Santa Cruz County Regional Transportation Commission’s

BICYCLE ADVISORY COMMITTEE

AGENDA

Monday, June 11, 2018

6:00 pm to 8:30 pm

RTC Office
1523 Pacific Ave
Santa Cruz, CA 95060

COMMITTEE MEMBERSHIP

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<tr>
<th>Member</th>
<th>Alternate</th>
<th>Representing</th>
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<tr>
<td>Grace Voss</td>
<td>Janneke Strause</td>
<td>District 1</td>
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<tr>
<td>Shea Johnson</td>
<td>Casey Beyer</td>
<td>District 2</td>
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<tr>
<td>Peter Scott</td>
<td>Will Menchine</td>
<td>District 3</td>
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<tr>
<td>Vacant</td>
<td>Vacant</td>
<td>District 4</td>
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<tr>
<td>Rick Hyman</td>
<td>Vacant</td>
<td>District 5</td>
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<tr>
<td>Vacant</td>
<td>Vacant</td>
<td>City of Capitola</td>
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<td>Amelia Conlen, Chair</td>
<td>Vacant</td>
<td>City of Santa Cruz</td>
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<tr>
<td>Vacant</td>
<td>Vacant</td>
<td>City of Scotts Valley</td>
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<tr>
<td>Murray Fontes</td>
<td>Vacant</td>
<td>City of Watsonville</td>
</tr>
<tr>
<td>Kira Ticus</td>
<td>Piet Canin</td>
<td>Ecology Action</td>
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The majority of the Committee constitutes a quorum for the transaction of business.

1. Call to Order
2. Introductions
3. Announcements – RTC staff
4. Oral communications – members and public
   
   The Committee will receive oral communications during this time on items not on today’s agenda. Presentations must be within the jurisdiction of the Committee, and may be limited in time at the discretion of the Chair. Committee members will not take action or respond immediately to any Oral Communications presented, but may choose to follow up at a later time, either individually, or on a subsequent Committee agenda.

5. 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 Committee or public wishes an item be removed and discussed on the regular agenda. Members of the Committee 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 committee member objects to the change.

6. Approve draft minutes of the April 9, 2018 Bicycle Advisory Committee meeting (pages 5-8)

7. Accept summary of Hazard Reports (pages 9-16)

REGULAR AGENDA


9. Measure D: Five-Year Programs of Projects for Regional Projects Update – Anais Schenk, RTC Transportation Planner (pages 23-36)

10. Procedure for updating committee on ongoing projects – Anais Schenk, RTC Transportation Planner

11. Green Hills / Glen Canyon Paving Project – Anais Schenk, RTC Transportation Planner (pages 37-58)

12. Pending new member nominations – Anais Schenk, RTC Transportation Planner (pages 59-78)

13. Updates related to Committee functions

14. Adjourn

NEXT MEETING: The next Bicycle Committee meeting is scheduled for August 13, 2018 from 6:00pm to 8:30pm at the RTC office, 1523 Pacific Ave, Santa Cruz, CA.

HOW TO REACH US
Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue, Santa Cruz, CA 95060
phone: (831) 460-3200 / fax (831) 460-3215
email: info@sccrtc.org / website: www.sccrtc.org

AGENDAS ONLINE
To receive email notification when the Bicycle Committee meeting agenda packets are posted on our website, please call (831) 460-3209 or email aschenk@sccrtc.org to subscribe.

ACCOMMODATIONS FOR PEOPLE WITH DISABILITIES
The Santa Cruz County Regional Transportation Commission does not discriminate on the basis of disability and no person shall, by reason of a disability, be denied the benefits of its services, programs, or activities. This meeting location is an accessible facility. If you wish to attend this meeting and require special assistance in order to participate, please contact RTC staff at 460-3200 (CRS 800/733-2929) at least three working days in advance of this meeting to make arrangements. People with disabilities may request a copy of the agenda in an alternative format. As a courtesy to those person affected, Please attend the meeting smoke and scent-free.
SERVICIOS DE TRADUCCIÓN/TRANSLATION SERVICES
Si gusta estar presente o participar en esta junta de la Comisión Regional de Transporte del condado de Santa Cruz y necesita información o servicios de traducción al español por favor llame por lo menos con tres días laborables de anticipó al (831) 460-3200 para hacer los arreglos necesarios. (Spanish language translation is available on an as needed basis. Please make advance arrangements (at least three days in advance by calling (831) 460-3200.

TILE VI NOTICE
The RTC operates its programs and services without regard to race, color and national origin in accordance with Title VI of the Civil Rights Act. Any person believing to have been aggrieved by the RTC under Title VI may file a complaint with RTC by contacting the RTC at (831) 460-3212 or 1523 Pacific Avenue, Santa Cruz, CA, 95060 or online at www.sccrtc.org. A complaint may also be filed directly with the Federal Transit Administration to the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.
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1. Call to Order: Chair, Amelia Conlen called the meeting to order at 6:05 pm.

2. Introductions

Members Present:
Amelia Conlen, City of Santa Cruz, Chair
Grace Voss, District 1
Janneke Strause, District 1 (Alt)
Shea Johnson, District 2
Will Mencine, District 3 (Alt)
Rick Hyman, District 5
Murray Fontes, City of Watsonville
Kira Ticus, Ecology Action/Bike-to-Work
Leo Jed, CTSC

Unexcused Absences:

Excused Absences:
Casey Beyer, District 2 (Alt.)
Peter Scott, District 3
Jim Langley, CTSC (Alt.)
Piet Canin, Ecology Action/Bike to Work (Alt)

Vacancies:
District 4 – Voting and Alternate
District 5 – Alternate
City of Santa Cruz – Alternate
City of Scotts Valley – Voting and Alternate
City of Capitola – Voting and Alternate
City of Watsonville – Alternate

Staff:
Cory Caletti, Sr. Transportation Planner
Anais Schenk, Transportation Planner
Sarah Christensen, Sr. Engineer

Guests:
Kelly Bond
Becky Steinbruner
Theresa Rogerson, CTSC

3. Announcements – Cory Caletti announced the unfortunate passing of Kem Akol, voting member of the Bicycle Advisory Committee (Committee) for District 4 and previously, for District 1. Kem was a member of the Committee for 25 years and a tireless advocate for bicyclists in the community. Following a moment of silence, a condolence card for Kem’s family was distributed for Committee members to sign. Cory also announced that after 15 years she would be stepping down as staff to the Committee and that Anais Schenk will be the new staff person.

Anais Schenk announced that the Final Draft of the 2040 Regional Transportation Plan (RTP) was approved by the Regional Transportation Commission on April 5, 2018. The next step is for the
Association of Monterey Bay Area Governments (AMBAG) to certify the Environmental Impact Report (EIR) which is currently scheduled for June 13, 2018. After the EIR has been certified by AMBAG, RTC will consider adoption of the EIR findings and adoption of the final 2040 RTP.

4. Oral communications – Amelia Conlen announced she has accepted a position with Ecology Action, but would remain on the Committee representing the City of Santa Cruz. Becky Steinbruner asked the Committee to consider a grant to provide helmets and lights to farm workers as well as to write a letter to the County to request the installation of bicycle racks as part of the Aptos Village improvements. She also voiced concerns about the bus stop relocation for the inbound 71 bus at Trout Gulch and Soquel which she commented does not have a pullout large enough for buses to clear the bike lane. She also stated that she observed motorists queuing in the bike lane at this intersection for right turns. She asked the Committee to provide some recommendations for improvements to safety for bicyclists at that intersection.

5. Additions or deletions to consent and regular agendas – Anais Schenk requested that item 15, Draft “5-year Program of Projects” and item 17, Update on Vision Zero Program be moved to follow item 11, Officer Elections.

CONSENT AGENDA

A motion (Hyman/Fontes) was made to approve the consent agenda. The motion passed unanimously with members Conlen, Voss, Johnson, Hyman, Fontes, Ticus, Menchine and Jed voting in favor.

6. Approve draft minutes of the December 11, 2017 Bicycle Advisory Committee meeting (pages 5-8)

7. Accept summary of Hazard Reports (pages 9-14)

8. Approve recommendation to the RTC to approve Ecology Action’s Transportation Development Act allocation request for $60,000 for the Bike to Work Program (pages 15-32)

9. Approve recommendation to the RTC to approve the Health Service Agency’s TDA allocation request for $130,000 for the Community Traffic Safety Coalition and the Ride ’n Stride Bicycle and Pedestrian Education Programs (pages 33-60)

REGULAR AGENDA

10. Report on new appointments, reappointments, resignations, and updated roster – Cory Caletti, RTC Senior Transportation Planner summarized the current status of appointments which include some recent reappointments and a number of vacancies. A recruitment process will start this month to fill vacancies. Janneke Straus asked about the appointment process. Cory replied that interested individuals are asked to attend one or two Committee meetings before applying, but it is not required. Applications are online and can be submitted to Anais Schenk once completed. Becky Steinbruner asked about the amount of time required for participation in the Committee. Amelia Conlen replied that a minimum of two hours every two months is required but that there are opportunities for further engagement in ad-hoc committees for those who are interested. Becky Steinbruner commented that the Committee should consider creating an ad-hoc committee to follow the Portola Specific Plan process.

11. Officer Elections – Cory Caletti, RTC Senior Transportation Planner summarized the officer election process. Formerly officers were elected every year; however, the Rules and Regulations
were recently updated to allow for two year appointments. Cory appreciated Amelia Conlen for her service and asked for nominations for the Chair and Vice-Chair positions. A motion was made (Ticus/Fontes) to nominate Amelia Conlen for Chair. The motion passed unanimously with members Conlen, Voss, Johnson, Hyman, Fontes, Ticus and Jed voting in favor. Another motion was made (Ticus/Voss) to nominate Murray Fontes for Vice-Chair. The motion passed unanimously with members Conlen, Voss, Johnson, Hyman, Fontes, Ticus, Menchine and Jed voting in favor. The Chair and Vice-Chair will serve through March, 2020.

12. Draft “5-year Program of Projects” recommendations for Measure D funding allocations: Highway Corridors, Active Transportation and Rail Corridor investment categories, the San Lorenzo Valley Highway 9 Corridor Improvements and the Highway 17 Wildlife Crossing – Sarah Christensen, Senior Transportation Engineer, presented the 5-year program for Highway 1. Changes to the draft program of projects include: consolidating the auxiliary lane projects for Park Avenue to Bay/Porter and State Park Drive to Park Avenue, adding funding for these projects earlier in the project life to make them competitive for grant funding sources and moving funds for the Mar Vista Drive overcrossing out one year. Cory Caletti, Senior Transportation Planner reported that the RTC is currently conducting a multimodal study for the Highway 9 / San Lorenzo Valley Corridor which will include preliminary recommendations for projects. Cory also reported on the funding for the Rail Corridor regional project which includes continued funding for the Unified Corridor Investment Study, the bridge analysis and rehabilitation as well as storm damage repair. Cory also reported on the Active Transportation/Monterey Bay Sanctuary Scenic Trail – Rail Trail regional 5-year program which included a recommendation to add $200,000 for Segment 10 (17th Avenue to 47th Avenue) for preliminary design and right-of-way research in FY 22/23. A motion was made (Hyman/Voss) to express support to the RTC for allocation of funding towards Segment 10. The motion passed unanimously with members Conlen, Voss, Johnson, Hyman, Fontes, Ticus, Menchine and Jed voting in favor.

The Committee requested that in the future the 5 year program of projects include reports on what was allocated in previous years and what was spent versus carried over into future years. Cory replied that RTC staff would further refine the allocation spreadsheets that will go to the RTC based on feedback and provide approved Measure D allocation spreadsheets to the Committee in June for members’ information. The Committee also requested more information on the Highway 9 / San Lorenzo Valley Corridor. Cory mentioned that the project managers were planning on attending the Committee meeting in June to present on that project.

13. Update on Vision Zero Program – Theresia Rogerson, Health Services Agency staff provided a background on the philosophy of Vision Zero and reported on the progress of the County Vision Zero program. Recently the City of Watsonville passed a resolution to implement a Vision Zero program. The City of Santa Cruz and the County of Santa Cruz are also in discussion regarding adoption of a resolution and development of a program. The CTSC continues to collect anecdotal data and police reports to tally and map the locations of severe crashes and fatalities. The work program for the CTSC for the next two years, approved as part of item #9 above, includes continuing efforts around implementing Vision Zero.

14. Nomination of member for participation in Downtown Watsonville Complete Streets Plan – Murray Fontes provided a brief synopsis of the Watsonville Downtown Complete Streets project and noted that the outreach process included forming a stakeholder committee. He asked for volunteers from the Committee to participate in the stakeholder committee. Amelia Conlen, Janneke Strause, Kira Ticus and Theresia Rogerson all expressed interest.

15. Procedure for sharing contact information – Anais Schenk noted that in the past the roster was included in every packet with the contact information for members of the Committee. However,
the current RTC practice is to redact contact information; therefore, the current roster does not include emails or phone numbers in recent packets. She asked the Committee if they would like contact information to continue to be published in the packet or if they would like that information to be provided on a Google spreadsheet. The Committee indicated that they would prefer a Google spreadsheet.

16. Draft letter from the Bicycle Advisory Committee to the City of Santa Cruz recommending that the Branciforte Trail remain open - Rick Hyman summarized the issue that prompted the Committee to draft a letter: due to neighbor complaints the City of Santa Cruz began discussions about closing the Branciforte Creek Trail. In December, the Committee voted to draft a letter opposing the closure. After starting the draft letter Rick learned that the City was no longer considering closing the trail. However, since the Committee had voted to provide the letter he finished a draft for discussion and inclusion in the packet. Amelia Conlen provided additional background stating that while the City was no longer considering a full closure, there were still ongoing discussions with the neighbors. Will Menchine added that the path is now gated and shut at night. A motion (Jed/Fontes) was made to provide a letter to the City of Santa Cruz with language encouraging communication to resolve safety and access issues while keeping the path open and to consider lighting for the path. The motion passed with members Voss, Johnson, Hyman, Fontes, Ticus, Menchine and Jed voting in favor. Committee member Amelia Conlen abstained.

