1. Roll call

The meeting was called to order at 9:02 a.m.

Members present:

Zach Friend
Ed Bottorff
Bruce McPherson
Greg Caput
Sandy Brown
Jacques Bertrand
John Leopold
Randy Johnson
Norm Hagen
Oscar Rios
Donna Lind - Alternate
Andy Schiffrin – Alternate
Patrick Mulhearn – Alternate
Dave Reid - Alternate
Aileen Lowe (ex-officio)

Staff present:

George Dondero
Luis Mendez
Yesenia Parra
Rachel Moriconi
Ginger Dykaar
Grace Blakeslee
Cory Caletti
Sarah Christensen

2. Oral communications

*Item was moved to after the Consent Agenda*

**Jack Nelson**, Campaign for Sensible Transportation, said there is need for sustainable transportation to ensure the future preservation of the regional landscape and to curtail increasing CO2 emissions from vehicles.
Russell Brutsche, Santa Cruz Artist, discussed his experiences with the changes in the regional fauna which may be due to human activity and climate change. Mr. Brutsche asked the Commission to favor more environmentally sustainable modes of transportation.

Robert Stephens, Greenway, expressed support for transparency and fairness in the decision making process of the Unified Corridor Study, priority of public transit options over highway widening, a greater emphasis on solutions which can be derived quickly and promote a healthy and sustainable community.

Michael Saint, Campaign for Sensible Transportation, invited the Commission and RTC staff to the Twin Lakes Concert on the weekend of December 9th, 2017.

Ashley Winn, Santa Cruz County Resident, communicated that on Item 17, the La Selva Beach Improvement Association letter expresses opposition to the RTC’s Rail and Trail proposal, and that the RTC consider effects of global warming and erosion of the sand bluffs that undergird the rail tracks in La Selva Beach.

Brian Peoples, Trail Now, recognized RTC staff, specifically Senior Transportation Planner Cory Caletti, for the phenomenal work they have done in collaborating with the North Coast Farmers and Trail Now to create a well-received and impactful third alternative to the Rail Trail from Wilder Ranch to Davenport.

Tyler Fox, Aptos Resident, noted that rail tracks are laid in a very narrow space at certain points. Adding a trail would be very difficult and expensive. Mr. Fox asked the Commission to consider future generations and their needs when making their decisions on the rail corridor.

Gail McNulty, Greenway, said that their group has over 5,000 supporters and asked that the county’s transit funding be focused on improving the local bus system. Ms. McNulty stated that she wants the Commission to consider options for the Unified Corridor Investment Study that already have funding, are expediently executed, greener, and encourages greater use of buses and other alternative modes of transportation.

Frank “Buzz” Anderson, City of Santa Cruz resident, noted that many of the county’s educational facilities are in close proximity to the rail corridor. Mr. Anderson expressed that the Greenway proposal follows the safe routes to school principles and provides the safest option. He asked the Commission to consider a bicycle and pedestrian multi-purpose trail instead of the Rail Trail option.

Marilyn Garrett, Santa Cruz County resident, asked the Commission to consider the radiation dangers of cell phones on public buses. Ms. Garrett shared with the RTC a fact sheet that described radiation is enhanced when
people are constricted to metal spaces like buses and elevators, and she asked the Commission to consider a ban on cell phones in buses.

3. Additions or deletions to consent and regular agendas

Handouts for Items 20, 23, 24, and 25 were distributed.

CONSENT AGENDA

Commissioner Alternate Schiffrin moved and Commissioner Leopold seconded the consent agenda. The motion passed unanimously, with Commissioners Bertrand, Bottorff, Brown, Caput, Friend, Hagen, Leopold, McPherson, and Commissioner Alternates Lind and Schiffrin voting “aye.” Commissioners Johnson and Rios were absent during this vote.

