>
<td>Santa Cruz County</td>
<td>Glen Haven Rd</td>
<td>Slipout (40' W x 35' L) - Recommend SB Traveled Way and Shoulder Reconstruction, Drainage Improvements and Retaining Wall (Crib) Installation</td>
<td>PM 0.81</td>
</tr>
<tr>
<td>Santa Cruz County</td>
<td>Glen Haven Rd</td>
<td>Slipout (19' W x 100' L) - Recommend NB Traveled Way and Shoulder Reconstruction, New Culvert and Retaining Wall (Soldier Pile) Installation</td>
<td>PM 2.27</td>
</tr>
<tr>
<td>Santa Cruz County</td>
<td>Lompico Rd</td>
<td>Slipout (40' W x 100' L) - Recommend SB Traveled Way and Shoulder Reconstruction and Retaining Wall (Soldier Pile) Installation</td>
<td>PM 0.22</td>
</tr>
<tr>
<td>Santa Cruz County</td>
<td>Lompico Rd</td>
<td>Slipout (15' W x 40' L) - Recommend SB Traveled Way and Shoulder Reconstruction, Rock Slope Protection and 24&quot; Culvert Installation</td>
<td>PM 1.85</td>
</tr>
<tr>
<td>Santa Cruz County</td>
<td>Lompico Rd</td>
<td>Slipout (10' W x 25' L) - Recommend NB Traveled Way and Shoulder Reconstruction and installation of Retaining Wall (Crib)</td>
<td>PM 2.38</td>
</tr>
<tr>
<td>Santa Cruz County</td>
<td>Redwood Lodge Rd</td>
<td>Large Slipout (30' W x 120' L) and Landslide - Recommend Roadway Reconstruction and Retaining Wall (Stitch Pile) Installation</td>
<td>PM 2.02</td>
</tr>
<tr>
<td>Santa Cruz County</td>
<td>Soquel Dr</td>
<td>Slipout (35' L) - Recommend SB Traveled Way and Shoulder Reconstruction, Drainage Improvements, Rock Slope Protection and Retaining Wall (Crib) Installation</td>
<td>Valencia Creek (Aptos Street)</td>
</tr>
<tr>
<td>Santa Cruz County</td>
<td>Soquel San Jose Rd</td>
<td>Large Slipout (24’ W x 115’ L) - Recommend Roadway Reconstruction and Retaining Wall (TBD) Installation</td>
<td>PM 5.91</td>
</tr>
<tr>
<td>Santa Cruz County</td>
<td>Stetson Rd</td>
<td>Slipout (60' W x 200' L) - Recommend EB Traveled Way and Shoulder Reconstruction and Retaining Wall (Soldier Pile) Installation</td>
<td>PM 1.20</td>
</tr>
<tr>
<td>Santa Cruz County</td>
<td>Swanton Rd</td>
<td>8' Concrete Arch Culvert Failure and Slipout (54' L) - Recommend Temporary Creek Diversion System, SB Traveled Way and Shoulder Reconstruction and Retaining Wall (Soldier Pile) Installation</td>
<td>PM 0.72</td>
</tr>
<tr>
<td>Santa Cruz County</td>
<td>Valencia Rd</td>
<td>9' Culvert Failure and Roadway/Embankment Settling - Recommend Installation of Temporary Bridge, Replacement of Existing Culvert with a Box Culver and Roadway Reconstruction</td>
<td>PM 0.04 (Trout Creek)</td>
</tr>
<tr>
<td>Capitola</td>
<td>Highway 1 Interchange Bike Lane Improvements</td>
<td>Bike lane improvements to install green bike lanes</td>
<td>41st Ave, Bay Ave, and Park Ave interchanges with Highway 1</td>
</tr>
<tr>
<td>Santa Cruz</td>
<td>Catch Basin Replacement Program</td>
<td>Upgrade non-standard catch basins with Type B catch basins throughout the city to reduce maintenance requirements and reduce flooding. Priorities based on operational needs.</td>
<td>Citywide</td>
</tr>
<tr>
<td>Agency Name</td>
<td>Project Title</td>
<td>Project Description</td>
<td>Project Location</td>
</tr>
<tr>
<td>-------------</td>
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</tr>
<tr>
<td>Santa Cruz</td>
<td>CMP (Corrugated Metal Pipe) Replacement</td>
<td>Replace corroded and collapsed corrugated metal drainage pipe (CMP) at various locations in the city streets storm drain system.</td>
<td>Citywide</td>
</tr>
<tr>
<td>Santa Cruz</td>
<td>Streetlights, 555 Pacific Ave. to Beach St.</td>
<td>Install 7 decorative streetlights to complete this missing segment of street lighting consistent with Pacific Avenue (Downtown) lighting requirements.</td>
<td>South of Laurel Area on Pacific Avenue</td>
</tr>
<tr>
<td>Santa Cruz</td>
<td>Storm Damage</td>
<td>Local match funding for FEMA and OES eligible funded storm damage restoration projects on the city street and multi-use path system</td>
<td>Upper Park north of DelaVeaga Rd, West Cliff Drive at San Jose, East Cliff Drive at 3rd Ave, Ocean at Plymouth, Parkway north of Allerton</td>
</tr>
<tr>
<td>Santa Cruz</td>
<td>Arterial and Collector Street Reconstruction</td>
<td>Replace sidewalks and access ramps to meet current standards concurrent with reconstructing Arterial and Collector Streets</td>
<td>Cedar Street from Laurel to Lincoln</td>
</tr>
<tr>
<td>Scotts Valley</td>
<td>Pavement Rehabilitation on Green Hills Road</td>
<td>This project will rehabilitate Green Hills Road from Glen Canyon Road to its terminus. The project will include bike lanes, road widening, new curb and gutter, restriping on Glen Canyon Road from Vern Hart Fish Park to Green Hills Road. The project will also include signage and sharrow on South Navarre Drive from Green Hills Road to Grant Creek Road.</td>
<td>The project location is in Scotts Valley, CA, and includes Glen Canyon Road from Flora Lane to Green Hills Road, Green Hills Road from Glen Canyon Road to the northern end at S. Navarre Drive, and S. Navarre Drive from the southern end to Granite Creek Road.</td>
</tr>
<tr>
<td>Watsonville</td>
<td>Bicycle Safety</td>
<td>Bicycle improvements including signage, traffic markings and educational programs</td>
<td>Bridge St (Beck St/East Lake Ave), Green Valley Road (Harkins Slough Rd/city limits); Harkins Slough Rd/Walker St (Green Valley Rd/Riverside Dr); Pennsylvania Dr (Green Valley Rd/Main St); Rodriguez St (Riverside Dr/Main St); West Beach (Lee Rd/Rodrigue St)</td>
</tr>
<tr>
<td>Watsonville</td>
<td>Curb Ramp Replacement</td>
<td>Replace non-standard curb ramps</td>
<td>Green Valley Rd, Westridge Dr</td>
</tr>
<tr>
<td>Watsonville</td>
<td>Downtown Revitalization</td>
<td>Provide complete streets improvements on Main Street and Rodriguez Street including but not limited to pedestrian facilities, bus stops, parking, bicycle facilities and traffic management. Includes design, environmental documentation and construction.</td>
<td>Main Street from West Beach St to Freedom Boulevard</td>
</tr>
<tr>
<td>Watsonville</td>
<td>Elm St (Marchant St to Lincoln St)</td>
<td>Repair and resurface damaged roadway and bike lanes, replace damaged sidewalks, add pedestrian facilities where none exist.</td>
<td>Elm St from Marchant St to Lincoln St</td>
</tr>
<tr>
<td>Watsonville</td>
<td>Freedom Blvd (Airport Blvd to Buena Vista Dr)</td>
<td>Design and Environmental phases to repair and resurface damaged roadway and bike lanes, replace damaged sidewalks, add pedestrian facilities where none exist.</td>
<td>Freedom Blvd from Airport Blvd to Buena Vista Dr</td>
</tr>
<tr>
<td>Watsonville</td>
<td>Freedom Blvd (Green Valley Rd to Airport Blvd)</td>
<td>Repair and resurface damaged roadway and bike lanes, replace damaged sidewalks, add pedestrian facilities where none exist. Includes design.</td>
<td>Freedom Blvd from Green Valley Rd to Airport Blvd</td>
</tr>
<tr>
<td>Watsonville</td>
<td>Freedom Boulevard (Alta Vista to Green Valley Road)</td>
<td>Repair and resurface damaged roadway and bike lanes, replace damaged sidewalks and address accessibility items, as necessary. Includes design.</td>
<td>Freedom Boulevard from Alta Vista to Green Valley Road</td>
</tr>
<tr>
<td>Watsonville</td>
<td>Green Valley Rd (Freedom Blvd to City Limits)</td>
<td>Repair and resurface damaged roadway and bike lanes, replace damaged sidewalks, add pedestrian facilities where none exist. Includes design, environmental documentation and construction.</td>
<td>Green Valley Rd from Freedom Blvd to City Limits</td>
</tr>
<tr>
<td>Watsonville</td>
<td>Green Valley Rd Adaptive Traffic Control System</td>
<td>Provide adaptive traffic control system</td>
<td>Green Valley Rd from Hwy 1 to Carnation Dr</td>
</tr>
<tr>
<td>Watsonville</td>
<td>Green Valley Rd (Struve Slough to Freedom Blvd)</td>
<td>Reconstruct roadway and bike lanes, replace asphalt ped path with curb, gutter sidewalk and ADA compliant curb ramps; upgrade signage and loop detectors.</td>
<td>Green Valley Rd from Struve Slough to Freedom Blvd</td>
</tr>
<tr>
<td>Watsonville</td>
<td>Ohlone Parkway (West Lake Ave to railroad tracks)</td>
<td>Repair and resurface damaged roadway and bike lanes, replace damaged sidewalks, add pedestrian facilities where none exist.</td>
<td>Ohlone Parkway from West Lake Ave to railroad tracks</td>
</tr>
</tbody>
</table>