17. Status update on the Countywide Bicycle Wayfinding Project - Anais Schenk, Transportation Planner reported that input from the Committee and stakeholders had been incorporated into the signage database. Additionally, a scope change request was submitted to and approved by Caltrans and California Transportation Commission staff to account for the changed number of signs and locations. The next steps for the project include applying for the construction allocation and going out to bid for construction.

18. Updates related to Committee functions - None

19. Adjourn – 8:20 pm

NEXT MEETING: The next Bicycle Committee meeting is scheduled for June 11, 2018 from 6:00pm to 8:30pm at the RTC office, 1523 Pacific Ave, Santa Cruz, CA.

Minutes respectfully prepared and submitted by:
Anais Schenk, Transportation Planner
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<tr>
<th>Date</th>
<th>First Name</th>
<th>Last Name</th>
<th>Contact Info</th>
<th>Location</th>
<th>Cross Street</th>
<th>City</th>
<th>Reported Hazards</th>
<th>Additional Comments</th>
<th>Forwarded To</th>
<th>Forwarded Date</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>06/04/18</td>
<td>Danielle</td>
<td>Venable</td>
<td><a href="mailto:Danielle.Venable@santacruzcounty.us">Danielle.Venable@santacruzcounty.us</a></td>
<td>169 Capitola Rd</td>
<td>Harbor View Ct.</td>
<td>Santa Cruz</td>
<td>Rough pavement or Potholes</td>
<td>Water gathers in a low spot and the concrete is getting really bad. There's a hole developing and lots of cracks that are getting deeper.</td>
<td>DPW</td>
<td>06/05/18</td>
<td></td>
</tr>
<tr>
<td>06/03/18</td>
<td>Adam</td>
<td>Millard-Ball</td>
<td><a href="mailto:adammmb@hotmail.com">adammmb@hotmail.com</a></td>
<td>636 Bonita Drive</td>
<td>Freedom blvd</td>
<td>Aptos</td>
<td>Rough pavement or potholes</td>
<td>Large pothole that swallows a bicycle tire. This is especially dangerous because it is on a downhill, and just beyond a speed bump that impairs visibility. The speed bump also has poor visibility, as the white markings are faded.</td>
<td>DPW</td>
<td>06/04/18</td>
<td></td>
</tr>
<tr>
<td>05/31/18</td>
<td>Tom</td>
<td>Roberts</td>
<td><a href="mailto:rotom@ucsc.edu">rotom@ucsc.edu</a></td>
<td>Bay St</td>
<td>Escalona Drive</td>
<td>Santa Cruz</td>
<td>Plant overgrowth or interference</td>
<td>Tons of overgrown plants in the bike lane on Bay St. going south in the area north of Escalona Dr. Interferes with using the full extent of the lane (to a pretty extreme degree)</td>
<td>Jim Burr</td>
<td>06/01/18</td>
<td></td>
</tr>
<tr>
<td>05/31/18</td>
<td>Tom</td>
<td>Roberts</td>
<td><a href="mailto:rotom@ucsc.edu">rotom@ucsc.edu</a></td>
<td>Ocean Street</td>
<td>Hwy 1</td>
<td>Santa Cruz</td>
<td>Rough pavement or potholes, Hazardous drain grate</td>
<td>There are two hazards in the bike lanes on Ocean Street around the junction with Highway 1 (and to be frank, the whole area feels very dangerous as a bicyclist) In the southbound lane, there is a pothole in the street directly in the path of the bike lane in front of the offramp. Frequently it requires swerving into the traffic lane to avoid, because cars creep around the corner from the offramp. In the NB lane in between the 2 overpasses, is a hazardous drain grate in the bike lane. The paved part of the bike lane is already extremely narrow, but I have had a number of close calls with this drain gate. Truthfully, this entire stretch of Ocean feels pretty dangerous. (Finally, there is a trash can that is in the bike lane ALL THE TIME on the northbound side. Is this an appropriate place to report it? I have a few places where this is a habitual issue)</td>
<td>Jim Burr</td>
<td>06/01/18</td>
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<td>05/31/18</td>
<td>Peter</td>
<td>Stanger</td>
<td><a href="mailto:pjlsb@att.ne">pjlsb@att.ne</a></td>
<td>Freedom Blvd</td>
<td>Hwy 1</td>
<td>Freedom</td>
<td>&quot;other&quot;</td>
<td>This intersection was designed in the late 60's and built in the early 70's when bicycling wasn't even a consideration. Freedom Blvd was constructed as wide as Highway 1 and the on-ramps to Highway 1 were constructed to allow motor vehicles to easily access the highway with minimal reduction in speed with a wide and sweeping curve to the on-ramp. The Caltrans Safe Intersections Guidelines now suggests that such intersections be made a sharp right angles to induce reduction in motor vehicle speed. The problem that I am reporting is that the &quot;green lane&quot; is nearly 180 feet long as it passes the conspicuously wide freeway on-ramp. The &quot;green lane&quot; is on a uphill slope that slow the forward progress of cyclists. All cyclists using the Pacific Coast Bike Route must cross this area.Freedom Blvd is posted 45mph and the motor vehicles don't reduce speed when a cyclists is in bike lane. Freedom Blvd roadbed has a excessively wide paved area on right hand side marked w/white to indicate to motorists that the area is NOT a lane. Motorists, upon seeing cyclists laboring uphill in&quot;green lane&quot; simply drive into the right hand paved area to continue onto the on-ramp so they won't have to reduce speed or wait for the cyclists to clear the access to the on-ramp. For cyclists, this creates the unnerving experience of cars passing at 45mph on the left to get to the on-ramp&amp;cars passing at 45mph to the right to get to the on-ramp. The wide paved area to the right of the motor vehicle lane that currently only has white paint to deter this driving behavior needs to have additional deterrents, such as white bots or the pavement grinding to alert the motorists that it's not part of the motor vehicle lane.Better yet, the freeway should have been constructed using the criteria of the Caltrans Safe Intersection guidelines booklet.</td>
<td>CalTrans &amp; DPW</td>
<td>05/31/18</td>
<td></td>
</tr>
<tr>
<td>05/25/18</td>
<td>Peter</td>
<td>Stanger</td>
<td><a href="mailto:pjlsb@att.ne">pjlsb@att.ne</a></td>
<td>Soquel Drive</td>
<td>Trout Gulch</td>
<td>Aptos</td>
<td>Debris on shoulder or bikeway, Bikeway not clearly marked</td>
<td>Comments at end of this document</td>
<td>DPW</td>
<td>05/25/18</td>
<td>Responses at end of document</td>
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<tr>
<td>05/13/18</td>
<td>Cary</td>
<td>Townsend</td>
<td><a href="mailto:carytownsendd@yahoo.com">carytownsendd@yahoo.com</a></td>
<td>1100 Green Hills Rd</td>
<td>Falcon Ridge Rd</td>
<td>Scotts Valley</td>
<td>Potholes</td>
<td>The traffic signal at the exit of Dominican Hospital to travel onto Soquel Ave. does not change for bicycles. I reported this problem almost 2 years ago, and it has not been fixed yet.</td>
<td>DPW/Scotts Valley</td>
<td>05/25/18</td>
<td>5/15/2018 DPW replied: I am in receipt of your traffic signal issue at Dominican Hospital and Soquel Drive. I will be forwarding your request to Road Traffic Transportation engineers for their attention and reply.</td>
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<tr>
<td>05/13/18</td>
<td>Rick</td>
<td>Hyman</td>
<td><a href="mailto:bikerick@att.net">bikerick@att.net</a></td>
<td>Hospital Dr</td>
<td>Soquel Drive</td>
<td>Soquel</td>
<td>Traffic Signal problem</td>
<td></td>
<td>County/DPW</td>
<td>05/14/18</td>
<td>5/15/2018 DPW replied: I am in receipt of your issue debris at Trout Gulch part of the Aptos Village Improvements Project. I will be forwarding this request to our Construction division and Design division engineers of Public Works. I will also be forwarding your request for...Sweeping the bike lanes on Soquel Drive to our Brommer maintenance yard.</td>
</tr>
<tr>
<td>05/12/18</td>
<td>Sandrine</td>
<td>Georges</td>
<td><a href="mailto:sandrinesantacruz@yahoo.com">sandrinesantacruz@yahoo.com</a></td>
<td>4343 Soquel Ave</td>
<td>Soquel</td>
<td>Debris on shoulder or bikeway</td>
<td>Small pieces of broken glass in bike lane</td>
<td></td>
<td>County DPW</td>
<td>05/14/18</td>
<td>5/15/2018 DPW replied: I am in receipt of your issue debris at Trout Gulch and Soquel. The Contractor should clear the bike lane/shoulder of debris weekly at minimum as part of BMPs. In addition, a lot of debris (glass, gravel, etc.) has built up along Soquel Drive along entire north bound commute length (Aptos to Santa Cruz) and needs to be street swept.</td>
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<td>05/07/18</td>
<td>Ryan</td>
<td>Moroney</td>
<td><a href="mailto:ryan_moroney@yahoo.com">ryan_moroney@yahoo.com</a></td>
<td>Soquel Ave</td>
<td>Trout Gulch</td>
<td>Aptos</td>
<td>Debris on shoulder</td>
<td>The Aptos Village project appears to be creating a lot of debris along Trout Gulch and Soquel. The Contractor should clear the bike lane/shoulder of debris weekly at minimum as part of BMPs. In addition, a lot of debris (glass, gravel, etc.) has built up along Soquel Drive along entire north bound commute length (Aptos to Santa Cruz) and needs to be street swept.</td>
<td>County DPW</td>
<td>05/07/18</td>
<td>5/7/2018 DPW replied: I am in receipt of your issue debris at Trout Gulch part of the Aptos Village Improvements Project. I will be forwarding this request to our Construction division and Design division engineers of Public Works. I will also be forwarding your request for...Sweeping the bike lanes on Soquel Drive to our Brommer maintenance yard.</td>
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<tr>
<td>05/04/18</td>
<td>Brad</td>
<td>Cramer</td>
<td><a href="mailto:cramer4eyes@yahoo.com">cramer4eyes@yahoo.com</a></td>
<td>Bean Creek Rd</td>
<td>Scotts Valley Drive</td>
<td>Scotts Valley</td>
<td>Overgrowth or interference, bikeway not clearly marked</td>
<td>Bushes are overgrown into the entirety of the bike lane forcing bikes into a 30mph lane of traffic while pedaling uphill.</td>
<td>Scotts Valley Public Works</td>
<td>05/07/18</td>
<td></td>
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<tr>
<td>05/04/18</td>
<td>Brad</td>
<td>Cramer</td>
<td><a href="mailto:cramer4eyes@yahoo.com">cramer4eyes@yahoo.com</a></td>
<td>Scotts Valley Drive</td>
<td>Bean Creek Rd</td>
<td>Scotts Valley</td>
<td>Debris on shoulder</td>
<td>The bike lanes on Scotts Valley drive are covered with gravel, broken glass, and construction debris. The construction companies do a very poor job of cleaning up their mess and creates a constant flat tire hazard.</td>
<td>Scotts Valley Public Works</td>
<td>05/07/18</td>
<td></td>
</tr>
<tr>
<td>04/30/18</td>
<td>Noe</td>
<td>Parker</td>
<td><a href="mailto:noeparker17@gmail.com">noeparker17@gmail.com</a></td>
<td>Soquel Ave</td>
<td>Porter Street</td>
<td>Soquel</td>
<td>Debris in bike path</td>
<td>Organic debris (branches, leaves, acorns, etc.), gravel, and other obstructions along Soquel Drive in the bike lane. Have popped my tire on my commute twice in the past week.</td>
<td>DPW</td>
<td>04/30/18</td>
<td></td>
</tr>
<tr>
<td>4/26/2018</td>
<td>Jessica</td>
<td>Guild</td>
<td><a href="mailto:jroseg2004@yahoo.com">jroseg2004@yahoo.com</a></td>
<td>1521 Mission Street</td>
<td>Bay</td>
<td>Santa Cruz</td>
<td>Rough pavement or potholes</td>
<td>Pothole in bike lane at the intersection of Bay and Mission requires biker to veer out of bike lane and into vehicle lane.</td>
<td>Jim Burr</td>
<td>04/26/18</td>
<td></td>
</tr>
<tr>
<td>4/26/2018</td>
<td>Jessica</td>
<td>Guild</td>
<td><a href="mailto:jroseg2004@yahoo.com">jroseg2004@yahoo.com</a></td>
<td>Glenn E. Coolidge Memorial Bridge</td>
<td>Santa Cruz</td>
<td></td>
<td>Rough pavement or potholes, Hazardous drain grate</td>
<td>There is a large bump as the road meets the bridge which can pop bike wheels if you hit it too fast coming down the hill. Additionally, the drainage in this spot is very bad - during large rain storms the bike lane is completely submerged requiring the biker to merge into the car lane.</td>
<td>Jim Burr</td>
<td>04/26/18</td>
<td></td>
</tr>
</tbody>
</table>

5/7/2018: Jessica Kahn stated: Mr. Cramer, Thank you for bringing this to our attention. The street sweeper is being scheduled this week for to service the entirety of Scotts Valley Drive. Please let me know if you have any additional questions or concerns.

On 5/1/2018 DPW stated: I will be forwarding your request for work to our Brommer maintenance yard (831) 477-3999. Thank you for taking the time to report this issue.