MINUTES

4. Approved revised minutes of the October 5, 2017 Regional Transportation Commission meeting

5. Approved draft minutes of the November 2, 2017 Regional Transportation Commission meeting

6. Accepted draft minutes of the November 13, 2017 Bicycle Advisory Committee meeting

7. Accepted draft minutes of the November 14, 2017 Elderly and Disabled Transportation Advisory Committee meeting

8. Accepted draft minutes of the November 16, 2017 Interagency Technical Advisory Committee

POLICY ITEMS

No consent items

PROJECTS and PLANNING ITEMS

No consent items

BUDGET AND EXPENDITURES ITEMS

9. Approved the Fiscal Year (FY) 2017-18 Transportation Development Act (TDA) claim from the RTC for Administration, Planning, and Operations (Resolution 08-18)

10. Accepted status report on Transportation Development Act (TDA)
11. Accepted status report on Measure D revenues and distribution

ADMINISTRATION ITEMS

12. Approved appointments to the Elderly and Disabled Transportation Advisory Committee

INFORMATION/OTHER ITEMS

13. Accepted monthly meeting schedule

14. Accepted correspondence log

15. Accepted letters from RTC committees and staff to other agencies
   a. Letter to Watsonville City Manager, Charles A. Montoya, regarding the Bicycle Advisory Committee’s support of the City of Watsonville’s proposal entitled “Watsonville Complete Streets to School Planning Grant” to Caltrans

16. Accepted miscellaneous written comments from the public on RTC projects and transportation issues

17. Accepted information items
   a. Op-Ed from George Dondero on the Times Publishing Group – November 12, 2017: Tracks, Trails, Truths and Myths
   b. Letter received on November 27, 2017 from the Vice-President of the La Selva Beach Improvement Association, Mike Watts, thanking the RTC and Luis Mendez, RTC Deputy Director, for participating in the association’s quarterly meeting on October, 19, 2017

REGULAR AGENDA

18. Commissioner reports – oral reports

19. Elect 2018 RTC Chair and Vice Chair
   (Zach Friend, Chair)

   Commissioner Friend reported that the nominating committee nominated John Leopold for 2018 Chair and Ed Bottorff as Vice Chair. Commissioner Hagen moved and Commissioner Rios seconded the motion to appoint Commissioner Leopold the 2018 Commission Chair and Commissioner Bottorff the Vice Chair. The motion passed with Commissioners Bertrand, Bottorff, Brown, Friend, Caput, Hagen, Leopold, McPherson, Rios, and Commissioners Alternate Lind and Schiffrin voting “aye” and Commissioner Johnson voting “nay”.

20. Director’s Report – oral report
Executive Director George Dondero and the Commission recognized Rachel Moriconi, RTC Senior Transportation Planner, for her 20 years of dedicated service to the RTC and presented her with a Certificate of Appreciation. Director Dondero updated the Commission on Phase 1 of the Visualization Sustainable Transportation Project which is nearly completed. He noted that the “Pocket Owls” for both the Soquel and the West Side Santa Cruz installations are available online through March 1st, 2018. Staff is working with the City of Watsonville to coordinate with their Complete Streets planning effort as part of Phase 2 of this project. Director Dondero reported that the “Daisy”, a 6-passenger, self-contained rail vehicle, is prepared to begin regular operations on the Santa Cruz Branch Rail Line as soon as the rail grade crossing work at Trout Gulch Road in Aptos is completed. Director Dondero also included facts from www.fixcaroads.com regarding the attempt to repeal Senate Bill 1 which was passed earlier this year to fund transportation improvements throughout the state.

21. Caltrans report and consider action items

*Item taken out of order and moved to follow Item 24*

Aileen Loe, CalTrans District 5 Planning Deputy Director, reported on the comment period for the 2018 California Rail Plan which ended on December 11th, 2017. The Plan aims to produce an integrated, multi-modal, transportation system. Ms. Loe also congratulated the cities of Watsonville and Santa Cruz for receiving grants from the California Transportation Commission these grants were afforded by Senate Bill 1: The Road Repair and Accountability Act of 2017 to carry out the Complete Streets with safe routes to schools projects.

**Public comments:**

**Becky Steinbruner,** Aptos resident, asked the Commission to support the 2018 California Rail Plan, specifically a passenger rail service from Santa Cruz to Monterey with stops in Pajaro and Castroville. Ms. Steinbruner also noted that she would like to see improvement plans for the State Park Drive intersection coming off of Sea Ridge.