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<tbody>
<tr>
<td>Watsonville</td>
<td>Pajaro Valley High School Connector Trail (Airport Blvd to Harkins Slough Rd)</td>
<td>Construct 8' wide pedestrian and bike trail. Includes design, environmental documentation and construction.</td>
<td>From Airport Blvd to Harkins Slough Rd</td>
</tr>
<tr>
<td>Watsonville</td>
<td>Pedestrian &amp; Traffic Safety</td>
<td>Educational/safety programs and installation of striping, markers, signage, flashing beacons, curb extensions, speed humps, etc.</td>
<td>Roache Rd, Beach St near Harvest, Harkins Slough Rd</td>
</tr>
<tr>
<td>Watsonville</td>
<td>Rail Trail Pedestrian and Bicycle Trail (Lee Rd to Walker St at West Beach St)</td>
<td>Construct pathway parallel to the railroad tracks: eight-foot width asphalt (hma) and two-foot base rock shoulders on each side. Provide bicycle and pedestrian safety training.</td>
<td>Along existing railroad right of way from Lee Rd to Walker St at West Beach St</td>
</tr>
<tr>
<td>Watsonville</td>
<td>Roadway Maintenance</td>
<td>Provide three coating seal system to preserve existing roadways</td>
<td>Green Valley Rd (Harkins Slough Rd/Home Depot Entrance); Ohlone Parkway (railroad tracks/Main St; Longview Dr (Progress Ave/Pennsylvania Dr); Elm St (Marchant St/Lincoln St; Bridge St (Blackburn St/Beck St)</td>
</tr>
<tr>
<td>Watsonville</td>
<td>Trail Maintenance</td>
<td>Maintain existing trails</td>
<td>All or portions of Bay Breeze, Fed Ex, Stone Creek, Struve Slough, Upper Struve Slough and Watsonville Slough trails</td>
</tr>
</tbody>
</table>

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TO: Regional Transportation Commission (RTC)

FROM: Rachel Moriconi, Senior Transportation Planner

RE: State Funding Updates

RECOMMENDATION

This item is for information only.

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 a variety of state and federal funds. The Regional Transportation Improvement Program (RTIP) for Santa Cruz County is a list of projects which have been selected by the RTC to receive funds over the next five years. The RTIP is typically adopted every two years. Interim amendments are made as needed.

Following a public hearing at its December 7, 2017 meeting, the Regional Transportation Commission (RTC) adopted the 2018 Regional Transportation Improvement Program (RTIP), selecting projects to receive approximately $17 million of the region’s projected share of STIP funds through FY22/23, $3.5 million in Surface Transportation Block Grant Program/Regional Surface Transportation Program Exchange (STBG/RSTPX) funds, $630,000 in Local Partnership Program (LPP) funds and about $1 million of State Transit Assistance (STA) and STA State of Good Repair (SGR) funds. About 85% of the more than $22 million in funds that the RTC programmed were available because of Senate Bill 1 (SB 1).

Larger projects that are able to meet CTC guidelines were submitted to the CTC for the region’s targeted share of STIP funds. After considering proposals from region’s statewide and Caltrans for the Interregional program, the California Transportation Commission (CTC) 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. In recognition that the CTC does not always approve all of the projects submitted by regions, the RTC also approved alternative funding scenarios at its December meeting.