4/26/18 Forwarded to Street Maintenance

4/26/18 Forwarded to Street Maintenance on 4/27/2018: Richard Smith of the street department stated: We will grind that bump off this morning. The water issue will be addressed before next winter.
<table>
<thead>
<tr>
<th>Date</th>
<th>First Name</th>
<th>Last Name</th>
<th>Contact Info</th>
<th>Location</th>
<th>Cross Street</th>
<th>City</th>
<th>Reported Hazards</th>
<th>Additional Comments</th>
<th>Forwarded To</th>
<th>Forwarded Date</th>
<th>Response</th>
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</thead>
<tbody>
<tr>
<td>4/10/2018</td>
<td>Cindy</td>
<td>Pierce</td>
<td><a href="mailto:cindygpierce@gmail.com">cindygpierce@gmail.com</a></td>
<td>Beach Street</td>
<td>3rd street to Pacific</td>
<td>Santa Cruz</td>
<td>Pedestrians unawareness</td>
<td>Most visitors to the boardwalk are unaware that there is a bike lane on Beach St parallel to the sidewalk. They wander aimlessly into the bike lane unaware that a bike is approaching. Often they literally walk backwards into the bike lane setting themselves up for a photo shoot, unaware that they are stepping off the curb into a traffic lane. Jim Burr</td>
<td>04/11/18</td>
<td></td>
<td>On 4/12/18 Amelia stated: I'm happy to report that the City has received funding to widen the trestle bridge over the San Lorenzo River. This project is currently in the design phase, and we hope to go to construction in late 2018. This is a long-standing issue and we are looking forward to providing a better facility. We have also received funding for design and permitting of Segments 8 and 9 of the rail trail, which includes the cycle track in front of the Boardwalk. This project is farther out and we still need to find construction funding, but we are aware of bike/ped conflicts and will be looking for ways to mitigate</td>
</tr>
<tr>
<td>4/25/2018</td>
<td>Steve</td>
<td>Matson</td>
<td><a href="mailto:smatson@pacbell.net">smatson@pacbell.net</a></td>
<td>Hames Road</td>
<td>Pleasant Valley</td>
<td>Freedom M/Watsonville</td>
<td>Plant overgrowth /Interference</td>
<td>North side of Hames Rd. Over the top of the hill from Alfaro Winery, oak trees have grown into and over the road. The shoulder is completely overgrown. It is necessary to ride in the road to avoid getting hit by tree branches. There are tree branches broken off from trucks hitting them.</td>
<td>DPW</td>
<td>04/25/18</td>
<td>I am in receipt of your issue of trees in bike lane. I will be forwarding your request for work to our Brommer maintenance yard (831) 477-3999. Thank you for taking the time to report this issue.</td>
</tr>
<tr>
<td>04/17/18</td>
<td>Becky</td>
<td>Steinbruner</td>
<td><a href="mailto:ki6tkb@yahoo.com">ki6tkb@yahoo.com</a></td>
<td>Glen Canyon</td>
<td>Rodeo Gulch</td>
<td>County</td>
<td>Debris on shoulder or bikeway</td>
<td>ALOT of gravel fines strewn all over the roadway and on curves, due to recent oil and screen pothole filling work.</td>
<td>DPW</td>
<td>04/19/18</td>
<td>4/20/2018 DPW “I am in receipt of your bike lane hazard report forwarded from SCCRTC. I will be forwarding your hazard report out to our Brommer maintenance yard (831) 477-3999. Thank you for taking the time to report this issue.”</td>
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<tr>
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<td>Forwarded Date</td>
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</tr>
<tr>
<td>04/17/18</td>
<td>Becky</td>
<td>Steinbru ner</td>
<td><a href="mailto:k6tkb@ymail.com">k6tkb@ymail.com</a></td>
<td>Soquel</td>
<td>Trout Gulch</td>
<td>County</td>
<td>Debris on shoulder or bikeway Westbound bike lane has significant amount of crushed rock strewn about from cars spinning out in the crushed road base adjacent to the bike lane at the new traffic light intersection</td>
<td></td>
<td>DPW</td>
<td>04/19/18</td>
<td>4/20/2018 DPW &quot;I am in receipt of your bike lane hazard report forwarded from SCCRTC. I will be forwarding your hazard report out to our Brommer maintenance yard (831) 477-3999. Thank you for taking the time to report this issue.&quot;</td>
</tr>
<tr>
<td>4/12/2018</td>
<td>Meiya</td>
<td>Sparks</td>
<td><a href="mailto:msparks@students.kirby.org">msparks@students.kirby.org</a></td>
<td>Encinal</td>
<td>River St.</td>
<td>Santa Cruz</td>
<td>Bike Lane Requested &quot;I am a senior at Kirby School, I am interested in getting a bike lane put in on Encinal for students who bike to school.&quot;</td>
<td></td>
<td>Jim Burr</td>
<td>04/12/18</td>
<td>04/12/2018 J Burr replied: The City will make sure this is included in the Active Transportation Plan for evaluation and consideration as part of the overall system. Many projects from that plan are constructed installed annually, so this is not any kind of dismissal of the idea, but staff do need to prioritize on a Citywide basis.</td>
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<tr>
<td>4/10/2018</td>
<td>Cindy</td>
<td>Pierce</td>
<td><a href="mailto:cindygpierce@gmail.com">cindygpierce@gmail.com</a></td>
<td>Train Trestle Bridge</td>
<td>3rd street/East Cliff</td>
<td>Santa Cruz</td>
<td>Passage is too narrow I would like to propose a railing that runs along the curb forcing pedestrians to make an effort before making a move. This is a long stretch of road so I see the dollars adding up, but something as simple as posts and 2 rows of draping ropes or wires would force people to notice before acting. It would take concerted effort to step over the rail or wires triggering people to notice what they are stepping into.</td>
<td></td>
<td>Jim Burr</td>
<td>04/11/18</td>
<td>4/12/2018 Amelia replied: I'm happy to report that the City has received funding to widen the trestle bridge over the San Lorenzo River. This project is currently in the design phase, and we hope to go to construction in late 2018. This is a long-standing issue and we are looking forward to providing a better facility. We have also received funding for design and permitting of Segments 8 &amp; 9 of the rail trail, which includes the cycle track in front of the Boardwalk. This project is farther out and we still need to find construction funding, but we are aware of bike/ped conflicts and will be looking for ways to mitigate the issue.</td>
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<tr>
<td>4/6/2018</td>
<td>Connie</td>
<td>Wilson</td>
<td><a href="mailto:camt@cruzio.com">camt@cruzio.com</a></td>
<td>Frederick, Water, Market</td>
<td>Broadway/Seabright/Goss</td>
<td>Santa Cruz</td>
<td>Rough pavement or potholes</td>
<td>1. Frederick Street between Star of the Sea Church and Broadway going towards the beach. In the bike lane tree roots have raised the pavement and it is not always visible and a hazard. 2. Water Street between Safeway and Sante Adarius brewery, also bumps in the bike lane that are not visible. Market Street, very fast vehicle drivers, a share the road sign?? anything to slow the vehicles down would be appreciated as there are many cyclists and also peds that use this area between the freeway overpass and Avalon also lots of debris which I try to clean up as much as possible - scary with the cars speeding by. 4. Market St/Goss intersection. Coming from town along Market Street, there is a ditch for cars to turn right. No room for a cyclist with the drainage ditch and no shoulder. 5. Water St/Seabright intersection is difficult for peds to cross, any chance of a flashing light for ped crossing?</td>
<td>Amelia Conlen</td>
<td>4/6/2018</td>
<td></td>
</tr>
<tr>
<td>02/21/18</td>
<td>Lilly Ann</td>
<td>Popken</td>
<td><a href="mailto:lapedales2@aol.com">lapedales2@aol.com</a></td>
<td>719 Cabrillo Hwy</td>
<td>bike path on way to Wilder</td>
<td>. urgent</td>
<td>Tree came down blocking bike path on way to Wilder Ranch. Marked as urgent because there has already been one accident.</td>
<td>CalTrans</td>
<td>02/2118</td>
<td></td>
<td></td>
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<tr>
<td>Date</td>
<td>First Name</td>
<td>Last Name</td>
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<tr>
<td>03/13/18</td>
<td>Stan</td>
<td>Hooper</td>
<td><a href="mailto:hooper2@phc.net">hooper2@phc.net</a></td>
<td>230 Madrone Ave</td>
<td>Hwy 236</td>
<td>Boulder Creek</td>
<td>Bikeway not clearly marked, Sidewalk too narrow, No crosswalk or striping</td>
<td>An 8” high curb was added</td>
<td>CalTrans</td>
<td>3/13/2018</td>
<td></td>
</tr>
<tr>
<td>03/07/18</td>
<td>David</td>
<td>Haussler</td>
<td><a href="mailto:haussler@ucsc.edu">haussler@ucsc.edu</a></td>
<td>936 Coolidge Dr</td>
<td>UC Meadow bike path</td>
<td>UCSC</td>
<td>Debris on shoulder or bikeway</td>
<td>Often large chunks of asphalt in the bike traffic lane</td>
<td>DPW</td>
<td>3/7/2018</td>
<td></td>
</tr>
<tr>
<td>05/2/18</td>
<td>Peter</td>
<td>Stanger</td>
<td>Continued from above: The storms that famously caused the collapse of Trout Gulch Rd @ Valencia Creek and other storm related havoc around SC County in 2016-17 also caused the hillside adjacent to the bend in the road of Soquel Dr to partially collapse into the bike lane and E/b traffic lane of Soquel Dr. Public Works cleared the E/b motorized traffic lane within weeks of the storms and placed a series of traffic warning sawhorses in the bike lane on this bend in the road. As weeks turned to months, the traffic sawhorses got hit and destroyed by motorized traffic and PW eventually removed{their remains}. The bike lane remained obstructed by dirt &amp; vegetation from the hillside as PW was too busy with whatever else they felt was more urgent than the safety of bicyclist using this area of roadway. Another year has passed and the painted white line that delineated the motorized traffic from the bike lane is obscured as motorists would curve around this bend in the roadway. Eventually the white line that delineated the bike lane was a mere shadow. This month PW repainted the white line that delineated the bike lane from the area east of the railroad trestle over-crossing of Soquel Drive just east of Aptos Village all the way to this bend in the roadway. At the bend of the road itself, they painted NOTHING AT ALL. The result is the bike lane ends just before this blind curve, and commences again about 75 yds again to the east where Soquel Dr straightens-out again. As currently exists, there is no bike lane, no sign that the bike lane ends, no sharrows, no &quot;share the road&quot; signage. Motorized traffic rarely travels the posted 25mph speed limit as it zooms around this blind curve &amp; sometimes suddenly comes-up upon a bicyclists. I have learned not expect much from PW when it comes to bicyclist safety. But this is really over-the-top. They couldn't clear the debris out of the bike lane, they they couldn't repaint the bike lane, they couldn't even post signage that the bike lane ends. Isn't there someone on the SCCRTC's Bicycle Advisory Committee that represents the 2nd District and the Aptos Area? Isn't that their job to see note and mitigate this issue?</td>
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<tr>
<td>05/31/18</td>
<td>Anais</td>
<td>Schenk</td>
<td>TO Peter Stanger: Thank you for submitting a hazard report and bringing this issue to our attention. County Public Works will respond as well, however I wanted to address your questions at the end of the report. The primary purpose of the Bicycle Advisory Committee is to advise the RTC on bicycle projects, programs and plans. While it is not their primary function on the committee, when advisory members see major maintenance issues that have already been reported to the jurisdiction but remain unaddressed then they may bring it to the committee’s attention, particularly if the maintenance issue is affecting the basic function of a bicycle facility. As with any issue that is within the purview of another jurisdiction or agency we like to offer that agency or jurisdiction an opportunity to address the issue. We will track this report accordingly. I suggest that you also submit hazard reports for the other issues that you raised with Casey in order to provide county an opportunity to address those as well.</td>
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<tr>
<td>05/31/18</td>
<td>DPW</td>
<td>To Peter</td>
<td>Stanger: I am in receipt of your issues for the bike lane on Soquel Drive. I will be forwarding your report to out to our Brommer maintenance yard (831) 477-3999 and our Road Operations division of Public Works for their review and reply. Thank you for taking the time to report this issue.</td>
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AGENDA: June 11, 2018

TO: Bicycle Advisory Committee
FROM: Grace Blakeslee, Transportation Planner
RE: North Coast Rail Trail– Project Update and Schedule for Release of Draft EIR

RECOMMENDATIONS

Staff recommends that the Bicycle Advisory Committee receive information about on the North Coast Rail Trail Draft Environmental Impact Report.

BACKGROUND

The 7.5-mile North Coast Rail Trail project is being implemented through a Federal Lands Access Program (FLAP) grant by the Federal Highway Administration’s (FHWA) Central Federal Lands (CFL) Department. The 5.4-mile section from Wilder Ranch to Yellowbank/Panther Beach received full funding through the FLAP grant, the California Coastal Conservancy and the Land Trust of Santa Cruz County. The 2.1-mile section from Yellowbank/Panther Beach to Davenport and parking lots in Davenport and at Yellowbank/Panther Beach are additionally funded through the Land Trust and the RTC for design, environmental clearance and permitting stages; construction funding is yet to be secured. Per a signed agreement with FHWA, federal funds must be obligated by December 2020.

DISCUSSION

Regional Transportation Commission (RTC) staff will provide information about the North Coast Rail Trail Draft Environmental Impact Report Schedule to the RTC at the June 14, 2018 meeting. The staff report prepared for the June 14, 2018 RTC meeting is included as Attachment 1 for informational purposes.
TO: Regional Transportation Commission

FROM: Cory Caletti and Grace Blakeslee, Senior Transportation Planners

RE: North Coast Rail Trail – Project Update and Schedule for Release of Draft Environmental Impact Report (EIR)

__________________________________________________________________

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC):

1. Accept an update on North Coast Rail Trail project implementation, and

2. Accept anticipated schedule for release of Draft Environmental Impact Report (EIR) with a 45-day public review period and public meetings.