22. State Transit Assistance (STA) Allocations

*Item taken out of order and moved to follow Item 23*

Deputy Director Luis Mendez summarized the ad hoc committee’s recommendation for allocation of State Transit Assistance (STA) funds to METRO. He noted that SB 1 provides additional STA funding.

Commissioners discussed: the usefulness of the ad hoc committee to determine funding allocations and concluded that it was a great approach to be
considered for future Commission items; and thanked RTC staff and the ad hoc committee for working with METRO.

Commissioner Brown moved and Commissioner Johnson seconded the staff and the ad hoc committee’s recommendation to: Adopt a policy stating its intent to allocate the region’s population-formula (PUC 99313) State Transit Assistance (STA) and Senate Bill 1 State of Good Repair (SGR) funding to Santa Cruz Metropolitan Transit District (METRO) as follows:

a. FY17/18 and FY18/19: 100%
b. FY19/20: 85%,
c. FY20/21: 80%, and
d. FY 21/22: 75%.

The motion passed unanimously with Commissioners Bertrand, Bottorff, Brown, Caput, Hagen, Johnson, McPherson, Rios and Commissioners Alternate Lind, Mulhearn, Reid, and Schiffrin voting ‘aye’.

23. 9:30 a.m. PUBLIC HEARING Adoption of the 2018 Regional Transportation Improvement Program (RTIP) (Resolution 09-18)

Item taken out of order before Item 21

Senior Transportation Planner, Rachel Moriconi, presented the staff report. Ms. Moriconi noted that 36 applications totaling 38 million dollars were received. She also explained that although the region’s target funding is 17 million, the CTC is only required to make $4.7 million available from STIP funds. She noted that staff and committee recommendations include “worst case” and “mid-case” scenarios.

Commissioners discussed: how the California Transportation Commission (CTC) board members are interested in modifying the guidelines and reducing the formula distribution of the Local Partnership Program funds; how would the “worst-case scenario” for funding of the recommended projects occur and the likelihood of it happening; gratitude to Santa Cruz County voters for passing Measure D; asked RTC staff to give appropriate weight to technological advances that might impact transportation when analyzing proposed projects; the consequences of adding $30,000 to the worst-case scenario for the Every Day is Bike to Work Day project; the lack of bicycle racks in the Aptos Village Project; the lack of project funding for Scotts Valley and San Lorenzo Valley; the program evaluation process for Cruz511 to ensure that funds are allocated properly and effectively; the Commissions ability to retract funds once a program is evaluated; Commissioners thanked Rachel Moriconi for her ongoing work, noting that the staff recommendations were well-balanced.

Chair Friend opened the Public Hearing at 9:55 a.m.

Brian Peoples, Trail Now, congratulated Rachel Moriconi on her 20-years with the RTC, expressed appreciation for all the work done creating the RTIP and
stated that he is looking forward to seeing the strategy that will be used to allocate Measure D funds.

**Jack Nelson**, Campaign for Sensible Transportation, expressed concern that the majority of RTC funding is going towards automobile projects. Mr. Nelson stated that funding should be dedicated to Transportation Demand Management (TDM) projects as the cheapest and most effective solution to decrease congestion, and asked the Commission to consider how the current RTIP allocations align with the goals set by SB32.

**Marilyn Garrett**, Santa Cruz County resident, commented that the Aptos Village Project increased traffic, cut vegetation, and is not beneficial to residents. She noted that developers of this project should have to pay for the road improvement plans.

**Murray Fontes**, City of Watsonville Principal Engineer, commented on the North to South County Highway 1 congestion and noted that traffic improved after the Auxiliary Lanes Project was completed. On behalf of the City of Watsonville, Mr. Fontes expressed support to the staff recommendations which includes multi-modal improvements to major arterial roads and will provide bicycle improvements in the City of Watsonville. The City of Watsonville further supports projects that will benefit several agencies in the area including: Open Streets Event, Everyday is Bike to Work Day, the refurbishing and replacement of buses and equipments, Cruz511, and environmental documentation for Highway 1 projects.