DISCUSSION

The CTC is scheduled to adopt the 2018 State Transportation Improvement Program (STIP) on March 21, 2018. Staff has met with CTC staff to review the RTC proposal. Staff also testified at the CTC’s STIP hearing in January, emphasizing the importance
of the region’s multimodal proposals for STIP funds. Statewide, regional agencies and Caltrans requested $500 million over available capacity in the first two years of the STIP (FY18/19 and FY19/20) and the CTC will have to move some projects to later years.

The preliminary CTC staff recommendations include all of the projects proposed by the RTC over the five year STIP period. This is possible because of the infusion of funds and stability brought to the STIP because of Senate Bill 1. Staff will be working with project sponsors and the CTC to deliver local project as quickly as possible.

Staff anticipates that the CTC will approve its staff’s recommendations. In the unlikely event that CTC staff does not approve new STIP funds for all of the projects proposed by the RTC (Attachment 1), staff will return to the RTC will possible amendments to the Santa Cruz County Regional Transportation Improvement Program (RTIP).

In addition to STIP funds, local agencies have submitted applications for funds available from the statewide competitive pot of Senate Bill 1 Local Partnership Program (LPP) funds for the following projects: Highway 152/Holohan Road Intersection; Glenwood Active Transportation Project near Scotts Valley High School; Green Valley Road Improvement Project in Watsonville; and Santa Cruz Roadway Maintenance and Rehabilitation on Water Street, River Street, Center Street, and Soquel Avenue. The CTC is currently evaluating applications and is expected to select projects to receive the funds on May 16, 2018. Agencies statewide requested $900 million for $300 million in available funds.

SUMMARY

Because of Senate Bill 1, on December 7, 2017, the RTC was able to program $19 million to a variety of transportation projects throughout the county through adoption of the 2018 Regional Transportation Improvement Program (RTIP). The 2018 RTIP included the RTC’s proposal for Santa Cruz County’s share of State Transportation Improvement Program (STIP) funds (approximately $17.5 million) to the California Transportation Commission (CTC). The CTC board is scheduled to adopt the 2018 STIP on March 21, 2018.

Attachment 1: Summary of 2018 STIP Proposal

S:\RTC\TC2018\TC0318\Regular Agenda\STIPupdate\STIPupdateMar2018.doc
### Projects carried over from 2016 STIP

<table>
<thead>
<tr>
<th>Project Sponsor</th>
<th>STIP PPNO</th>
<th>Project Description</th>
<th>Proposed change for 2018 STIP</th>
<th>RTIP #</th>
<th>Total STIP (in $000s)</th>
<th>Summary of Benefits</th>
</tr>
</thead>
<tbody>
<tr>
<td>Santa Cruz</td>
<td>4658</td>
<td>State Routes 1/9 Intersection Improvements</td>
<td>Adds $1,574,000 approved 12/17 and changing past STBG to STIP.</td>
<td>SC 25</td>
<td>2,853</td>
<td>Improve access and safety; reduce congestion and bottleneck, energy use and emissions. Heavily traveled (approx 85K/day), provides access for the UCSC, Santa Cruz west side, Harvey West Business Area and Downtown. Primary transit connection between operations base and revenue service. Improves safety for bicycles and pedestrians. From 2009-2013, 50 collisions occurred within the project extent and the interaction regularly has the highest number of collisions in the city.</td>
</tr>
<tr>
<td>SCCRTC</td>
<td>921</td>
<td>Planning, Programming &amp; Monitoring (PPM)</td>
<td>Adds FY20/21-22/23 funds based on CTC established max. available</td>
<td>RTC 04</td>
<td>589</td>
<td>Ensure that state and federal planning and programming requirements are met, in order for projects to access state and federal funds.</td>
</tr>
<tr>
<td>SCCRTC</td>
<td>73A</td>
<td>Hwy 1 41st Ave-Sequel Ave Auxiliary Lanes and Chanticleer Bike/Ped Bridge</td>
<td>$2M programmed for cost increases on RW and design; changed STBG to STIP for design (using STBG on smaller projects). Will seek SB1 Congested Corridor funds in 2020 cycle for construction.</td>
<td>RTC 24F</td>
<td>6,009</td>
<td>Auxiliary lanes will improve freeway operations by reducing congestion, travel delay and vehicle collisions. The Chanticleer pedestrian/bicycle crossing will promote active travel modes and improve access and safety across Highway 1. This is the busiest section of Highway 1 in the county, carrying over 100,000 vehicles a day. Daily congestion on Highway 1 results in by-pass traffic on local arterials, increased travel times and delay. Project identified as the most beneficial operational improvement that can be made to Highway 1.</td>
</tr>
<tr>
<td>SCCRTC</td>
<td>1968</td>
<td>RT 1 Mar Vista Bike/Ped Overcrossing</td>
<td>$65k STBG changed to STIP. Moves design and construction to later years. FHWA requesting environmental review of Tier 1 document to be completed.</td>
<td>RTC 30</td>
<td>6,779</td>
<td>Improve bicycle and pedestrian access and safety, reduce VMT, and address the division in community cohesion created by Highway 1 bisecting the Aptos community. The pedestrian/bicycle bridge proposed since early 1990s will provide an alternative between the congested Highway 1 Interchanges at Park Avenue and State Park Drive for access to Mar Vista Elementary School and Cabrillo College, and the New Brighton and Sea Cliff State Parks.</td>
</tr>
</tbody>
</table>