__________________________________________________________________

BACKGROUND

The 7.5-mile North Coast Rail Trail project (Project) is being implemented through a Federal Lands Access Program (FLAP) grant by the Federal Highway Administration’s (FHWA) Central Federal Lands (CFL) Department. The 5.4-mile section from Wilder Ranch to Panther/Yellowbank Beach received full funding through the FLAP grant, the California Coastal Conservancy and the Land Trust of Santa Cruz County. The 2.1-mile section from Panther/Yellowbank Beach to Davenport and parking lots in Davenport and at Panther/Yellowbank Beach are additionally funded through the Land Trust and the RTC for design, environmental clearance and permitting stages; construction funding is yet to be secured. Per a signed agreement with FHWA, federal funds must be obligated by December 2020.

The RTC directed staff to engage an environmental consultant to prepare an Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act (CEQA), to evaluate Project impacts and inform decision-making. The RTC also directed that an economic analysis be conducted in parallel with the EIR. The Final EIR and an economic analysis, to be completed as part of the Unified Corridor Investment Study, are all scheduled to be brought before the Commission by the end of this calendar year. CFL has suspended design work and federal environmental clearance on the project until the RTC selects a preferred project through the EIR process.
DISCUSSION

Notice of Preparation

The North Coast Rail Trail EIR was formally initiated with release of the Notice of Preparation (NOP) on September 13, 2017, and its submission to the State Clearinghouse in compliance with CEQA for distribution to state agencies. Additionally, a copy of the NOP was sent to 183 federal, state, and local agency representatives; 145 members of various organizations; and 1,190 individual members of the public who have expressed interest in RTC projects in the past. The NOP was also posted on the RTC website. The 30-day NOP review period was from September 13, 2017 to October 16, 2017.

Public scoping meetings were held on September 27, 2017 at Pacific Elementary School in Davenport, and September 28, 2017, at the Santa Cruz Police Station Community Room in Santa Cruz. Approximately 85 people attended the scoping meetings, based on sign-in sheets provided at the meetings. The scoping meetings provided another opportunity for attendees to comment on environmental issues of concern and the alternatives that should be discussed in the EIR.

In response to the NOP and public scoping meeting, the RTC received written comments from nine agencies and 132 members of organizations and the public. Comments received included requests for evaluation of a “third” alternative (Farmers’ Alternative) that would remove the rail and locate the trail on top of the tracks north of Scaroni Road, and would locate the trail along Highway 1 (instead of the rail corridor) south of Scaroni Road before returning to the rail corridor just north of Wilder Ranch. This alternative was requested by farmers, their legal representative, as well as other members of the community. Subsequently, RTC staff notified the farmers’ legal representative that this additional proposed alternative would be included among the alternatives considered, and it is being evaluated in the EIR in accordance with CEQA requirements for an alternatives analysis. Additionally, the EIR is evaluating a “trail only” alternative as described in the NOP, an inland side alternative as previously considered by RTC, and the no-project alternative as required by CEQA.

EIR Scope and Content

The scope and content of the EIR is guided by the requirements set forth in the CEQA Guidelines and input gathered during the NOP and scoping process identified above. Although the EIR will not be formally “tiering” from the Monterey Bay Scenic Sanctuary Trail (MBSST) Network Master Plan EIR, it will make use of relevant information contained in the Master Plan EIR, including applicable mitigation measures.

This EIR will identify potentially significant environmental impacts, including project-specific and cumulative effects of the project. In addition, the EIR will identify potentially feasible mitigation measures, where possible, that would avoid, minimize, or reduce significant adverse environmental effects.
The North Coast Rail Trail environmental review includes an analysis of the Proposed Project and Project alternatives, as described below. Note that some details may be further refined as we complete the Draft EIR for publication.

**Proposed Project** The multi-use trail would be located on the coastal side of the existing railroad tracks, except for a short portion on the south end where the trail would utilize the existing sidetracks and Wilder Ranch maintenance road. The Project would also include parking improvements with trail connections at three locations along the alignment, including Davenport Beach, Bonny Doon Beach, and Panther/Yellowbank Beach.

The typical trail cross section would be 20 feet wide, including: 12-foot-wide paved path with striping to separate northbound and southbound, 6-foot-wide unpaved shoulder on the coastal side of the paved path, and 2-foot-wide unpaved shoulder on the inland side of the paved path.

The Proposed Project does not include rail service or improvements to the railroad tracks, but does include retention of the tracks for consistency with the policies set forth in the adopted MBSST Network Master Plan, including Policy 1.2.4, “Develop trails in such a way so that future rail transit services along the corridor are not precluded”, as well as other RTC agreements and contractual obligations.

**Alternative 1: Trail Only** - The railroad tracks and ties would be removed, and the multi-use trail would be located on the rail bed. At the southern end, this alternative may include a spur route from the trail to the Wilder Ranch parking lot and Wilder Ranch. This alternative includes the same parking improvements and access paths to the trail, as the Proposed Project.

The typical trail cross section would be 14-feet wide, including: 10-foot-wide paved path, 4-foot-wide unpaved shoulder on the coastal side of the paved path, and no shoulder on the inland side of the paved path. The typical section is narrower than the Proposed Project to remain predominantly on the existing rail bed, which would reduce some environmental impacts, and entirely within the current right-of-way limits. This alternative is analyzed at a level of detail equal to that of the Proposed Project.

**Alternative 2: Inland Side** - The trail would be located on the inland side of the tracks in the southern portion of the alignment, between Scaroni Road and Wilder Ranch. The northern portion, from Davenport to Scaroni Road, would be on the coastal side of the tracks along the same alignment as the Proposed Project. The trail would not be located on the inland side in the northern portion because it would require a large amount of earthwork and retaining walls to provide adequate trail width, which would increase environmental impacts. This alternative includes the same parking lot improvements and access paths to the trail, as the Proposed Project.
The typical trail cross section would be 20-feet wide, including: 12-foot wide paved path, 6-foot-wide unpaved shoulder on the coastal side, and 2-foot wide unpaved shoulder on the inland side. This alternative is analyzed with enough detail to provide a meaningful comparison to the Proposed Project, but a lesser level of detail as allowed by CEQA than the analysis of the Proposed Project and Alternative 1.

**Alternative 3: Farmers’ Alternative** - The trail would be located outside the rail corridor and along the coastal side of Highway 1 in the southern portion of the alignment, between Scaroni Road and Wilder Ranch. The northern portion, from Scaroni Road to Davenport, would be within the rail corridor on the rail bed (tracks removed) along the same alignment as Alternative 1 (Trail Only). This alternative includes the same parking lot improvements and access paths to the trail, as the Proposed Project.

The typical cross section in the northern portion would be same as Alternative 1 (Trail Only). The typical cross section in the southern portion would be approximately 16 feet wide, including: 10-foot-wide paved path, 4-foot-wide unpaved shoulder on the coastal side, and 2-foot-wide paved or unpaved shoulder on the inland side. This alternative is analyzed with enough detail to provide a meaningful comparison to the Proposed Project, but a lesser level of detail as allowed by CEQA than the analysis of the Proposed Project and Alternative 1.

**Alternative 4: No Project** - The North Coast Rail Trail would not be constructed as planned along RTC’s Santa Cruz Branch Line rail corridor between Davenport on the north and Wilder Ranch on the south. There would be no new trail and no parking improvements. The rail corridor would remain “as is”, and the RTC would operate and maintain the rail corridor in accordance with current practice, policy and legal obligations. The No Project scenario does not include improvements to the tracks for use or removal of the tracks. Potential future use of the rail for freight or passenger service is not yet known and cannot be precluded, but is not part of the No Project alternative. The RTC is conducting the Unified Corridor Investment Study to determine transportation improvements along the community’s north/south transportation corridors, including the rail corridor.

**Schedule**

RTC staff anticipates releasing the Draft EIR in late July for a 45-day public review period that will last into early September. Two public meetings are tentatively scheduled for August 14 and 15 in Davenport and the City of Santa Cruz, respectively. RTC staff will send notices to those on the NOP distribution list and those who commented on the NOP, post information on the agency website and in local newspapers, and file notices with the County Clerk and State Clearinghouse as required by CEQA.

Following circulation of the Draft EIR, the environmental team will prepare a Final EIR. The Final EIR will include all comments received on the Draft EIR, responses to those comments, and necessary revisions to the Draft EIR. The Final EIR is
anticipated to be completed by the end of this calendar year. The length of time the RTC staff and its consultant team will require to prepare the Final EIR will in large part be a function of the volume and character of the comments received. It is possible that Final EIR preparation could take longer than currently anticipated.

The RTC will disclose the rationale for agency decision-making through the adoption of findings, addressing the disposition of all significant environmental effects identified in the EIR, and Statements of Overriding Consideration for those impacts determined to be significant and unavoidable.

**Next Steps**

In addition to preparing the EIR and completing the CEQA process, the following additional tasks and actions are required to move forward with the North Coast Rail Trail project: 1) right-of-way certification; 2) completion of project design; 3) federal environmental compliance; and 4) award of construction contract after completion of the bidding process. Funds must be obligated by 2020 in order for the project to continue to construction.

CFL will complete project design and federal environmental clearance once the RTC certifies the EIR and selects a preferred project. The RTC will continue right-of-way certification work and continue to seek grants to complete the funding package needed in order to construct the 2.1-mile section and parking lots, along with the 5.1 miles that are funded in full.

**Summary of Anticipated Schedule**

| Late July | Release of DEIR |
|-----------------------------------------------|
| Late July to early September | 45-day DEIR Public Review Period |
| August 14\(^{th}\) and 15\(^{th}\), 2018 | Public Meetings in Davenport and City of Santa Cruz |
| December, 2018 | Completion and Certification of Final EIR (timing dependent on volume and character of comments received); Selection of Preferred Project |
| 2018/2019 | Right-of-way; Final Design; Securing Additional Funding; Federal Environmental Compliance; Bidding Process |
| 2020 | Award of Construction Contract; Construction |

**SUMMARY**

The RTC is conducting an Environmental Impact Report (EIR) for a 7.5-mile rail trail project on the north coast. RTC staff anticipates releasing the Draft EIR for public review in late July with a 45-day public review period that will last into early September. Two public meetings are tentatively scheduled for August 14 and 15, 2018 in Davenport and City of Santa Cruz. RTC staff will send out notifications, post information on the agency website and in local newspapers.
TO: Bicycle Committee & Elderly and Disabled Transportation Advisory Committee (E&D TAC)
FROM: Rachel Moriconi, Senior Transportation Planner
RE: Measure D: Five-Year Programs of Projects for Regional Projects Update

RECOMMENDATIONS
This item is for information only.

BACKGROUND

Measure D, the transportation ballot measure passed by more than two-thirds of Santa Cruz County voters on November 8, 2016, provides funding for five categories of projects: neighborhood projects (30% of net measure revenues), highway corridors (25%), transportation for seniors and people with disabilities (20%), active transportation (17%), and the rail corridor (8%).

Each agency receiving Measure D revenues is required to annually develop, update, hold a public hearing on, and adopt a five-year program of projects showing how they plan to use Measure D funds in the upcoming 5 years. Agencies receiving direct formula allocations (cities, the County of Santa Cruz, Santa Cruz Metropolitan Transit District (METRO) and Community Bridges/Lift Line) typically develop their five-year programs of projects as part of their annual budget and/or capital improvement program. Community members provide input on those plans directly to each recipient agency.

The Regional Transportation Commission (RTC) is responsible for developing the five-year program of projects for regional projects, as described below. The first five-year plans for Measure D regional projects were approved by the RTC in June of 2017.

DISCUSSION

The Elderly and Disabled Transportation Advisory Committee (E&D TAC) and Bicycle Committee provided input in April 2018 for the 5-year plans for Measure D regional transportation categories and projects. Staff considered committee input when developing the draft FY18/19-22/23 five-year plans for each of the Measure D regional transportation categories. The 5-year plans (Attachment 1: A-E and summarized Attachment 2) reflect updated revenue projections, proposed
allocations to specific projects and work, updates on the years funds are anticipated to be expended based on current project schedules and costs, and the carryover of unspent revenues from prior years. For some projects and categories, staff proposes to reserve some funds to be allocated in future years, to serve as match for competitive grant programs or to be used in the event those grants are not secured. The 5-year plans also propose to advance future Measure D funds in order to accelerate delivery of some projects, as described below. The “5-year programs of projects” are preliminary plans for years 2-5, and are adjusted annually based on updated project schedule, cost, grant, and revenue information.

The RTC will consider approval of the 5-year plans, following a public hearing at its June 14, 2018 meeting at the Watsonville City Council Chambers.

SUMMARY

Measure D requires recipient agencies to annually prepare and update a five-year program of projects identifying how agencies plan to invest Measure D revenues, consistent with the voter-approved Expenditure Plan. Staff considered committee input when developing the draft 5-year plans for the regional transportation categories -- Highway Corridors, Active Transportation, and the Rail Corridor, as well as San Lorenzo Valley Highway 9 Corridor Improvements and the Highway 17 Wildlife Crossing, and Community Bridges Lift Line (Attachment 1 Exhibits A-E). The RTC is scheduled to adopt the 5-year plans following a public hearing on June 14, 2018.