**Becky Steinbruner**, Aptos resident, shared with the Commission a petition signed by county residents who oppose the Aptos Village project and documents which show concessions given by the county to the developer of the project, Mr. Barry Swenson. Ms. Steinbruner expressed concern over the lack of provisions in this project that address CO2 reductions, including improvements for bicycles. She asked the Commission to mandate the developer to add a second ADA compliant bus stop near Aptos Creek Road.

**Janneke Strause**, Bike Santa Cruz County Executive Director, requested partial funding, $50,000, from the RTC to carry out two Open Street Events in Watsonville and Santa Cruz in 2018 and two events in 2019. Ms. Strause expressed appreciation for RTC staff for their recommended funds and urged Commission support for all bicycle and pedestrian improvements in the City of Watsonville and Ecology Action’s Every Day is Bike to Work Day project.

**Piet Canin**, Ecology Action, appreciated the recommendation for allocating $50,000 for the Every Day is Bike to Work Day project. Mr. Canin asked the Commission to consider allocating at least $30,000 towards the Every Day is Bike to Work Day project if the “worst-case” scenario comes to fruition. Mr. Canin also thanked RTC Senior Transportation Planner, Rachel Moriconi, for her 20 years of service and the excellent work she does.

**Gail McNulty**, Greenway, commended RTC staff for ensuring that needed projects in the county are funded and thanked Ecology Action and Bike Santa
Cruz County for their continued advocacy for greater pedestrian and bicyclist safety. Ms. McNulty stated that the Commission should focus on improvements to the METRO’s bus system and to a complementary protected bicycle and pedestrian network.

Grace Voss, Santa Cruz County resident, endorsed the Open Streets Events projects because of the positive impact it has on the community and the Everyday is Bike to Work Day project because it decreases the numbers of cars on the roads. Ms. Voss urged the Commission to support Ecology Action and Bike Santa Cruz County.

Peter Stanger, La Selva Beach resident, concerned about the lack of fund allocation for bike and pedestrian progress and urged the Commission to invest on bicycle infrastructure and safety improvements connecting North and South County. Mr. Stanger noted that he has filed bicycle path hazard reports which have not been addressed.

Paul Elerick, Aptos resident, expressed gratitude to Measure D voters and stated that the majority of supporters for the measure envisioned that the funds would allow for improvements for all forms of transportation. Mr. Elerick stated that rail would ease North-South County congestion as it is an inclusive option for all commuters and not just bicyclists.

Chris Schneiter, City of Santa Cruz Public Works, thanked the Commission for their support of the staff recommendation to partially fund three out of the four highest priority transportation projects in the City of Santa Cruz: the State Route 1/9 Intersection Improvements; Pacific Avenue Sidewalk, and River Street Pavement Rehabilitation projects. Mr. Schneiter also thanked RTC Senior Transportation Planner, Rachel Moriconi, for her years of service and dedication to transportation projects in the county.

Barbara Roettger, Santa Cruz County resident, asked the Commission to invest in programs that would make buses more effective and appealing for commuters, such as dedicated bus lanes, which would assist in alleviating congestion and pollution. Ms. Roettger also noted her support for safe and connected bicycle lanes.

Commissioner Leopold moved and Commissioner Alternate Schiffrin seconded the motion to:

1. Consider staff, Bicycle Committee, Elderly and Disabled Transportation Advisory Committee (E&DTAC), and Interagency Technical Advisory Committee (ITAC) recommendations for programming anticipated regional shares of state and federal funds (Attachment 2);

2. Adopt a resolution (Attachment 1):
   a. Approving projects to receive the region’s anticipated formula shares of state and federal funds, as recommended by staff (Attachment 2);
   b. Approving amendments to previously programmed projects, as requested by
project sponsors, to reflect current project scopes, costs and schedules (Attachment 3);

c. Adopting the 2018 Regional Transportation Improvement Program (RTIP) for State Transportation Improvement Program (STIP)-funded projects;

d. Requesting that the California Transportation Commission (CTC), Association of Monterey Bay Area Governments (AMBAG), and Caltrans incorporate project funding and amendments into the 2018 State Transportation Improvement Program (STIP), the Senate Bill 1 Local Partnership Program, the Metropolitan Transportation Improvement Program (MTIP), as applicable.