### New projects

<table>
<thead>
<tr>
<th>Project Sponsor</th>
<th>STIP PPNO</th>
<th>Project Description</th>
<th>Proposed change for 2018 STIP</th>
<th>RTIP #</th>
<th>Total STIP (in $000s)</th>
<th>Summary of Benefits</th>
</tr>
</thead>
<tbody>
<tr>
<td>SCMTD</td>
<td>2827</td>
<td>METRO Refurbish Buses</td>
<td>New project. FTA eligible.</td>
<td>MTD 23</td>
<td>908</td>
<td>System preservation: Maintains buses in state of good repair to retain service. Refurbishing adds up to 8 years to the useful life of a bus at 40% of the cost for a new replacement bus; new motor reduces greenhouse gas emissions; reduces maintenance costs; passenger amenities help sustain rider experience/ridership.</td>
</tr>
<tr>
<td>SCMTD</td>
<td>2828</td>
<td>METRO ITS Equipment</td>
<td>New project. FTA eligible.</td>
<td>MTD 24</td>
<td>1,400</td>
<td>Provide real-time bus arrival information to ease trip planning, reduce uncertainty, and improve access for bus riders, which may foster increased ridership; reduce operating costs and delays by automating passenger counting equipment; provide stop-level data to enable more effective route planning and deployment of benches, shelters, signage.</td>
</tr>
<tr>
<td>SCMTD</td>
<td>2829</td>
<td>METRO Revenue Vehicle Replacements</td>
<td>New project. Using LPP also. FTA eligible.</td>
<td>MTD 25</td>
<td>870</td>
<td>System preservation: Maintain bus service, improve service reliability, reduce maintenance costs, reduce greenhouse gas emissions, modern buses may attract new riders.</td>
</tr>
<tr>
<td>SCCRTC</td>
<td>2826</td>
<td>Cruz511 Traveler Information and Rideshare Program</td>
<td>New ongoing TDM program.</td>
<td>RTC 02A</td>
<td>333</td>
<td>Reduce traffic congestion, trips, VMT, greenhouse gases and improve health and air quality. Make more efficient use of the existing transportation system by shifting SOV trips to carpool, vanpool, transit, bike and walk. Provide real-time traveler information (traffic), and info on transit, carpool, bicycle and walkways.</td>
</tr>
<tr>
<td>SCCRTC/ Caltrans</td>
<td>0073C</td>
<td>SR1-State Park to Bay/Porter Auxiliary Lanes</td>
<td>New project; environmental review</td>
<td>RTC 24E</td>
<td>1,830</td>
<td>Improve traffic flow, access and reduce collisions by improving merging. Improve pedestrian access across highway. Heavily traveled - over 90,000 vehicles per day. Daily congestion results in by-pass traffic on local arterials.</td>
</tr>
<tr>
<td>Santa Cruz, city</td>
<td>2824</td>
<td>River Street Pavement Rehabilitation</td>
<td>New project</td>
<td>SC 51</td>
<td>775</td>
<td>Preserves existing infrastructure and improves accessibility for a multimodal arterial for all users: auto, trucks, transit, bikes and pedestrians. Method of paving may include cold-in-place recycling which is a more sustainable paving practice.</td>
</tr>
<tr>
<td>Watsonville</td>
<td>2825</td>
<td>Freedom Blvd Reconstruction (Alta Vista Ave to Davis Rd)</td>
<td>New project</td>
<td>WAT 45</td>
<td>1,550</td>
<td>System preservation (PCI 58) on major arterial (ADT 24,000). ADA upgrades. Sharrows/signage to improve bike safety, crossing feature to improve pedestrian safety.</td>
</tr>
<tr>
<td>County of Santa Cruz</td>
<td>2821</td>
<td>Highway 17 to Soquel Corridor Roadway Preservation</td>
<td>New project</td>
<td>CO 83</td>
<td>800</td>
<td>System preservation: ADT varies - Soquel-SJ Rd (8400) to lows on Laurel Glen &amp; Mt View (840); PCI also varies 10-79 on varying sections of 9.9mi of roads. Several routes had increased use due to closures of other roadways after winter 2017 storms.</td>
</tr>
<tr>
<td>County of Santa Cruz</td>
<td>2823</td>
<td>Scotts Valley Area Routes Roadway Preservation</td>
<td>New project</td>
<td>CO 85</td>
<td>832</td>
<td>System preservation: ADT (PCI) Mt. Hermon: 19,330 (41-62); Lockwood: 3900 (24); Graham Hill: 17,500 (36). Provide access from SLV to Hwy 17 and Scotts Valley.</td>
</tr>
<tr>
<td>County of Santa Cruz</td>
<td>2822</td>
<td>Zayante Road Corridor Roadway Preservation</td>
<td>New project</td>
<td>CO 86</td>
<td>950</td>
<td>System preservation. ADT~7600; PCI 0-62. Links communities to SR35, SR9 and SR17.</td>
</tr>
</tbody>
</table>
AGENDA: March 1, 2018

TO: Regional Transportation Commission

FROM: George Dondero, Executive Director
Chris Coburn, Executive Director, Resource Conservation District of Santa Cruz County

RE: Early Mitigation Planning for Transportation Projects in Santa Cruz County

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC) authorize the Executive Director to sign a Memorandum of Understanding (Attachment 1) with local, state, and federal agencies responsible for coordinating watershed-based resource conservation with early mitigation planning for transportation projects in Santa Cruz County.

BACKGROUND

The Federal Transportation Act (SAFETEA-LU) of 2005 required Regional Transportation Plans (RTP) to be developed in consultation with resource agencies for the purpose of previewing mitigation needs, establishing a foundation for mitigation strategies, and identifying potential mitigation areas. The goal of the regional mitigation planning effort is to broaden the perspective on traditional project specific mitigation efforts and increase the opportunity for advancing the highest priority ecological and infrastructure goals of a region. Early collaboration with resource agencies in the development of mitigation strategies and potential mitigation areas has the added benefit of facilitating the permitting process. Permitting is frequently on the critical path to constructing a project following environmental clearance, and may cause delay and unnecessary additional cost.

A prototype agreement to facilitate early mitigation planning was approved for the Elkhorn Slough to address impacts associated with transportation projects in the Monterey County area. In addition to the Transportation Agency for Monterey County, the parties to this agreement included Monterey County, Caltrans and other responsible state and federal resource agencies.

The Elkhorn Slough MOU was seen by many as a model agreement that will benefit project delivery and help fund needed conservation and restoration projects. Taking the Elkhorn MOU as foundation for early mitigation planning, the Resource Conservation District (RCD) of Santa Cruz County initiated discussions with RC staff in 2009. In partnership with the Natural Resources Conservation Services (a division of the United States Department of Agriculture), the RCD works with willing landowners, farmers, and other groups and associations to implement conservation practices throughout the county. Assistance is provided with erosion control measures, drainage and runoff improvements, soil conservation, fire safety, riparian area restoration and similar activities.
In 2003, the RCD received a grant to develop the Integrated Watershed Restoration Program (IWRP) to identify and coordinate the improvement of wildlife habitat and water quality countywide. Working with local, state, and federal resource agencies, the RCD through the IWRP has been able to secure nearly $14 million for the design, permitting, and construction of over 70 high priority conservation/restoration watershed projects throughout the county.

DISCUSSION

Prompted by relationships established through work on the Soquel/Morrissey Auxiliary Lanes project, RTC staff met with staff from Caltrans and the RCD to explore the benefits of establishing an early mitigation planning effort that would benefit a range of transportation projects throughout the county. Building on those discussions, RCD, numerous resource agencies and RTC staff reviewed and amended the Elkhorn Slough Memorandum of Understanding (MOU) to establish early mitigation planning efforts in Santa Cruz County (Attachment 1). This MOU is in essence the quite similar to one that was adopted by the RTC in 2010.