Attachments:
1. Measure D 5-year programs of projects for Regional Projects/Categories
   a. Highway Corridors 5-Year Program of Projects
   b. Monterey Bay Sanctuary Scenic Trail Network (MBSST)/Coastal Rail Trail 5-Year Program of Projects
   c. Rail Corridor 5-Year Program of Projects
   d. San Lorenzo Valley Highway 9 Corridor 5-Year Program of Projects
   e. Highway 17 Wildlife Crossing 5-Year Program of Projects
2. Summary of Measure D Regional Categories

s:\measured\5yearplan_rtc\2018\measd-draft5yr-junecommittees.docx
## Measure D: 5-Year Program of Projects (FY18/19-FY22/23)

### Category: Highway Corridors (25% of Measure D Revenues)

<table>
<thead>
<tr>
<th>Name/Road/Limits</th>
<th>Description</th>
<th>Prior Years</th>
<th>FY18/19</th>
<th>FY19/20</th>
<th>FY20/21</th>
<th>FY21/22</th>
<th>FY22/23</th>
<th>Total Measure D</th>
<th>2018 Updates</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Highway 1: 41st Avenue/Soquel Drive Auxiliary Lanes and Chanticleer Bike/Pedestrian Overcrossing</td>
<td>Freeway operational improvement, rehab roadway and drainage, improve bicycle/pedestrian access over freeway.</td>
<td>$0</td>
<td>$1,500,000</td>
<td>$500,000</td>
<td>$12,000,000</td>
<td>Balance of construction cost if grants not awarded</td>
<td>$14,284,000</td>
<td>Shift some funds from FY20/21 to earlier in order to advance design and right-of-way. Total will depend on grants received.</td>
<td></td>
</tr>
<tr>
<td>2 Highway 1: Auxiliary Lanes from State Park Drive to Bay/Porter, and Reconstruction of Capitola Avenue Overcrossing</td>
<td>Freeway operational improvement, rehab roadway and drainage, soundwalls and retaining walls, reconstruct Capitola Ave. overcrossing with sidewalks and bike lane</td>
<td>$0</td>
<td>$2,600,000</td>
<td>$500,000</td>
<td>$500,000</td>
<td>$3,200,000</td>
<td>$4,600,000</td>
<td>$11,400,000</td>
<td>Combine Park Av/Bay-Porter and State Park/Park Av. Aux Lanes Projects. Shift some funds from FY20/21 to earlier in order to advance environmental review and design.</td>
</tr>
<tr>
<td>3 Highway 1 Bicycle/Pedestrian Overcrossing at Mar Vista Drive</td>
<td>Address restricted bike/ped access by building new overcrossing with lighting, traffic calming, and moderate aesthetic treatments</td>
<td>$0</td>
<td>$2,000,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$2,000,000</td>
<td>Funds shifted to FY21/22 based on current schedule.</td>
</tr>
<tr>
<td>4 Cruz 511</td>
<td>Ongoing system &amp; demand management (TDM), includes Cruz511.org traveler information, carpool and other TDM programs</td>
<td>$50,000</td>
<td>$150,000</td>
<td>$150,000</td>
<td>$200,000</td>
<td>$200,000</td>
<td>$200,000</td>
<td>$950,000</td>
<td>Funds for FY22/23 added</td>
</tr>
<tr>
<td>5 Safe on 17</td>
<td>Ongoing system management program, involves increased CHP enforcement on Highway 17</td>
<td>$25,000</td>
<td>$25,000</td>
<td>$25,000</td>
<td>$35,000</td>
<td>$35,000</td>
<td>$35,000</td>
<td>$180,000</td>
<td>Funds for FY22/23 added</td>
</tr>
<tr>
<td>6 Freeway Service Patrol</td>
<td>Ongoing system management and congestion reducing program. Roving tow trucks removing incidents and obstructions during peak travel periods on Hwy 1 and Hwy 17</td>
<td>$100,000</td>
<td>$250,000</td>
<td>$250,000</td>
<td>$250,000</td>
<td>$250,000</td>
<td>$250,000</td>
<td>$1,350,000</td>
<td>Funds for FY22/23 added</td>
</tr>
</tbody>
</table>

### Estimated Annual Measure D Allocations

<table>
<thead>
<tr>
<th>Prior</th>
<th>FY18/19</th>
<th>FY19/20</th>
<th>FY20/21</th>
<th>FY21/22</th>
<th>FY22/23</th>
</tr>
</thead>
<tbody>
<tr>
<td>$5,022,242</td>
<td>$4,854,176</td>
<td>$4,917,281</td>
<td>$4,981,205</td>
<td>$5,045,961</td>
<td>$5,111,558</td>
</tr>
</tbody>
</table>

### Planned Use

<table>
<thead>
<tr>
<th>Name/Road/Limits</th>
<th>Description</th>
<th>Prior Years</th>
<th>FY18/19</th>
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<td>$500,000</td>
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<td>$250,000</td>
<td>$250,000</td>
<td>$250,000</td>
<td>$1,350,000</td>
<td>Funds for FY22/23 added</td>
</tr>
</tbody>
</table>

### Estimated Annual Measure D Expenditures

<table>
<thead>
<tr>
<th>Carry over to next fiscal year</th>
</tr>
</thead>
<tbody>
<tr>
<td>$4,847,242</td>
</tr>
</tbody>
</table>

### Notes:

1. **Hwy 1 41st/Soquel Aux Lane and Chanticleer B/P Overcrossing:** Previously programmed funds used for preliminary and final engineering design and right-of-way phases over the period FY 17/18-through-FY 19/20. Measure D funds for capital construction and construction management activities. RTC will seek grants or could decide at future date whether to utilize bond or other financing that may be required in years 4 and 5 to accelerate delivery.

2. **Hwy 1 Auxiliary Lanes from State Park Drive to Bay/Porter Project:** Measure D funding for preliminary design and environmental documentation (FY 18/19 - FY 20/21) and final engineering and right-of-way acquisition (FY 21/22).

3. **Mar Vista Bicycle/Pedestrian Overcrossing:** Previously programmed funds used for project development and construction activities. Measure D funds (2M) to supplement construction and construction support activities as needed.

4. **Freeway Service Patrol:** through the State budget more Caltrans funds may become available reducing the need for Measure D funds:
## Active Transportation/MBSST-Rail Trail (17% of Measure D Revenues)

<table>
<thead>
<tr>
<th>Rail Trail Project/Program</th>
<th>Description</th>
<th>Original Estimate FY17/18</th>
<th>Updated Estimate FY17/18</th>
<th>FY18/19</th>
<th>FY19/20</th>
<th>FY20/21</th>
<th>FY21/22</th>
<th>FY22/23</th>
<th>Total Measure D</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Segment 7: Natural Bridges to Wharf, City of Santa Cruz (SC)</td>
<td>Construction of trail. Includes $1.1M to city of SC for construction and funds for RTC oversight and technical assistance</td>
<td>$1,130,000</td>
<td>$100,000</td>
<td>$1,205,000</td>
<td>$40,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$1,345,000</td>
</tr>
<tr>
<td>2 Seg 8: San Lorenzo River parkway trestle widening, City of Santa Cruz</td>
<td>Widening of existing walkway on the existing railroad bridge over San Lorenzo River near Boardwalk to serve multi-use purposes. $500k to city of SC for construction. Balance for RTC project management and technical assistance/services.</td>
<td>$500,000</td>
<td>$5,000</td>
<td>$505,000</td>
<td>$5,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$515,000</td>
</tr>
<tr>
<td>3 Seg 8/9: San Lorenzo River parkway to 17th Ave., City of SC lead</td>
<td>$2M set aside to serve as match for construction grants. Joint project with County. Balance for RTC project management, oversight, outreach, and technical assistance.</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$40,000</td>
<td>$2,040,000</td>
<td>$40,000</td>
<td>$0</td>
<td>$2,120,000</td>
</tr>
<tr>
<td>4 City of SC trail maintenance and operations</td>
<td>Ongoing maintenance of sections of trail once constructed. Includes restriping, sweeping, vegetation management and periodic repaving.</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$25,000</td>
<td>$50,000</td>
<td>$50,000</td>
<td>$50,000</td>
<td>$175,000</td>
</tr>
<tr>
<td>5 Segment 18: Lee Rd-Walker, Watsonville</td>
<td>$150k to City of Watsonville for trail construction. Balance for RTC project management and technical assistance/services</td>
<td>$170,000</td>
<td>$20,000</td>
<td>$225,000</td>
<td>$20,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$265,000</td>
</tr>
<tr>
<td>6 City of Watsonville trail maintenance and operations</td>
<td>Ongoing maintenance of sections of trail once constructed. Includes restriping, sweeping, vegetation management and periodic repaving.</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>Postponed</td>
<td>$10,000</td>
<td>$11,000</td>
<td>$11,000</td>
<td>$32,000</td>
</tr>
<tr>
<td>7 North Coast Segment 5</td>
<td>Environmental review and design of north coast section of trail, technical assistance, and project management</td>
<td>$500,000</td>
<td>$380,000</td>
<td>$410,000</td>
<td>$160,000</td>
<td>$160,000</td>
<td>$0</td>
<td>$0</td>
<td>$1,110,000</td>
</tr>
<tr>
<td>Rail Trail Project/Program</td>
<td>Description</td>
<td>Original Estimate FY17/18</td>
<td>Updated Estimate FY17/18</td>
<td>FY18/19</td>
<td>FY19/20</td>
<td>FY20/21</td>
<td>FY21/22</td>
<td>FY22/23</td>
<td>Total Measure D</td>
</tr>
<tr>
<td>---------------------------</td>
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<td>--------------------------</td>
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<td>---------</td>
<td>---------</td>
<td>---------</td>
<td>---------</td>
<td>----------------</td>
</tr>
<tr>
<td>8 North Coast trail maintenance and operations</td>
<td>Ongoing maintenance of sections of trail once constructed. Includes restriping, sweeping, vegetation management and periodic repaving.</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>---$</td>
<td>$50,000</td>
<td>$100,000</td>
<td>$125,000</td>
<td>$275,000</td>
</tr>
<tr>
<td>9 North Coast: Reserve to match future grants for unfunded 2 mi.</td>
<td>Funds set aside to service as match when seeking future grant application.</td>
<td>$173,415</td>
<td>---$</td>
<td>---$</td>
<td>---$</td>
<td>$3,690,245</td>
<td>-</td>
<td>-</td>
<td>$3,690,245</td>
</tr>
<tr>
<td>10 Segment 10: Preliminary Analysis of 17th Ave-47th Ave/Jade St. Park</td>
<td>$200k for preliminary design, right of way research/surveys, assessments, and grant writing services. $20k/yr for RTC oversight and technical assistance. Likely a joint County DPW-Capitola project.</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$220,000</td>
<td>$20,000</td>
<td>$20,000</td>
<td>$260,000</td>
</tr>
<tr>
<td>11 Capitola Trail: City Hall to Monterey Ave</td>
<td>RTC oversight and technical assistance.</td>
<td>$0</td>
<td>$0</td>
<td>$15,000</td>
<td>$15,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$30,000</td>
</tr>
<tr>
<td>12 Ongoing RTC oversight, coordination, and assistance, including on development of future trail sections.</td>
<td>Surveys, Environmental Health (EHS), attorneys, coordination, response to public comments, and development of future grant applications</td>
<td>$200,000</td>
<td>$100,000</td>
<td>$165,000</td>
<td>$235,000</td>
<td>$260,000</td>
<td>$260,000</td>
<td>$260,000</td>
<td>$1,280,000</td>
</tr>
<tr>
<td>13 Corridor encroachments &amp; maintenance</td>
<td>Ongoing corridor maintenance, including vegetation, tree removal, trash, graffiti, drainage, encroachments, storm damage repairs outside of what is required for railroad operations</td>
<td>$519,250</td>
<td>$519,250</td>
<td>$519,250</td>
<td>$519,250</td>
<td>$519,250</td>
<td>$519,250</td>
<td>$519,250</td>
<td>$3,115,500</td>
</tr>
</tbody>
</table>

### Estimated Annual Measure D Expenditures

<table>
<thead>
<tr>
<th>Measure D</th>
<th>2018/19</th>
<th>2019/20</th>
<th>2020/21</th>
<th>2021/22</th>
<th>2022/23</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>$3,192,665</td>
<td>$1,124,250</td>
<td>$3,044,250</td>
<td>$1,059,250</td>
<td>$6,999,495</td>
<td>$1,000,250</td>
<td>$985,250</td>
</tr>
</tbody>
</table>

**2018 Update:** For all projects capital, project management, oversight, and technical assistance costs were combined.

**RESERVE:** Unappropriated balances to be programmed in future 5-year plans (after 2018) $6,141,293

Unappropriated amount increased by $4M.
## Measure D: Rail Corridor (8% of Measure D Revenues)

### Estimated Annual Measure D Allocations

<table>
<thead>
<tr>
<th>Prior FY18</th>
<th>FY19/20</th>
<th>FY20/21</th>
<th>FY21/22</th>
<th>FY22/23</th>
</tr>
</thead>
<tbody>
<tr>
<td>$1,607,117</td>
<td>$1,553,336</td>
<td>$1,573,530</td>
<td>$1,593,986</td>
<td>$1,614,707</td>
</tr>
<tr>
<td>$1,635,699</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Planned Use

<table>
<thead>
<tr>
<th>Name/Road/Limits</th>
<th>Description</th>
<th>Prior Years</th>
<th>FY18/19</th>
<th>FY19/20</th>
<th>FY20/21</th>
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<th>Total Measure D</th>
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</tr>
</thead>
<tbody>
<tr>
<td>1 Unified Corridor Investment Study</td>
<td>Analysis of rail corridor usage options</td>
<td>$300,000</td>
<td>$325,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$625,000</td>
<td>Carryover FY17/18 unspent funds to FY18/19.</td>
</tr>
<tr>
<td>2 2017 Storm Damage Repair &amp; Cleanup</td>
<td>Repair and cleanup of damage resulting from the 2017 winter storms including one washout, minor slides and various downed or compromised trees</td>
<td>$150,000</td>
<td>$250,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$400,000</td>
<td>Carryover FY17/18 unspent funds to FY18/19.</td>
</tr>
<tr>
<td>3 Railroad Bridge analysis</td>
<td>Updated engineering analysis of railroad bridges to complete bridge rehabilitation work outlined in engineering analysis completed in 2012</td>
<td>$150,000</td>
<td>$300,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$450,000</td>
<td>Add $100k, carryover unspent FY17/18 funds to FY18/19.</td>
</tr>
<tr>
<td>4 Railroad Bridge Rehabilitation</td>
<td>Rehabilitation of railroad bridges consistent with analysis completed in 2012 and updated analysis proposed for 2018</td>
<td>$1,200,000</td>
<td>$800,000</td>
<td>$250,000</td>
<td></td>
<td></td>
<td></td>
<td>$2,250,000</td>
<td>Carryover unspent FY17/18 funds and respread to reflect current schedule</td>
</tr>
<tr>
<td>5 Track infrastructure and signage maintenance and repairs</td>
<td>On-going maintenance, repair and rehabilitation of railroad track infrastructure and signage</td>
<td>$60,500</td>
<td>$262,587</td>
<td>$164,700</td>
<td>$166,841</td>
<td>$169,010</td>
<td>$171,207</td>
<td>$994,845</td>
<td>Carryover unspent FY17/18 funds and add FY22/23 estimates</td>
</tr>
<tr>
<td>6 Rail Transit or Other Projects Environmental Document</td>
<td>Preparation of environmental documents for projects on rail corridor resulting from the Unified Corridor Study</td>
<td>$0</td>
<td>$750,000</td>
<td>$1,150,000</td>
<td>$1,450,000</td>
<td>$650,000</td>
<td></td>
<td>$4,000,000</td>
<td>Update to reflect current schedule and cost estimate.</td>
</tr>
</tbody>
</table>