3. Change funding allocation to increase the worst-case scenario funding of the Every Day is Bike to Work Day by $30,000.

The motion passed with Commissioners Bertrand, Brown, Friend, Hagen, Johnson, Leopold, McPherson, Rios, and Commissioner Alternate Schiffrin voting “aye” and Commissioners Bottorff, Caput, and Commissioner Alternate Lind voting “nay”.

24. Unified Corridor Investment Study (UCS) – Draft Step 1 Analysis

*Item taken out of order before Item 21 and after Item 23*

RTC Senior Transportation Planner Ginger Dykaar presented the draft results of Step 1 Scenario Analysis of the United Corridor Investment Study (UCS) and the RTC staff recommendations for projects and scenarios to evaluate in the Step 2 Scenario Analysis of the UCS.

Commissioners discussed: the scenario recommendations where a rail only and trail only option is combined and why the auxiliary lanes are not included in the rail trail scenario; the scenarios comparison do not include the same automobile improvements and therefore it is not a complete comparison to other scenarios; the potential of rail option and trail only option to reduce congestion on Highway 1; Bus Rapid Transit scenario; need for public input and the different perspectives shown during the public hearings; the need for Stakeholder meetings; the opportunity to connect North and South County and that the RTC should keep its commitment to study rail options in the UCS; Personal Rapid Transit; Measure D; the rail impact on METRO and the need to assess the net-gain for future public transit; the need to ensure that the UCS results demonstrate the best use of the corridor for today and the future; the uncertain future of transportation funding at the state and federal level; and the importance to keep options open for technological advances that will impact transportation in the future. Commissioners asked staff to add to a future RTC meeting agenda an item for the Commission to discuss the public outreach effort to ensure it matches the public interest on the UCS.

**Jesus Concertez**, Santa Cruz County resident, stated that the Soquel-Freedom corridor is important to the region and it deserves greater funding.

**Kevin Enriquez**, Santa Cruz County resident, commented on the need to invest in building infrastructure on the Soquel-Freedom corridor rather than on the Rail Trail project or building auxiliary lanes on Highway 1. Mr. Enriquez
proposed plans that would build the METRO infrastructure and expand METRO routes in the county.

Rick Longinotti, Campaign for Sensible Transportation, recommended to the Commission to establish a Stakeholder Committee where interested parties and the RTC staff would go through a conflict resolution process to look into the technical issues of the UCS and discuss the available options.

Michael Spadafora, Santa Cruz County resident, expressed his support for the Rail Trail option by stating that it is an efficient way for residents and visitors to commute within the county.

Monique Kremer, Santa Cruz County resident, urged the Commission to stop studying rail transit due to its high costs, safety issues, and ineffectiveness to decrease traffic. Ms. Kramer stated that the rail corridor in question was not built to support a commuter train and consequently does not access major employment areas and that it will only serve a small percentage of the county’s population.

Will Mansean, Santa Cruz County resident, is concerned that the UCS does not commit to a full analysis of the Bus Rapid Transit (BRT) as a transportation option, and noted that the study does not have a scenario where there is a BRT corridor with dedicated lanes in the freeways. He stated his support of the trail only option for the rail corridor when built with future modes of personal transportation in mind.

Matt Hyde, Santa Cruz County resident, urged the Commission to consider a trail only option for the rail corridor because he does not believe that a train system is fiscally practical for the county and that the trail would make bicycle commuting safer and more viable.

Gina Colfer, Aptos resident, noted that there are many narrow sections of the rail corridor and that the Rail Trail option would require many improvements, tree removals, and would encroach on private property. Ms. Colfer mentioned that the trestles between Rio Del Mar and State Park Drive are very narrow, currently causing a lot of congestion and that the rail option would only add to traffic on that intersection. Ms. Colfer stated that the trail only option is cheaper and more environmentally sustainable.