The agreement is intended to bring all interested agencies to the table to discuss mitigation efforts early in the planning process, establish a framework for coordinated mitigation planning including preliminary design and permitting of potential mitigation projects, and position all interested parties to take advantage of cost-effective mitigation strategies in a timely manner. The trust and experience established with state and federal resource agencies through development and implementation of the IWRP has led the RTC and RDC to consider the IWRP as a foundation to further mitigation planning work in Santa Cruz County.

This type of early and coordinated mitigation planning is consistent with the direction provided by SAFETEA-LU and with recent policy developments at Caltrans and with the Metropolitan Transportation Plan (MTP) adopted by the Association of Monterey Bay Governments (AMBAG). Staff believes it is desirable to initiate an early mitigation planning effort for the direct benefit of RTC and its member agencies, as a local initiative to develop a comprehensive conservation strategy that is cost-effective to implement.

The MOU is not binding to the respective boards and commissions; rather it applies to the relationship of the respective agency staff working together to create a comprehensive approach to resource conservation. As such, board and commission decisions may be informed by the consensus approach promoted in the MOU, but are not legally bound by the consensus process promoted in the MOU.

Accordingly, staff recommends that the RTC authorize the Executive Director to sign a Memorandum of Understanding (Attachment 1) with local, state, and federal agencies responsible for coordinating watershed-based resource conservation with early mitigation planning for transportation projects in Santa Cruz County.

Chris Coburn, Executive Director of RCD, will provide some background on how the early mitigation planning work proposed in the MOU is expected to work.
SUMMARY

SAFETEA-LU requires that RTPs consider mitigation needs as part of the long range planning process. The work of the Resource Conservation District (RCD) provides a foundation for advancing early mitigation planning in Santa Cruz County. Staff recommends that the RTC authorize the Executive Director to sign a Memorandum of Understanding (Attachment 1) with local, state, and federal agencies responsible for coordinating watershed-based resource conservation with early mitigation planning for transportation projects in Santa Cruz County. The MOU is not binding to the respective boards and commissions; rather it applies to the relationship of the respective agency staff working together to create a comprehensive approach to resource conservation.

Attachments:
1. Memorandum of Understanding for Early Mitigation Planning for Transportation Projects in Santa Cruz County
MEMORANDUM OF UNDERSTANDING
Early Mitigation for
Transportation Improvements in Santa Cruz County

California Coastal Commission
California State Coastal Conservancy
California Department of Fish and Wildlife
California Department of Transportation
Central Coast Regional Water Quality Control Board
National Marine Fisheries Service
Resource Conservation District of Santa Cruz County
Santa Cruz County Planning Department
Santa Cruz County Department of Public Works
Santa Cruz County Regional Transportation Commission
United States Army Corps of Engineers
United States Environmental Protection Agency
United States Fish and Wildlife Service

A. PREAMBLE

The Santa Cruz County Early Mitigation Partnership (SCCEMP) Memorandum of Understanding (MOU) recognizes the importance of thorough and coordinated planning for California’s future, and the need to both improve transportation and protect valuable environmental resources using an ecosystem approach. Good transportation programming means supplying improvements that support short and long-term economic, environmental and societal goals. Nine Federal resource agencies memorialized this commitment in a 2006 report that encourages ecosystem approaches to developing infrastructure projects.\(^1\) In recognition of the delicate balance required to honor environmental, agricultural, economic, safety and social interests in transportation planning, and to implement mitigation at the regional or local watershed level, the SCCEMP signatories have developed this collaborative advanced mitigation process to be available for transportation projects in Santa Cruz County.

B. PURPOSE

The purpose of the SCCEMP is to support concerted, cooperative, effective and collaborative work among the transportation and resource/regulatory agencies in the transportation planning and

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environmental mitigation processes. This MOU builds on the Integrated Watershed Restoration Program (IWRP) for Santa Cruz County, which facilitates collaboration among local, State, and Federal resource agencies and has established a process to protect valuable ecological resources, habitats and agricultural resources in the County. Additionally, several planning studies completed in recent years, including the Conservation Blueprint for Santa Cruz County and Healthy Lands, Healthy Economies: Nature’s Value in Santa Cruz County further define the County’s natural resource values and conservation priorities. This MOU will build from those efforts with identification of key resources at the earliest stage of transportation improvement planning, and provides a framework to implement coordinated mitigation planning at the beginning of the project development process. The SCCEMP facilitates compliance with Federal, State and Local environmental regulations and requirements established for the protection of ecological resources and agricultural resources, but does not replace review of the action at the individual project level as required by environmental laws or regulations, or assure permit issuance or project endorsement.

Early coordination is expected to result in more efficient and effective planning, a high degree of cooperation among involved agencies, and successful resolution of conflicts. Some of the advantages of early coordination and mitigation planning for impacts to ecological resources and agricultural resources include: eliminating lag time between loss and replacement of resource values; swift utilization of habitat conservation and preservation opportunities; improved conservation of ecological values; more efficient and effective monitoring and evaluation procedures; and improved coordination during permit processing.

The signatories recognize that avoiding and minimizing ecological resources impacts and agricultural impacts onsite are always the first priorities before compensating impacts due to transportation improvements. These priorities are in place from the earliest planning and design stages and continue to be in place as maintenance and monitoring occurs.

Establishing early and continual coordination and cooperation among the signatories in developing mitigation plans is expected to provide more cost effective and efficient mitigation, and ultimately, a higher level of protection and conservation of our valuable ecological resources and agricultural resources.

C. GOALS

In the spirit of cooperation and collaboration, and with the mutual understanding that this is a flexible working agreement among the respective signatories, we hereby commit to advancing the following goals of the SCCEMP:

1. Facilitate the delivery of environmentally-sound transportation projects that meet the identified transportation needs for the region;
2. Strive for the greatest ecosystem protection and restoration possible within the watersheds or ecoregions of Santa Cruz County to maximize the environmental benefit;
3. After avoidance and minimization of impacts, ensure compensatory mitigation efforts comply with Federal, State and Local statues and regulations, and where appropriate, include preservation and restoration;
4. Strive for the efficient use of agency and non-governmental organization resources to maximize mitigation efforts;
5. Create a long-term institutional framework for Early Mitigation in Santa Cruz County.
6. Address impacts to ecological resources and agricultural resources;
7. No net loss of ecological resources or functions;
8. Protect ecological resources and minimize habitat fragmentation;
9. Maintain and enhance habitat connectivity and biological diversity;
10. Protect ecological features, in perpetuity, through appropriate financial (e.g. endowment) and real estate (e.g. conservation easement) measures;
11. Conserve and maintain the values and functions of mitigation sites in perpetuity; and
12. Promote the concept of advance mitigation to Federal, State and Local resource agencies; transportation and regulatory agencies; and other stakeholders.