**Estimated Annual Measure D Expenditures**

| $660,500 | $2,337,587 | $1,714,700 | $1,566,841 | $1,619,010 | $821,207 | $8,719,845 |
| $946,617 | $162,367 | $21,196 | $48,341 | $44,038 | $858,530 |

**Carry over to next fiscal year**

| $2,337,587 | $1,714,700 | $1,566,841 | $1,619,010 | $821,207 | $8,719,845 |

---

**DRAFT - June 2018**

Measure D: 5-Year Program of Projects (FY18/19-FY22/23)

**Category: Rail**

**Corridor**

8% of Measure D Revenues.
## Measure D: 5-Year Program of Projects (FY18/19-FY22/23)

### Category: Neighborhood Projects: San Lorenzo Valley (SLV)/Highway 9 Corridor ($10 million over 30 years)

#### Measure D Revenues

<table>
<thead>
<tr>
<th>Prior</th>
<th>FY18/19</th>
<th>FY19/20</th>
<th>FY20/21</th>
<th>FY21/22</th>
<th>FY22/23</th>
</tr>
</thead>
<tbody>
<tr>
<td>$347,222</td>
<td>$333,333</td>
<td>$333,333</td>
<td>$333,333</td>
<td>$333,333</td>
<td>$333,333</td>
</tr>
</tbody>
</table>

### Planned Use

<table>
<thead>
<tr>
<th>Name/Road/Limits</th>
<th>Description</th>
<th>Prior Years</th>
<th>FY18/19</th>
<th>FY19/20</th>
<th>FY20/21</th>
<th>FY21/22</th>
<th>FY22/23</th>
<th>Total Measure D</th>
<th>2018 Updates</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>San Lorenzo Valley (SLV) Safe Routes to Schools sidewalk (SR 9: SLVHS entrance south to at least Fall Creek Rd)- Preconstruction &amp; ATP grant match</td>
<td>$0</td>
<td>$250,000</td>
<td>$500,000</td>
<td>$750,000</td>
<td>Shift FY17/18 funds to FY18/19. Add funds to match grant requests</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Hwy 9/SLV Corridor Plan - Completion of plan</td>
<td>$0</td>
<td>$50,000</td>
<td></td>
<td></td>
<td>$50,000</td>
<td>Additional work needed to reflect public input</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Estimated Annual Measure D Expenditures</td>
<td>$0</td>
<td>$300,000</td>
<td>$0</td>
<td>$500,000</td>
<td>$0</td>
<td>$0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Reserve for priorities in Highway 9/SLV Corridor Plan</td>
<td>$347,222</td>
<td>$380,556</td>
<td>$713,889</td>
<td>$547,222</td>
<td>$880,556</td>
<td>$1,213,889</td>
<td>Exact projects TBD. Use as match to leverage grants</td>
<td></td>
</tr>
</tbody>
</table>
### Category: **Highway 17 Wildlife Corridor ($5 million over 30 years)**

<table>
<thead>
<tr>
<th>Name/Road/Limits</th>
<th>Description</th>
<th>Prior Years</th>
<th>FY18/19</th>
<th>FY19/20</th>
<th>FY20/21</th>
<th>FY21/22*</th>
<th>FY22/23*</th>
<th>Future Debt Service*</th>
<th>Total Measure D</th>
<th>2018 Updates</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Highway 17 Wildlife Crossing near Laurel Curve</td>
<td>$0</td>
<td>$15,000</td>
<td>$15,000</td>
<td>$15,000</td>
<td>$2,015,000</td>
<td>$2,015,000</td>
<td>$925,000</td>
<td>$5,000,000</td>
<td>Include placeholder for financing to advance project delivery. Includes $15,000 per year for RTC staff time associated with oversight, agreements, financing, coordination, and public engagement.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Estimated Annual Measure D Allocations</th>
<th>Prior</th>
<th>FY18/19</th>
<th>FY19/20</th>
<th>FY20/21</th>
<th>FY21/22</th>
<th>FY22/23</th>
<th>Future</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$166,667</td>
<td>$166,667</td>
<td>$166,667</td>
<td>$166,667</td>
<td>$166,667</td>
<td>$166,667</td>
<td>$4,000,000</td>
</tr>
</tbody>
</table>

**Estimated Annual Measure D Expenditures**

- Prior: $0
- FY18/19: $15,000
- FY19/20: $15,000
- FY20/21: $15,000
- FY21/22: $2,015,000
- FY22/23: $2,015,000
- Future Debt Service*: $925,000
- Total Measure D: $5,000,000

**Carryover Balance - RESERVE for construction**

- Prior: $166,667
- FY18/19: $318,333
- FY19/20: $470,000
- FY20/21: $621,667
- FY21/22: ($1,226,667)
- FY22/23: ($3,075,000)

---

*At a future date, RTC will evaluate financing options to advance delivery, since full $5M committed in Measure D will not be available until end of 30 year measure.*

**Total cost includes pre-construction funded through Caltrans SHOPP - $3.1M. Land Trust has committed private funds for some of construction costs. Actual cost will depend on final design, bids and any claims.**
Summary Measure D Regional Categories 5-Year Plans

Measure D is a 30 year transportation sales tax approved by voters in 2016. The 5-Year Programs of Projects provide an opportunity for the community to provide input on how recipient agencies plan to utilize Measure D revenues in the near term, consistent with the voter-approved Measure D Expenditure Plan.

Highway Corridors
25% of net Measure D revenues are designated for the Highway Corridors category, which includes Highway 1 auxiliary lanes, bicycle and pedestrian overcrossings, traveler information, transportation demand management (TDM), highway safety and congestion reduction programs. The five year program of projects (Attachment 1, Exhibit A) proposes to use some Measure D funds in the first few years on pre-construction phases of capital projects – including auxiliary lanes from 41st Avenue to Soquel Avenue and State Park Drive to Bay/Porter interchanges and replacement of the Capitola Avenue overcrossing - and ongoing traveler information and safety programs; as well as construction of auxiliary lanes and bicycle/pedestrian crossings.

The RTC is working to accelerate environmental review and design of Highway 1 auxiliary lane projects and increase opportunities to secure other state and federal grant funds to supplement Measure D revenues allocated to these projects, including new grant programs which are funded by Senate Bill 1 gas tax revenues. If grants are not available, staff will return to the RTC to consider financing options to construct projects as quickly as possible.

In summary, deliverables for the Highway Corridor category for the next five years include:

- Highway 1 - 41st Ave/Soquel Auxiliary Lanes: Completion of environmental documents by Caltrans, final design, right of way and utility work, then begin construction in 2021.
- Highway 1 – Pedestrian/Bicycle Bridge at Chanticleer: Completion of environmental documents by Caltrans, final design, right of way and utility work, and begin construction in 2021.
- Highway 1 – Pedestrian/Bicycle Bridge at Mar Vista: Begin construction following completion of environmental documents, final design, right of way and utility work.
- Highway 1 – Park Ave/Bay-Porter Auxiliary Lanes: Environmental review, final design, right of way and utility work.
- Highway 1 – State Park Drive/Park Ave Auxiliary Lanes: Environmental review, final design, right of way and utility work.
- Cruz511, Safe on 17, Freeway Service Patrol: Provide ongoing services

Coastal Rail Trail Program
17% of net Measure D revenues are designated for the “Active Transportation” category to fund the Monterey Bay Sanctuary Scenic Trail Network (MBSST), also known as the Coastal Rail Trail. As noted in the Measure D Expenditure Plan, this
funding will be used for bicycle and pedestrian trail construction; maintenance, management and drainage for the rail and trail corridor; and possible installation of conduit for internet and electrical services.

The draft FY18/19-22/23 plan for revenues allocated to the Active Transportation category (Attachment 1 Exhibit B) focuses Measure D funds to trail projects currently under development, ongoing trail development and maintenance of the corridor. **New this year, staff recommends adding $200,000 for preliminary work on Segment 10 from 17th Avenue in Live Oak to 47th Avenue/Jade Street Park in Capitola.** At its April 9, 2018 meeting, the Bicycle Advisory supported the recommendation to allocate funding towards **Segment 10**, as requested by the County of Santa Cruz and City of Capitola. Funds would go towards preliminary design and right of way research. The draft plan also includes **additional funds for maintenance requested by the City of Santa Cruz. The balance of funds will be held in reserve.** Reserve funds are expected to serve as match to leverage Senate Bill 1 - Active Transportation Program, Congested Corridors, and Local Partnership Program grants. It is anticipated that some of the reserve funds may be used on the North Coast trail.

Measure D funds are also used for work tasks related to trail project implementation and program management, including design, preliminary engineering, environmental permitting, as well as public engagement on projects currently under way and for development of the network as a whole. Specific tasks include coordination with local public works departments, stakeholders, State Parks, rail operators, California Public Utilities Commission, Environmental Health Services, consultants and technical experts; right-of-way surveying, encroachments and property rights certifications; grant applications for future projects and complete funding for current projects; studies related to trail implementation or corridor uses; management of all funding sources and contracts; partnership building; presentations to community organizations; event planning and participation. Program management and technical work anticipated for specific segments has been incorporated into each of those lines.

The Active Transportation Measure D category also provides funds for corridor right-of-way encroachments and maintenance, including items such as vegetation abatement, trash and graffiti removal, drainage, storm damage repairs, etc.

In summary, deliverables for the Active Transportation category for the next five years include:

- **Segment 5 North Coast rail trail:** With the Federal Highway Administration’s Central Federal Lands as the lead agency, funding will provide for construction and maintenance/operation of trail following completion of environmental analysis (per California law), completion of design, management and technical assistance.
- **Segment 7 City of Santa Cruz rail trail (Natural Bridges to Wharf):** With the City of Santa Cruz as the lead agency, complete construction of trail and conduct maintenance/operations activities with supplemental funding. Phase 1 from Natural Bridges to Bay St/California Ave is expected to be under
construction later this summer through Spring 2019. Phase 2 (from California Ave to Pacific Ave/Wharf) is expected to begin construction in early 2019.

- San Lorenzo River Parkway Phase II (Segment 8 bicycle/pedestrian trestle bridge widening): With the City of Santa Cruz as the lead agency, funds will be used to widen the existing walkway for multi-use purposes on the existing railroad bridge. Pending review by the Coastal Commission, the City’s objective is to start and complete construction prior to the 2019 summer tourist season.

- Segment 8/9 City and County of Santa Cruz rail trail (Pacific Ave/Wharf to 17th Ave): Environmental review and design is funded by ATP and Land Trust grants. Measure D funds will be utilized to leverage future grants for construction work.

- Segment 10 in Live Oak (17th to 47th Avenues/Jade Street Park): Preliminary design, right of way research/surveys, assessments, and grant writing services.

- Segment 18 City of Watsonville rail trail (Lee Rd-Walker): With the City of Watsonville as the lead agency, funding will be used for construction of the trail and conduct maintenance/operations activities. Construction is scheduled to begin in 2019.

- Maintenance of rail corridor: Ongoing activity to address vegetation, trash, graffiti, drainage, encroachments, etc.

- Ongoing oversight, technical work, coordination with stakeholders and other applicable entities, responding to public comments and questions, and advancing future trail segments, including pursuing additional grants.

**Rail Corridor**

8% of net Measure D revenues are designated for the Rail Corridor category for infrastructure preservation and analysis (including environmental and economic analysis) to answer community questions about possible future transit and other transportation uses of the rail corridor. **Slight modifications from the plan approved by the RTC in April as part of the FY18/19 budget adoption are included in the new the 5-year plan.**

As stated in the Measure D Expenditure Plan, projects under this category include “maintaining and repairing the publicly-owned Santa Cruz Branch Rail Line.” Therefore, the 5-year program of projects includes track maintenance and repairs, storm damage repair and clean up, and bridge analysis and rehabilitation to continue work began in 2012. Measure D does not include funding for any new train or rail service.