Michael Saint, Campaign for Sensible Transportation, stated that he does not believe that auxiliary lanes on Highway 1 will reduce congestion. Mr. Saint expressed that a trail only option will make bicycling and walking safer and more efficient for residents, and it will reduce the negative impacts of transportation on the environment. Mr. Saint noted that when looking at the public comments, the majority of the input favors the trail along with greater METRO bus infrastructure. He also stated that the Campaign for Sensible Transportation can help establish the previously suggested Stakeholder Committee.
Manu Koenig, resident, asked the Commission to focus on building an arterial infrastructure that will lead to a continuous route through the county and which would not interfere with surface traffic. Mr. Koenig believes that the UCS does not address this issue and asked the RTC to correct it.

Brett Garrett, Santa Cruz County resident, noted that Personal Rapid Transit (PRT) is a form of rail and should be included in the UCS as PRT offers the benefits of light rail without the same potential issues. Mr. Garrett supports the Campaign for Sensible Transportation to keep the transit option for the rail corridor and also supports Greenway’s proposal for creating a trail that supports people traveling in different non-vehicular modes of transportation.

Dan Stevenson, METRO bus driver, noted that Scenarios B and C of the UCS should show that the Soquel-Freedom corridor rating for increased bus transit or increased transit frequency should also have a “two thumbs up” rating as it has the same average rating as the Auxiliary Lanes Project for State Park Drive to Freedom Boulevard in Highway 1. Mr. Stevenson thanked staff for including an emphasis on better bus service on Soquel Drive and Freedom Boulevard, and he asked the Commission to present a report on the feasibility and operational costs of maintaining the proposed rail project.

Ed Porter, Santa Cruz PRT, discussed the many applications of Personal Rapid Transit (PRT) particularly in the rail corridor. Mr. Porter believes that PRT presents a compromise between the trail only option and the rail and trail option, and it provides a safer and more environmentally sustainable transportation alternative.

Robert Stephens, Santa Cruz County resident, asked the RTC to look at the main alternatives for the rail corridor and to analyze them according to cost, functionality, and environmental impact. Mr. Stephens asked the Commission to provide data and those parameters in order for the community to make an informed and rapid decision that is right for this community.

Commissioner Friend left the meeting and Commissioner Bottorff became the Chair for the remainder of the meeting. Commissioner Alternate Mulhearn replaced Commissioner Friend.

Barbara Rutger, Santa Cruz County resident, urged the RTC to seriously consider the trail only option for the UCS. Ms. Rutger asked the Commission to perform an independent study of the rail only option to obtain a clear picture of cost, environmental impact, and benefits to the community.

Commissioner Leopold left the meeting and was replaced by Commissioner Alternate Reid.

Jackie Nunez, Santa Cruz County resident, noted that bicycling is a great way to get to work and to travel around the county. Ms. Nunez also believes that the rail option is not feasible and that a trail only option provides many transportation possibilities throughout the county.
Becky Steinbruner, Aptos resident, stated her support for a Stakeholder Committee to mediate solutions for the rail corridor. Ms. Steinbruner asked the RTC to consider for all transportation options which would benefit county residents and she noted that there is no funding allocated to bus maintenance and bicycle safety. She also expressed concern for the contaminated soil on the railroad beds.

Doug Huskey, Santa Cruz County resident, said that a protected bicycle path would allow for optimal use of the corridor and asked the Commission why protected bicycle paths are not a considered option in the Scenario A of the UCS.

Fred Geiger, Santa Cruz County resident, stated that Personal Rapid Transit (PRT) is not included in the UCS and that the Commission should take technological advances in transportation into consideration. PRT is environmentally sustainable, does not need new infrastructure, or a lot of space.

Marilyn Garrett, Santa Cruz County resident, asked the Commission to further investigate the dangers and negative impacts of automobiles. Ms. Garrett is concerned about the wireless radioactive dangers of new technology which are also of the key factors in Senate Bill 649.

Ryan Santaro, Santa Cruz County resident, noted that a bicycle corridor would improve daily commuting and that there does not seem to be a clear vision of a rail system that will serve the community’s transportation needs. Mr. Santaro urged the Commission to focus on trail options.

Brian Peoples, Trail Now, communicated he does not believe the rail option is feasible and that it should not be considered in the future analyses of the UCS. Mr. Peoples noted that many community members are in favor of the trail only option and urged the Commission to focus on Scenarios A and C of the UCS.