D. AUTHORITY / SIGNATORIES
This MOU is intended to enhance the individual signatory agencies’ abilities to meet their respective regulatory and/or administrative obligations through early and frequent collaborative discussions on the transportation, ecological resource and agricultural resource concerns in the watersheds of Santa Cruz County. This MOU constitutes the entire understanding among the signatories for the purposes of interpreting the matters set forth herein, whether oral or written.

All provisions of this MOU are intended and shall be interpreted to be consistent with all applicable provisions of Federal, State and Local laws. Nothing in the MOU will be construed as binding any signatory agency beyond their respective authorities or to require the participants to obligate or expend funds in excess of available resources or past, present, or future appropriations or funds. This MOU does not eliminate or diminish in any manner, any and all immunities to which any signatory is entitled in any State, and/or Federal action. Any transaction involving transfers of funds between the parties to this MOU will be handled in accordance with applicable laws, regulations, and procedures under separate written agreements.

This MOU does not create any right or benefit, substantive or procedural, enforceable by law or equity, by persons who are or are not a signatory party to this agreement against any signatory, their officers, their employees or any other person. This MOU does not direct nor apply to any person outside the signatories of this MOU. This MOU shall be governed by, and construed in accordance with the laws of the United States and the laws of the State of California as applicable.

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2 As required by the Anti-Deficiency Act, 31 U.S.C. §§ 1341 and 1342, all commitments made by Federal signatories to this MOU are subject to the availability of appropriated funds and budget priorities. Nothing in this MOU, in and of itself, obligates Federal signatories to expend appropriations or to enter into any contract, assistance agreement, interagency agreement, or incur other financial obligations.

3 Nothing in this MOU shall be construed as obligating any Parties to expend any moneys or obligations to any future payment of money in excess of appropriations or funds authorized by law or their governing bodies.
This MOU does not delegate to any agency, or the collective group of agencies, the authority to: 1) control another agency’s final decision on a project; 2) modify or halt an agency’s project; or 3) limit the discretion of the signatory agencies in carrying out their statutory and regulatory obligations, including the agencies’ discretion to pursue projects according to their individual legal authorities. It is further recognized that the decision to issue approvals or permits remains within the sole discretion of the appropriate resource/regulatory agency. Signatories to this MOU recognize that some impacts to ecological resources (including impacts to physical and chemical characteristics of the aquatic resources) may not be fully mitigatable in advance and additional mitigation maybe required.

The signatories recognize that the MOU applies at the regional level only. Signatories governed by an appointed body (including but not limited to California Coastal Commission, California State Coastal Conservancy and Central Coast Regional Water Quality Control Board) recognize that the MOU is not binding as to their respective boards or commissions, and instead applies only to their staff. Furthermore, as noted in this section, this MOU does not alter, abridge or limit any authority of any signatory agency. This MOU has been jointly negotiated and drafted. The language of this MOU should be construed as a whole according to its fair meaning, and not strictly for or against any of the signatories. This MOU should be liberally construed to accomplish its purpose.

The following parties agree to the terms of this MOU:

- California Coastal Commission
- California State Coastal Conservancy
- California Department of Fish and Wildlife
- California Department of Transportation
- Central Coast Regional Water Quality Control Board
- Resource Conservation District of Santa Cruz County
- Santa Cruz County Planning and Department of Public Works
- Santa Cruz County Regional Transportation Commission
- U.S. Fish and Wildlife Service
- NOAA’s National Marine Fisheries Service
- U.S. Environmental Protection Agency
- U.S. Army Corps of Engineers

The California Coastal Commission’s (Commission) primary mission is to protect, conserve, restore and enhance environmental and human-based resources of the California coast and ocean for environmentally sustainable and prudent access and use by current and future generations. Guided by the policies 4 of the Coastal Act of 1976 (Public Resources Code 30000 et seq.), the Commission plans and regulates the use of land and water in the coastal zone in partnership with coastal cities and counties. The Commission also implements the Coastal Zone

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4 As a general matter, Coastal Act policies and corresponding Local Coastal Program standards do not permit new roads in wetland areas or environmentally sensitive habitat areas. Limited expansions of existing roads into wetlands may be permitted if such expansion is necessary to protect existing capacity.
Management Act (16 U.S.C. § 1451 et. seq.) through its Federally-certified coastal program, including the regulation of activities inside or outside of the coastal zone that are funded, permitted or conducted by Federal entities and that have the potential to adversely affect coastal resources. The Commission is responsible for overseeing the implementation of Local Coastal Programs by local governments and for reviewing development projects applying for coastal development permits within its original and appeal jurisdictions.

The California State Coastal Conservancy (Conservancy) is a state agency that uses non-regulatory, entrepreneurial techniques to purchase, protect, restore, and enhance coastal resources, and to provide access to the shore. The Conservancy works in partnership with local governments, other public agencies, nonprofit organizations, and private landowners. Conservancy projects include construction of trails and other public access facilities, restoration and enhancement of wetlands and other wildlife habitat, restoration of public piers and urban waterfronts, and preservation of farmland.

The California Department of Fish and Wildlife’s (CDFW) mission is to manage California's diverse fish, wildlife, and plant resources, and the habitats upon which they depend, for their ecological values and for their use and enjoyment by the public. This responsibility is accomplished, in part, by the review of projects in accordance with the California Environmental Quality Act (CEQA) and recommendations of avoidance, minimization, and mitigation measures to CEQA Lead Agencies; through implementation of the California Endangered Species Act (CESA) via Incidental Take Permits issued pursuant to Fish and Game Code Sections 2081(b), Consistency Determinations issued pursuant to Fish and Game Code Sections 2080.1, or through an adopted Natural Community Conservation Plan (NCCP) pursuant to Fish and Game Code Sections 2800 et seq.; and through measures developed to protect biological resources agreed to in a Lake and Streambed Alteration Agreement (LSAA) pursuant to Fish and Game Code Sections 1600 et seq. CESA requires that take of State endangered, threatened, or candidate species be incidental to an otherwise lawful activity, that the impacts are minimized and fully mitigated, that the mitigation measures are roughly proportional to the taking, that adequate funding to implement the required monitoring and mitigation measures is ensured, and that the continued existence of the covered species is not jeopardized by the permitted activity.