In summary, deliverables for the Rail Corridor category for the next five years include:

- Unified Corridor Investment Study: Complete three-route analysis including transportation options on the rail corridor
- Rail Bridges: Updated analysis of bridge conditions and rehabilitation needs to prioritize work; and rehabilitation of bridges based on results of analysis
- Track infrastructure: Conduct ongoing repair, maintenance and improvement, including storm damage repairs
• Corridor Use: Complete required environmental documents based on results of the Unified Corridor Study

San Lorenzo Valley (SLV) Highway 9 Corridor Improvements
Measure D includes a total of $10 million for transportation projects along the Highway 9 corridor through San Lorenzo Valley (approximately $333,000 per year over 30 years). **The 5-year plan includes $750,000 to serve as a match to a grant application to improve pedestrian access to the SLV school complex,** which has consistently been identified as one of the highest priority projects in SLV. The RTC is working with a consultant team, Caltrans, County Public Works and Planning, Santa Cruz Metropolitan Transit District (METRO), and the public to develop a comprehensive plan for the Highway 9 corridor. The corridor plan identifies, evaluates and prioritizes multimodal investments along the corridor. **The updated 5-year plan allocates $50,000 in Measure D funds to complete the corridor plan.** Additional funds are needed to address comments received on the draft implementation plan. The balance of Measure D revenues are reserved for projects identified in Highway 9/SLV corridor plan. Through development of the plan, hundreds of project ideas, challenge areas and concepts have been identified. The project team is currently working with the community to prioritize approximately 30 projects for implementation in the short, mid and long term. Measure D funds are insufficient to address all of the priority transportation projects and will need to be focused on the very highest priority projects in San Lorenzo Valley and to leverage other funds.

In summary, deliverables for the SLV/Highway 9 project for the next five years include:

• SLV School Complex Access: Funds to serve as match to leverage Active Transportation Program grant funds to construct pathways and other improvements.
• Through the SLV/Highway 9 corridor planning effort (scheduled for completion in 2018), determine near-term and longer term priority investments of Measure D and other funds.

Highway 17 Wildlife Crossing
Measure D includes a total of $5 million for the Highway 17 Wildlife Crossing (approximately $167,000 per year over 30 years). Caltrans and the Land Trust of Santa Cruz County secured over $3 million in State Highway Operation and Protection Program (SHOPP) funds from the California Transportation Commission (CTC) to initiate environmental review and design of a wildlife crossing on Highway 17 near Laurel Curve. The Land Trust has secured right-of-way adjacent to the highway and is raising private funds to complete the project. While Caltrans currently anticipates that pre-construction work will be done and the project ready for construction in FY20/21, Measure D revenues apportioned to the project will not have had time to accumulate to a level sufficient to fully fund the project by FY20/21. RTC staff is investigating financing and other options to accelerate delivery of this project, which may include loans from other entities or other Measure D categories, or bond financing. **The update 5-year plan assumes some of the Measure D funds may be needed for debt financing and**
ongoing RTC staff time associated with project implementation, coordination and outreach.

Community Bridges Measure D Projects
Twenty percent (20%) of net Measure D revenues are designated for the Transit for Seniors and People with Disabilities category. Four percent (4%) of net Measure D revenues are allocated to the Consolidated Transportation Services Agency (CTSA) for Santa Cruz County for paratransit service. Community Bridges-Lift Line serves as the CTSA for Santa Cruz County. The remaining 16% of net Measure D revenues under the Transit for Seniors and People with Disabilities investment category are allocated to the Santa Cruz Metropolitan Transit District. As noted in the Measure D Expenditure Plan, paratransit services work with social service agencies to increase transportation options for seniors, individuals living with disabilities, and persons with low incomes.

The Measure D five-year funding projection (FY18-FY23) for direct allocation to Community Bridges-Lift Line is estimated to be approximately $3.98 million for the five-year period with an average annual distribution of $797,000. The draft five-year plan (Attachment 1: Exhibit F) distributes the direct allocation as follows:

- 31% for two driver positions to provide door-to-door service for elderly and/or physically or mentally limited and/or ill passengers. Drivers operate the vehicles, keep simple records, and maintain the van in a clean, safe, and orderly condition and perform other related work as required;
- 9% for a new van driver trainer who will supervise van drivers and provide all phases of training for drivers, including preparing van driver trainees for promotion to van driver and ongoing retraining;
- 8% for an administrative assistant and dispatcher to provide administrative support including clerical support, receiving and screening telephone calls, maintaining records, preparing statistics reports, correspondence and coordination of tasks and scheduling when needed to provide support to the van drivers;
- 1% for outreach and publicity to provide materials and videos to promote paratransit ride availability;
- 47% for operations and facility reserve to purchase property and construct an operations facility that will house the entire Lift Line operations in one location or for increases in facility leases, including relocation if needed; and,
- 4% for vehicle and equipment reserve to purchase two new fleet vehicles, including on one 24-passenger replacement bus and one electric vehicle, and replace aging and worn shop improvement or upgrades to the maintenance and operations facility.
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AGENDA: June 11, 2018

TO: Bicycle Advisory Committee
FROM: Anais Schenk, Transportation Planner
RE: Green Hills / Glen Canyon Paving Project

RECOMMENDATIONS

Staff recommends the Committee review information regarding the Green Hills / Glen Canyon Paving project and provide any recommendations to City of Scotts Valley staff no later than June 18th.

BACKGROUND

The Green Hills / Glen Canyon Paving project was brought to the Bicycle Advisory Committee (Committee) for review as part of the 2016 Surface Transportation Block Grant Program (STBG) Recommendations. At that point in time the Committee recommended the project for funding. It is not clear if plans were reviewed by the Committee after initial approval of the project. The City of Scotts Valley is now moving forward with construction of the project which is scheduled to begin on June 18th, 2018. Committee member Rick Hyman requested the Committee review the construction plans (Attachment 1).

The City of Scotts Valley will be developing a new Active Transportation Plan and is working on a Complete Streets to School project which will allow for future opportunities for the Committee to provide additional recommendations on improving bicycle facilities, connections and access.

DISCUSSION

The plans show a number of pavement and striping improvements to Green Hills Road between South Navarro Drive and Glen Canyon Road as well as on Glen Canyon Road between Green Hills Road and Graham Hill Road. Specific features of the striping improvements include a new Class II facility (bicycle lane) that transitions into a Class III facility (bicycle route), green bike lane markings at the intersection of Green Hills Road / Glen Canyon Road and sharrows on Glen Canyon Road. The plans also note four potential add-ons to the project as follows:

1. Seal cracks and construct ¼” slurry seal at various locations within the project area.
2. Full depth reclamation of Green Hills Road.
3. Remove gate barrier at South Navarro Drive and Green Hills Road and replace with bollards at 8 ft intervals. Resurface concrete on path that connects South Navarro and Green Hills Road.
4. Add sharrows and parking striping on Green Hills Road between South Navarro Drive and 1300/1350 Green Hills Road.
Scotts Valley staff has indicated that Alternative 2 will not be included in the project due to funding restrictions but that the other Alternatives will be included. Staff also noted that the fire department has raised concerns with the plan to remove the gate in place of bollards (Alternative 3) for access reasons.

Committee members and staff note a few points for discussion:

- Improving the Green Hills and South Navarro connection is positive. However, it appears that the fire department may have issues with changing the barrier type.
- Glen Canyon continues to have a gap in bike lanes due to the right of way constraints from the Highway 17 overpass. Consider possible future recommendations as part of the upcoming Active Transportation Plan project in Scotts Valley.
- The plans also call for installing four signs at the approaches to the Glen Canyon and Mount Hermon Road intersection “Bike Route: Use Crosswalk to Cross Road.” Concerns about this signage include the message this sign may send motorists and the non-standard verbage used.
- The new green bike lanes at the intersection of Green Hills Road and Glen Canyon is a positive improvement, however other options exist for this right turn. Consider the bicycle only right turn at Soquel and Capitola Road as an example. Additionally, it appears the striping plans are non standard. The green bike lane marking would typically have gaps leading up to and at vehicle crossing points.
- There is a lack of signage on Green Hills Road including “Bike Lane Ends” or “Bikes May Use Full Lane.”

SUMMARY

The improvements on Green Hills Road are a positive move for improving bicycle access and connectivity in Scotts Valley. There are some points of concern raised by Committee members. Recommendations by the Committee should be communicated to City of Scotts Valley staff as soon as possible since the project is scheduled to begin June 18th.

Attachments:
1. Construction plans for the Green Hills / Glen Canyon Paving Project
This page left blank intentionally.
TO: Bicycle Advisory Committee

FROM: Anais Schenk, Transportation Planner

RE: Bicycle Advisory Committee Pending New Members Nominations

RECOMMENDATIONS

Staff recommends that the Bicycle Advisory Committee:

1. Receive the following report regarding nominations made by the Commissioners for existing Committee vacancies; and
2. Recommend to the Regional Transportation Commission (RTC) approval of member nominations as follows:
   a. Theresia Rogerson for the District 5 alternate seat;
   b. Kelly Bond for the City of Santa Cruz alternate seat;
   c. Michael Moore for the City of Capitola primary seat pending Capitola City Council approval;
   d. Richard Masoner for the City of Scotts Valley primary seat pending nomination from Commissioner Johnson; and
   e. Jo Fleming for the City of Scotts Valley alternate seat pending nomination from Commissioner Johnson.

BACKGROUND

Representation on the RTC’s Bicycle Advisory Committee (Committee) corresponds to City and Supervisorial District seats on the RTC. Each Commissioner nominates individuals to represent their respective jurisdiction for Committee and RTC consideration. Two additional seats for Bike to Work and the Community Traffic Safety Coalition also exist. Appointments are made by the respective agency and accepted by the RTC. Seats for three-year terms on the Bicycle Committee expire on a rotating basis. In March 2018, new appointments were made for District 2 and reappointments were made for the City of Santa Cruz and Community Traffic Safety Coalition primary seats.

The Bicycle Advisory Committee’s description, role and membership are in the 2017 RTC Rules and Regulations available on the RTC website: https://sccrtc.org/meetings/bike-committee/.

DISCUSSION

Member seats on the Committee expired or became vacant in March 2018 for the City of Santa Cruz, Districts 2 and 4, and the Community Traffic Safety Coalition. The nominations as described below for these seats were approved by the Commission at its meeting on April 5, 2018:
District 2: Shea Johnson was appointed as the voting member and Casey Beyer as the alternate member.
City of Santa Cruz: Amelia Conlen was reappointed.
Community Traffic Safety Coalition: Leo Jed was reappointed as the voting member and Jim Langely as the alternate member.

The following seats on the Committee remain vacant:

- District 4: primary and alternate
- District 5: alternate
- City of Capitola: primary and alternate
- City of Santa Cruz: alternate
- City of Scotts Valley: primary and alternate
- City of Watsonville: alternate

Staff began an open recruitment process to fill these vacancies in March 2018. The recruitment process has consisted of advertising on social media, our website, on the radio and at outreach events. Due to the large number of vacancies, appointments will be made on a rolling basis. Applications were received for District 5, the City of Capitola, the City of Santa Cruz, and the City of Scotts Valley. Interested applicants were forwarded to the Commissioners and nominations were made as described below. Attachment 1 includes the applications for pending member nominations.

**District 5** – Commissioner Bruce McPherson nominated Theresia Rogerson for the alternate seat representing District 5. Ms. Rogerson is the staff lead for the Community Traffic Safety Coalition and has experience serving on an advisory committee and working with the RTC.

**City of Capitola** – The City of Capitola requires nominations to be approved by the City Council before finalizing a nomination. Commissioner Bertrand has asked that we proceed with the approval process for nominating Michael Moore. Mr. Moore has previously served on the Committee. He is also currently the General Manager for Bicycle Trip, Capitola. His application will be considered by the City Council at their meeting on June 28th.

**City of Santa Cruz** – Commissioner Brown nominated Kelly Bond for the alternate seat representing the City of Santa Cruz. Ms. Bond regularly volunteers for active transportation causes and has experience working on a board.

**City of Scotts Valley** – Two applications were received for the City of Scotts Valley. Richard Masoner has experience with the Silicon Valley Bicycle Coalition. Jo Fleming started the Scotts Valley Active Transportation Group. Both applicants are very familiar with current City of Scotts Valley projects and programs. Staff has reached out to Commissioner Johnson regarding nomination of these applicants but has not received a response.

**SUMMARY**

There are a number of vacancies on the RTC Bicycle Advisory Committee. Vacancies affect the ability of the Committee to provide equal geographic representation so that all the jurisdictions have an opportunity to weigh in on projects and programs that affect cyclists in Santa Cruz.
County. Applications have been received and nominations have been made for District 5 and the City of Santa Cruz. One nomination is also pending for the City of Capitola following approval of the City Council. The City of Scotts Valley may also have two nominees by the August RTC meeting. Staff recommends the Committee consider these nominations and recommend to the RTC appointment of Theresia Rogerson, Kelly Bond, Mike Moore pending Capitola City Council approval as well as Richard Masoner and Jo Fleming pending nomination from Commissioner Johnson.

Attachments:
1. Applications for pending Committee member nominations
COMMITTEE APPOINTMENT APPLICATION

Santa Cruz County Regional Transportation Commission (SCCRTC)
Bicycle Advisory Committee

The Bicycle Advisory Committee consists of eleven seats: one for each city within Santa Cruz County, one for each of the county districts, one representing the Bike to Work program and one representing the Community Traffic Safety Coalition. Each of the seats has an alternate member appointed in the case that the primary member is unable to attend a meeting.

Meetings are currently held the second Monday of even numbered months at 6:00 p.m. in the Santa Cruz County Regional Transportation Commission conference room, located at 1523 Pacific Avenue in downtown Santa Cruz. Please refer to the Committee description and bylaws for more information: https://scrcrtc.org/meetings/bike-committee/.

If you are interested in serving on this committee, we recommend reviewing the by-laws and attending a meeting to familiarize yourself with the committee process. After doing so please complete this application and email a scanned signed copy to aschenk@scrcrtc.org or return a signed copy to the RTC office.

Name: _______Theresa Rogerson_______
Home address: ________________________________________________________________
Mailing address (if different): __________________________________________________

Phone: (home) __________________________ (business/message/mobile)__________
E-mail: _________________________________________________________________
Length of residence in Santa Cruz County: ______12 years___________

I am applying to represent the following vacant position (circle one):

   City of Capitola - Primary   City of Watsonville - Alternate
   City of Capitola - Alternate  County District 4 - Primary
   City of Scotts Valley - Primary  County District 4 - Alternate
   City of Scotts Valley - Alternate  County District 5 - Alternate
   City of Santa Cruz - Alternate

I would consider a different position - either a different location or alternate versus primary (circle one) Yes __ No
Previous experience on a government commission or committee: (Please describe the committee/commission’s purpose and your role.)