Jack Nelson, Campaign for Sensible Transportation, expressed that there needs to be environmentally sustainable commuting alternatives for the region which moves away from reliance on private vehicles and that widening Highway 1 is not a long term solution. Mr. Nelson also supports the idea to form a Stakeholder Committee to discuss the UCS.

Stanley Sokolow, Santa Cruz County resident, asked the Commission to consider the legal consequences if the RTC chooses the trail only option.

Bruce Sawhill, Friends of the Rail and Trail, stated that it is imperative to pursue local transportation solutions to improve the daily commute of the county’s residents. Mr. Sawhill noted that the 2018 California State Rail Plan is invested in building rail ridership throughout the state and that studies show that passenger rail can have significant positive impact on congestion and on CO2 emission reduction. He said that action on a rail project should be taken quickly.
Janneke Strause, Bike Santa Cruz County, expressed support for the removal of the Bus Rapid Transit (BRT) option and stated that the shared BRT and bicycle lane would not improve bicyclist safety. Ms. Strause supports bicycle and pedestrian improvements at all intersections in all the UCS scenarios. She commented that the protected bicycle lanes should be considered in segments, she appreciates that there are bicycle and pedestrian paths in all scenarios of the UCS, and expressed support for continuing to study transit along that corridor to enable greater bicycle ridership.

Paul Schoellhamer, Santa Cruz County resident, noted that he was a supporter of Measure D which included an integral commitment to perform a thorough analysis of passenger rail options in the corridor, and the rail options in the Phase 2 of the UCS are representative of that commitment. Mr. Shoellhamer noted that the time for a full debate of all options for the corridor will be once the UCS is completed. He also urged the Commission to keep the commitment made to Measure D supporters and approve the Phase II UCS plan and to have the necessary public dialogue in due time.

Mark Mesiti-Miller, Friends of the Rail and Trail (FORT), expressed support for Mr. Schoellhammer's statements, stated that Measure D funds are being spent wisely through the UCS, and thanked RTC staff Ginger Dykaar and Grace Blakeslee for their excellent work in this project. Mr. Mesiti-Miller stated that FORT unequivocally supports the staff recommendations. He also stated that FORT is pleased to see that intersection improvements for bicycles and pedestrians, the Monterey Bay Sanctuary Scenic Trail Network, and local rail transit with interregional transit are all included in the UCS future scenarios.

Casey Beyer, Santa Cruz Chamber, thanked the Commission and RTC staff for following the will of the voters who passed Measure D, complimented RTC staff and consultants for holding stakeholder meetings, and asked for the Commission to continue to follow the process needed for completing the UCS.

Barry Scott, Aptos resident, expressed support for the approval of the UCS Phase 1 and commented that he is happy to see scenarios which include rail transit. He is glad to see that the 2018 California Rail Plan includes a connected network vision that includes passenger rail stations in North and South County. Mr. Scott encouraged the Commission to focus on passenger rail service with a trail option.

Piet Canin, Ecology Action, applauded the RTC for the UCS, for advancing sustainable transportation in the county, and asked the Commission to have a transparent plan for a public engagement process that gets the buy-in of divergent views to ensure that the community will be behind the outcome of the UCS.

Gail McNulty, Greenway, asked the RTC to focus on transit oriented development in the county’s existing commercial corridors, which she noted, are places that need improved METRO bus solutions and protected bicycle lanes as the rail would not access these corridors. Ms. McNulty noted that Greenway was disappointed with the Step 1 Analysis of the UCS because the
trail only option was not studied separately and independently of the rail with trail option. She also stated that the public was not given an opportunity to see the difference in cost, environmental impact, or in the potential to convert people to be bicycle commuters in the trail only option.

**Stephen Slade**, Land Trust of Santa Cruz County (Land Trust), noted that the Land Trust committed $6 million for matching funds and that they are partners with the RTC in the UCS. Mr. Slade expressed support for the staff recommendation for the Step 1 Analysis, noted that it is the Land Trust’s expectation that the Commission study the rail option, and encouraged the RTC to accept the staff recommendation.

**Peter Stanger**, La Selva Beach resident, noted that La Selva Beach residents voted on their quarterly meeting to support a trail only option of the UCS. He endorsed METRO because buses are flexible and the environmental impacts of the rail along the sand bluffs in La Selva Beach would be an impediment to the rail option.