The California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA) have the primary mission to plan, develop, manage, and maintain a safe, effective, and efficient transportation system that provides safety and mobility to the general public. FHWA is responsible for administering the Federal-aid Highway Program. This is a contract-authority program where Caltrans is reimbursed from the Highway Trust Fund for expenses resulting from transportation projects. Statutory and regulatory authorities for the Federal-aid Highway Program are found in Title 23, United States Code and Title 23, Code of Federal Regulations. Associated with this is implementation of appropriate mitigation measures to offset unavoidable adverse impacts and to demonstrate committed environmental stewardship. This stewardship is reflected in strict adherence to environmental laws/regulations and extensive inter- and intra-agency guidance and policy.

The Central Coast Regional Water Quality Control Board (Central Coast Water Board) is a regulatory board within the California Environmental Protection Agency. The Central Coast Water Board has the primary responsibility to protect surface, ground, and coastal waters, and the beneficial uses of those waters, throughout the Central Coast Region. The Central Coast Water
Board makes critical water quality decisions for the region, including setting water quality standards, issuing permits which govern and restrict the amount of pollutants that can be discharged into the groundwater or a surface water body, determining compliance with those permits, and taking appropriate enforcement actions. The Central Coast Water Board requires mitigation to compensate for loss of aquatic, wetland and riparian habitat through its issuance of the Clean Water Act (CWA) Section 401 Water Quality Certifications and Waste Discharge Requirements for projects impacting aquatic, wetland, and riparian habitat.

The **Resource Conservation District of Santa Cruz County** (RCD) helps people protect, conserve, and restore natural resources through information, education, and technical assistance programs. The RCD has completed numerous projects in watershed management, wildfire prevention, habitat restoration, and sustainable agriculture to benefit the residents and resources of Santa Cruz County. The RCD offers technical, permitting and cost-share assistance to landowners, farmers, ranchers, nonprofits and municipalities for projects, as well as an array of workshops on habitat restoration, invasive species removal, rural road erosion control, wildfire prevention, and agricultural best management practices. As a lead agency under CEQA, the RCD prepares studies and documents to identify and assess impacts of land use and development activities to ensure that they are properly addressed and mitigated.

The **County of Santa Cruz** (County) has the primary responsibility to plan and regulate land uses in the coastal zone and throughout the county. Within the coastal zone, a Local Coastal Programs has been certified by the Coastal Commission with the overall goal to protect, conserve, restore and enhance environmental and human-based resources of the California coast for environmentally sustainable and prudent access and use by current and future generations. Outside of the coastal zone, the sensitive habitat ordinance and riparian and wetland protection ordinance restrict development activities to protect sensitive resources and ensure habitat enhancement as a condition of development. As a lead agency under CEQA, the County conducts environmental review to identify and assess impacts of land use and development activities to ensure that they are properly addressed and mitigated.

The **Santa Cruz County Regional Transportation Commission** (RTC) is responsible for the development and maintenance of a multimodal transportation system that enhances mobility, safety, access, environmental quality, and economic activities in Santa Cruz County. The RTC programs and distributes state and federal money for local and regional transportation projects and is responsible for distributing money for public transit, rail, local street and road maintenance, highway, bicycle and pedestrian facilities. As a responsible agency under CEQA, the RTC reviews, comments, and coordinates with land use jurisdictions on region-wide land use development activities to ensure that impacts to the regional transportation system are properly addressed and mitigated.

The **U.S. Fish and Wildlife Service** (FWS) and **NOAA’s National Marine Fisheries Service** (NMFS) provide regulatory oversight regarding the conservation, protection and enhancement of Federally threatened and endangered species and their habitat, in accordance with the Endangered Species Act of 1973, as amended (ESA) (16 U.S.C. §§ 1531-1544) and the Fish and Wildlife Coordination Act (16 U.S.C. §§ 661-667e). NMFS also provides regulatory oversight in accordance with the Magnuson-Stevens Fisheries Conservation and Management Act (Section 305) and implementing regulations (50 C.F.R. Section 600.920) for Essential Fish Habitat. The FWS and NMFS consult with other Federal agencies on their prospective actions, assessing the impacts of the action on the fish and wildlife resources and their habitat.
The U.S. Environmental Protection Agency (EPA) reviews and comments on major federal actions significantly affecting the environment pursuant to the National Environmental Policy Act (NEPA), 42 U.S.C. § 4321-4370f, Council on Environmental Quality regulations (40 C.F.R. Parts 1500-1508) and Section 309 of the Clean Air Act. As a part of the Section 309 review process, EPA may recommend corrective and/or mitigation measures to reduce environmental impacts from proposed actions. Additionally, EPA regulations at 40 C.F.R. Part 230 and Corps regulations at 33 C.F.R. § 332.1 require an applicant for a CWA section 404 permit to take all appropriate and practicable steps to first avoid and then minimize adverse impacts to the aquatic ecosystem before considering compensatory mitigation to offset unavoidable adverse impacts to waters of the U.S. Pursuant to a Memorandum of Agreement between the EPA and the Department of the Army (August 11, 1992), EPA has certain review, elevation, and, potentially, veto obligations for permits issued by the Corps under CWA Section 404.

The U.S. Army Corps of Engineers (Corps) is a Federal Agency under the Department of Defense. The Corps’ mission is to provide vital public engineering services in peace and war to strengthen our Nation's security, energize the economy, and reduce risks from disasters. Together with the EPA, the Corps co-administers the CWA Section 404 Program which regulates the discharges of dredged or fill material into waters of the United States, helping to protect wetlands and other aquatic resources. CWA Section 404 permit decisions must comply with the CWA Section 404(b)(1) Guidelines which require taking all appropriate and practicable steps to first avoid and then minimize adverse impacts to the aquatic ecosystem before considering compensatory mitigation to offset unavoidable adverse impacts to wetlands, streams, and other aquatic resources. Section 10 of the Rivers and Harbors Act of 1899 requires authorization from the Secretary of the Army, acting through the Corps of Engineers, for the construction of any structure in or over any navigable water of the United States. Structures or work outside the limits defined for navigable waters of the United States require a Section 10 permit if the structure or work affects the course, location, or condition of the water body.