Commissioner Alternate Shiffrin moved and Commissioner Bertrand seconded the staff recommendation to:

1. Review and approve the draft Step 1 Analysis of the Unified Corridor Investment Study (Attachments 1 and 2); and
2. Review and approve staff recommendations for projects and scenarios to analyze in the Step 2 Scenario Analysis of the Unified Corridor Investment Study (Attachment 3).
3. Approve $25,000 from the rail allocation portion of Measure D to be added to the Unified Corridor Investment Study project budget to hold two sets of focus group meeting with community organizations during Step 2 of the analysis and amend the Measure D 5-year plan for the rail corridor and RTC budget accordingly.

The motion passed unanimously with Commissioners Bertrand, Bottorff, Brown, Caput, Hagen, Johnson, McPherson, Rios, and Commissioners Alternate Lind, Mulhearn, Reid, and Schiffrin voting ‘aye’.

25. **Release of Draft 2040 Regional Transportation Plan (RTP)**

*Commissioner Johnson left the meeting.*

Senior Transportation Planner Ginger Dykaar presented the staff report and noted that the draft plan is available online at: [www.http://sccrtc.org/funding-planning/long-range-plans/2040-rtp/](http://sccrtc.org/funding-planning/long-range-plans/2040-rtp/)

Commissioner Alternate Schiffrin moved and Commissioner Rios seconded the motion to:

1. Review and provide input on the Draft 2040 Regional Transportation Plan;
2. Authorize staff to release the Draft 2040 Regional Transportation Plan (RTP) for public review December 8, 2017 – February 5, 2018;

The motion passed unanimously with Commissioners Bertrand, Bottorff, Brown, Caput, Hagen, McPherson, Rios and Commissioners Alternate Lind, Mulhearn, Reid, and Schiffrin voting ‘aye’. Commissioner Johnson was absent.

26. Cruz511 Budget Amendment to Modernize Rideshare Access (Resolution 10-18)

Deputy Director Luis Mendez reported on a Cruz511 pilot program that will make it easier for community members to form carpools through a smart phone application.

Commissioners discussed how this program incorporates new technologies to improve transportation and that it is an opportunity to make the ridesharing program more robust.

Commissioner Alternate Schiffrin moved and Commissioner Bertrand seconded the motion to adopt Resolution 10-18 amending the RTC fiscal year 2017-18 budget as shown in the staff report.

The motion passed unanimously with Commissioners Bertrand, Bottorff, Brown, Caput, Hagen, McPherson, Rios and Commissioners Alternate Lind, Mulhearn, Reid, and Schiffrin voting ‘aye’. Commissioner Johnson was absent.

The Commission adjourned to closed session at 12:45 p.m.

CLOSED SESSION

27. CONFERENCE WITH LEGAL COUNSEL-ANTICIPATED LITIGATION. Consider initiating litigation for one case pursuant to Government Code Section 54956.9 (d) (4).

OPEN SESSION

The Commission reconvened in open session at 12:53 p.m.


29. Next Meetings

The next RTC meeting is scheduled for Thursday, January 18, 2018 at 9:00 a.m. at the Santa Cruz City Council 809 Center St., Santa Cruz CA.

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

The meeting adjourned at 12:54 p.m.
Respectfully submitted,

Fernanda Dias Pini, Staff

**Attendees**

<table>
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<tr>
<th>Name</th>
<th>Organization/Role</th>
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<tr>
<td>Diana Adamel</td>
<td>Santa Cruz County Resident</td>
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<tr>
<td>Heather Adamson</td>
<td>Association of Monterey Bay Area Governments</td>
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<td>Angela Aitken</td>
<td>Santa Cruz County Metropolitan Transit District</td>
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<td>Frank &quot;Buzz&quot; Anderson</td>
<td>Greenway</td>
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<td>Casey Beyer</td>
<td>Santa Cruz Chamber of Commerce</td>
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<td>Russell Brutsche</td>
<td>Campaign for Sensible Transportation</td>
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<td>Teresa Buiker</td>
<td>University of California Santa Cruz</td>
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