E. PRINCIPLES OF AGREEMENT

The signatory agencies agree to actively participate in a program that places high priority on early coordinated planning of transportation improvements to ensure the protection of ecological resources, habitats, and agricultural resources and takes advantage of opportunities for their preservation, creation, restoration and enhancement while providing transportation improvements. Furthermore, to the extent staff and resources are available, signatories agree to:

1. Attend regular meetings to accomplish the early planning and coordination goals of this MOU, and update one another on planning and project development activities;
2. Work together to evaluate potential impacts of future transportation improvement projects in Santa Cruz County during the early planning stages of the transportation project lifecycle;
3. Identify ecological resources and agricultural resources of concern within the area of potential impact and recommend measures to avoid impacts to these resources;
4. Identify opportunities to minimize the unavoidable impacts to identified ecological resources and agricultural resources of concern;

5. Use all feasible and reasonable features of project design which avoid, or if impacts are unavoidable, minimize adverse project impacts before employing compensation measures;

6. Where there are unavoidable impacts, achieve in-kind, in-watershed (HUCx) or ecoregion subsection compensation whenever feasible unless alternatives are more beneficial to the ecological resources;

7. Where there are unavoidable impacts to agricultural resources that require mitigation under a coastal development permit, achieve in-kind compensation;

8. Address mitigation for unavoidable impacts to waters of the United States\(^5\) with the EPA and Corps through the Interagency Review Team (IRT) process\(^6\) and assure consistency with State\(^7\) and Federal programs regulating wetland resources. Consider the use of mitigation banks, in-lieu of fees programs, and/or conservation banking as potential strategies that allow for multiple project mitigation to occur in the region;

9. Follow the adopted due diligence practices of the parties when evaluating mitigation properties, land management plans, and funding packages for mitigation proposals;

10. Explore opportunities for ecological resource and agricultural resource preservation, creation, restoration, and enhancement during transportation project development;

11. Utilize the best available data, information and watershed plans to evaluate mitigation needs and potential sites for compensatory mitigation;

12. Develop a tracking system to manage multiple compensatory mitigation sites;

13. Identify funding partnerships with roles and responsibilities clearly defined;

14. Consider larger-sized properties or contiguous sites to meet mitigation needs and maximize habitat connectivity; and

15. When opportunities arise share the success of this effort with others.

F. MITIGATION SITES

\(^5\) Jurisdictional limits of the authority of the Corps of Engineers under section 404 of the Clean Water Act and section 10 of the Rivers and Harbors Appropriation Act of 1899 are identified at 33 C.F.R. § 328.3 and 40 C.F.R. § 230.3. Waters considered to be inside and outside the jurisdiction of the Corps of Engineers may still fall under the permitting jurisdiction of other regulatory agencies in California.

\(^6\) The April 10, 2008 Compensatory Mitigation for Losses of Aquatic Resources Final Rule establishes the title “Interagency Review Team (IRT)” for an interagency group of federal, tribal, state, and/or local regulatory and resource agency representatives that reviews documentation for, and advises the district engineer on, the establishment and management of a mitigation bank or an in-lieu fee program.

\(^7\) Within the coastal zone, ensure that this mitigation addresses unavoidable impacts to California State Waters, including wetlands as defined in Section 13577 of the California Coastal Commission’s Regulations.
The following minimum criteria should be applied to any site considered for use as a SCCEMP compensatory mitigation site with the knowledge that additional criteria may be required for a given site:

1. A completed ecological resources survey of the site with an evaluation of habitat and resource values and their appropriateness for use as compensatory mitigation;

2. A wetland delineation, when applicable, in accordance with (a) the 1987 Corps of Engineers Wetlands Delineation Manual, or appropriate Regional Supplement, and (b) the California Rapid Assessment Method (CRAM) for wetland delineation procedure, and submitted to the San Francisco Corps of Engineers SF District for review and verification;

3. A wetland delineation, when applicable within the coastal zone, based on the definitions in Section 30121 of the California Coastal Act (Public Resources Code section 30121) and Section 13577 of the California Coastal Commission’s Regulations (14 C.C.R. § 13577), and utilizing the methods found in the 1987 Corps of Engineers Wetlands Delineation Manual and the appropriate Regional Supplement.

4. A mitigation plan that supports the ecosystem functions and preservation/restoration goals/needs of current conservation plans for the watershed and will mitigate most transportation project impacts;

5. A management, monitoring and reporting plan with clear, realistic and measurable success standards and objectives, robust statistical analyses to determine whether success is achieved, and a schedule that includes reporting requirements. The plan also needs to identify adaptive management options to address any remedial actions that may need to be implemented;

6. Evaluation and determination that information for the site is consistent with best available scientific information;

7. The site evaluation should also identify any encumbrances on the property including easements, mineral rights, etc.

8. An estimate of management costs;

9. A determination of mitigation opportunities on the site; and

10. A site manager, some type of conservation instrument, funding mechanism, and assurances of financial commitments for ongoing monitoring and management, with covenants in perpetuity as appropriate.

G. MODIFICATION AND TERMINATION OF THE MEMORANDUM OF UNDERSTANDING:

1. This agreement and the operating procedures may be modified, which must be in writing, with the written approval of all signatories to the MOU.

2. A signatory may terminate its participation in this agreement upon written notice to all other signatories.
3. This agreement is intended to supplement, not replace, any existing agreements between any of the parties.

4. Signatory agencies and entities may be added to this MOU. Additional signatory agencies and entities shall first be approved by all existing signatories.

5. The signatories can jointly modify the terms as needed for continuous improvement of this agreement.

6. Should any term of this MOU be deemed unlawful, that provision shall be severed and the remaining terms shall continue to be valid.

7. When all the signatories have signed this MOU, the MOU becomes effective as of the date of the most recent signature.
FINAL MEMORANDUM OF UNDERSTANDING (January 18, 2018)

Signatories, Page 1

_______________________________________  Date
Executive Director  
California Coastal Commission

_______________________________________  Date
Sam Schuchat, Executive Officer  
California State Coastal Conservancy

_______________________________________  Date
Scott Wilson, Regional Manager  
California Department of Fish and Wildlife

_______________________________________  Date
Tim Gubbins, District Director  
California Department of Transportation, District 5

_______________________________________  Date
John M. Robertson, Executive Officer  
Central Coast Regional Water Quality Control Board

_______________________________________  Date
Barry Thom, Regional Administrator  
National Marine Fisheries Service  
West Coast Region
Chris Coburn, Executive Director  
Resource Conservation District of Santa Cruz County

Kathleen Previsich, Planning Director  
Santa Cruz County Planning Department

John Presleigh, Public Works Director  
Santa Cruz County Planning Department

George Dondero, Executive Director  
Santa Cruz County Regional Transportation Commission

Tomas Torres, Director of Water Division  
U.S. Environmental Protection Agency, Region 9

Stephen Henry, Field Supervisor, Ventura  
U.S. Fish and Wildlife Service

Travis J. Rayfield, Lieutenant Colonel  
San Francisco District Commander  
U.S. Army Corps of Engineers