I helped form the first Bicycle and Pedestrian Advisory Committee for the City of Fresno. We worked with City staff to produce the first Bicycle Transportation Plan. This allowed the City to apply for Caltrans funding for bicycle projects.

Other Relevant Work or Volunteer Experience

<table>
<thead>
<tr>
<th>Organization</th>
<th>Location</th>
<th>Position</th>
<th>Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>County of Santa Cruz</td>
<td>Santa Cruz</td>
<td>Health Educator in safe &amp; active transportation</td>
<td>2005 - current</td>
</tr>
<tr>
<td>Fresno County Bicycle Coalition</td>
<td>Fresno</td>
<td>Founding member &amp; Chair</td>
<td>2000 - 2005</td>
</tr>
</tbody>
</table>

Statement of Qualifications: Please attach a brief statement indicating why you are interested in serving on this committee and why you are qualified for the appointment. If you have served on this committee in the past, please summarize your accomplishments on the committee and indicate which of the committee’s potential future endeavors most interest you.

Certification: I certify that the above information is true and correct and I authorize the verification of the information in the application in the event I am a finalist for the

Signature: __________________________
Date: 5/16/18

Return Application to: SCCRTC Attn: Anais Schenk
1523 Pacific Avenue
Santa Cruz, CA 95060
fax: (831) 460-3215 or email: aschenk@sccrtc.org

Questions or Comments: Contact Anais Schenk at (831) 460-3209 or by email at aschenk@sccrtc.org.
Committee Appointment Application

SCCRTC Bicycle Advisory Committee

Statement of Qualifications:

My interest in serving on the BAC comes from my work in safe and active transportation at the County and from a desire to use my bicycle with my son to commute from our home in Ben Lomond to the SLVE campus and into Santa Cruz. As staff for the Community Traffic Safety Coalition (CTSC), I have worked with the RTC, their BAC, and its members on a variety of traffic safety programs. Our CTSC and Ride n' Stride programs receive TDA funding through RTC, so I have attended both BAC and other RTC meetings over the years. CTSC is also represented on the BAC and two of our members serve on the committee and share information between the two groups. As a resident for the past 7 years of the San Lorenzo Valley, I am also very pleased to see the Highway 9 corridor planning process unfolding. This is an area of our County in great need of complete streets.
COMMITTEE APPOINTMENT APPLICATION

Santa Cruz County Regional Transportation Commission (SCCRTC)
Bicycle Advisory Committee

The Bicycle Advisory Committee consists of eleven seats: one for each city within Santa Cruz County, one for each of the county districts, one representing the Bike to Work program and one representing the Community Traffic Safety Coalition. Each of the seats has an alternate member appointed in the case that the primary member is unable to attend a meeting.

Meetings are currently held the second Monday of even numbered months at 6:00 p.m. in the Santa Cruz County Regional Transportation Commission conference room, located at 1523 Pacific Avenue in downtown Santa Cruz. Please refer to the Committee description and bylaws for more information: https://sccrtc.org/meetings/bike-committee/.

If you are interested in serving on this committee, we recommend reviewing the by-laws and attending a meeting to familiarize yourself with the committee process. After doing so please complete this application and email a scanned signed copy to aschenk@sccrtc.org or return a signed copy to the RTC office.

Name: ________________________________
Home address: ____________________________
Mailing address (if different): ____________________________
Phone: (home) ______ (business/message/mobile) ______
E-mail: ________________________________
Length of residence in Santa Cruz County: ____________________________

I am applying to represent the following vacant position (circle one):

City of Capitola - Primary
City of Capitola - Alternate
City of Watsonville - Alternate
City of Scotts Valley - Primary
City of Scotts Valley - Alternate
City of Santa Cruz - Alternate
County District 4 - Primary
County District 4 - Alternate
County District 5 - Alternate

I would consider a different position - either a different location or alternate versus primary (circle one): Yes / No
**Previous experience on a government commission or committee:** (Please describe the committee/commission’s purpose and your role.)

While I have not previously been involved on a government commission/committee, I have been involved in committees through my work at the Tulane Prevention Research Center. Committees focused on a five year community health research project. I was a board member of Slow Food Santa Cruz, involved in chapter funding and leading events. Currently I am a member of a committee at my job (CCOF). The committee’s purpose is to lead staff appreciation events, including hosting two major company-wide gatherings each year. As a member I work with budgets, staff input, and more, which I feel would all be applicable to the RTC’s Bike Advisory Committee.

**Other Relevant Work or Volunteer Experience**

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<tr>
<th>Organization</th>
<th>Location</th>
<th>Position</th>
<th>Dates</th>
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<tbody>
<tr>
<td>Ecology Action</td>
<td>Santa Cruz, CA</td>
<td>Volunteered at Bike to Work day and other bike trail advocacy events. Created “Why I bike to work” promotional video. Assisted in rail clean-up.</td>
<td>February 2016</td>
</tr>
<tr>
<td>Bike Santa Cruz County</td>
<td>Santa Cruz, CA</td>
<td>Volunteered at Bike to Work day, additional events as a bike valet, and at a night bike ride.</td>
<td>Fall 2017</td>
</tr>
<tr>
<td>Friends of the Lafitte Greenway</td>
<td>New Orleans, LA</td>
<td>Local Foods Intern leading community and partner outreach, Created Sustainability report, worked on grant funding, and more.</td>
<td>May-August 2015</td>
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<tr>
<td>Please see attached resume for additional experience</td>
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<td></td>
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</tr>
</tbody>
</table>

**Statement of Qualifications:** Please attach a brief statement indicating why you are interested in serving on this committee and why you are qualified for the appointment. If you have served on this committee in the past, please summarize your accomplishments on the committee and indicate which of the committee’s potential future endeavors most interest you.

**Certification:** I certify that the above information is true and correct and I authorize the verification of the information in the application in the event I am a finalist for the appointment.

__________  ____________
Signature        Date

**Return Application to:** SCCRTC Attn: Anais Schenk 1523 Pacific Avenue Santa Cruz, CA 95060 fax: (831) 460-3215 or email: aschenk@sccrtc.org

**Questions or Comments:** Contact Anais Schenk at (831) 460-3209 or by email at aschenk@sccrtc.org.
Santa Cruz County Regional Transportation Commission
Bicycle Advisory Committee Application

Statement of Interest for Kelly Bond

Why I’m interested in this committee:
While living in New Orleans I was hit by a car while biking. I was doing everything right (wearing a helmet, hand
signaling, etc.), but the car just didn’t see me (or think to look for me). I want to make biking safer for everyone
through improved infrastructure, better bike policy, and education for cyclists, pedestrians, and drivers. Roads
should be safely shared and cities should support additional paths for solely cyclist and pedestrian commuting and
leisure. I believe the RTC’s Bike Advisory Committee would be a space for me to contribute my skills and
knowledge, and make a difference in this county.

Why I’m qualified for this position:
My previous board member experience through Slow Food Santa Cruz, work with the Community Advisory Board
at Tulane’s Prevention Research Center, and current position on CCOF’s staff appreciation committee, makes me
fully qualified for this position.

I understand how boards function and what makes them work well. My studies and work in public health have
provided me ample experience in leading meetings, engaging community members, and working with others on
committees and projects.

In New Orleans I was an avid biker, participating in group rides, an urban bike farm tour, and won first place in the
citywide Eat Local Footprint Challenge put on by local bike advocacy group Bike Easy.

In Santa Cruz I’ve continued to bike as much as possible and have participated in numerous bike events throughout
the city. I’ve volunteered with Ecology Action and Bike Santa Cruz County, and was recently trained to be a Bike
Ambassador for the city of Santa Cruz’s upcoming bike share program. I am currently arranging to give a bike share
demonstration with Delaware Avenue businesses. I understand the bike culture of Santa Cruz, as well as biking
infrastructure, and organizations working to improve it all!

Future endeavors I’m interested in:
I’m interested in making connections with others in the community. My place of employment, CCOF, is full of
biking advocates. I would be happy to communicate the RTC Bike Advisory Committee’s message to my colleagues.
I volunteer weekly at the downtown Farmers Market, and therefore might be able to speak to folks there as well. If
chosen for a committee position, I would be interested in working on bike policy and any program development.
Research is a passion of mine, and therefore I would be happy to conduct research on successful bike policies
around the country if needed. I’d also be happy to perform community outreach, speaking to folks about their
wants and concerns regarding biking.
COMMITTEE APPOINTMENT APPLICATION

Santa Cruz County Regional Transportation Commission (SCCRTC)
Bicycle Advisory Committee

The Bicycle Advisory Committee consists of eleven seats: one for each city within Santa Cruz County, one for each of the county districts, one representing the Bike to Work program and one representing the Community Traffic Safety Coalition. Each of the seats has an alternate member appointed in the case that the primary member is unable to attend a meeting.

Meetings are currently held the second Monday of even numbered months at 6:00 p.m. in the Santa Cruz County Regional Transportation Commission conference room, located at 1523 Pacific Avenue in downtown Santa Cruz. Please refer to the Committee description and bylaws for more information: https://sccrtc.org/meetings/bike-committee/.

If you are interested in serving on this committee, we recommend reviewing the by-laws and attending a meeting to familiarize yourself with the committee process. After doing so please complete this application and email a scanned signed copy to aschenk@sccrtc.org or return a signed copy to the RTC office.

Name: Michael S. Moore

Home address: [Redacted]

Mailing address (if different): [Redacted]

Phone: (home) [Redacted] (business/message/mobile) [Redacted]

E-mail: [Redacted]

Length of residence in Santa Cruz County: 27

I am applying to represent the following vacant position (circle one):

- City of Capitola - Primary
- City of Capitola - Alternate
- City of Watsonville - Alternate
- County District 4 - Primary
- County District 4 - Alternate
- County District 5 - Alternate
- City of Scotts Valley - Primary
- City of Scotts Valley - Alternate
- City of Santa Cruz - Alternate

I would consider a different position - either a different location or alternate versus primary (circle one): Yes / No
Previous experience on a government commission or committee: (Please describe the committee/commission’s purpose and your role.)

Represented city of Capital on Blue Committee previously, not certain of exact turn, 90’s & early 00’s.

Other Relevant Work or Volunteer Experience

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<tr>
<th>Organization</th>
<th>Location</th>
<th>Position</th>
<th>Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bicycle Tribe</td>
<td>1001 Soquel Ave, 95062</td>
<td>General Manager</td>
<td>11/89 - current</td>
</tr>
<tr>
<td>CalBear Designs</td>
<td>681 Beach Dr, La Selva</td>
<td>Sales Manager</td>
<td>5/08 - 11/16</td>
</tr>
<tr>
<td>CX Magazine</td>
<td>Independant Contractor</td>
<td>Business Operations</td>
<td>6/16 - 8/17</td>
</tr>
<tr>
<td>Pacati Cycle Design</td>
<td></td>
<td>Sales Manager</td>
<td></td>
</tr>
<tr>
<td>Spokesmen Bicycles</td>
<td>231 Cathcart St.</td>
<td>Owner</td>
<td>10/98 - 5/04</td>
</tr>
</tbody>
</table>

Statement of Qualifications: Please attach a brief statement indicating why you are interested in serving on this committee and why you are qualified for the appointment. If you have served on this committee in the past, please summarize your accomplishments on the committee and indicate which of the committee’s potential future endeavors most interest you.

Certification: I certify that the above information is true and correct and I authorize the verification of the information in the application in the event I am a finalist for the

5/15/18

Date

Return Application to: SCCRTC Attn: Anais Schenk
1523 Pacific Avenue
Santa Cruz, CA 95060
fax: (831) 460-3215 or email: aschenk@sccrtc.org

Questions or Comments: Contact Anais Schenk at (831) 460-3209 or by email at aschenk@sccrtc.org.
Statement of Qualifications; Bicycle Advisory Committee, Primary Representative-Capitola

I'm a dynamic, passionate, entrepreneurial professional that has spent his life in the bicycle industry. I began cycling seriously in the 7th grade - training for cycle touring trips in Oregon - and a 24 hour bike marathon raising funds for the American Red Cross. I grew up in the Claremont Village - a one car household - walking and riding everywhere. Early on, I learned to appreciate safe and supportive pedestrian and bicycle infrastructure and resources. I moved to Santa Cruz in 1991 - and began working at Spokesman Bicycles in 1992; I’d later purchase that store with a friend and business partner. Prior to leaving Spokesman in 2003, I founded the Santa Cruz Bicycle Industry Coalition, in partnership with Piet Canin and Ecology Action. So too did I serve on the Bicycle Advisory Committee as Primary Representative for Capitola. Nine years ago, I joined Bicycle Trip, charged with expanding our impact in the community, growing revenue and enhancing profitability. On the heels of a successful 2017, we purchased Bike Station in Capitola’s Brown Ranch Marketplace - reopened the store this February as Bicycle Trip Capitola. As General Manager for Bicycle Trip Inc., I work in both store locations. My wife and I rented in the Capitola Village for years prior to purchasing a small cottage in the Riverview Terrace neighborhood in 2003. I commute to work by bicycle, often lengthening the trip with a boogie through the Santa Cruz Mountains. A dedicated recreational cyclist and retired bike racer, I train throughout our region, typically 10 hours a week. I’m personally and professionally dialed into the broad body of bicycle related issues in Santa Cruz County. I enjoy a profound connection to cyclists, roadway/bikeway conditions, bicycle and pedestrian plans and projects. As well, I’m keenly focused on contributing to and supporting the development and execution of true transportation solutions in our highly-impacted community. My views and values align with the crop of projects and policies driven by the RTC. I’m eager to re-join the Bicycle Advisory Committee as a civic-minded veteran bike commuter, recreational cyclist and bicycle industry insider.
COMMITTEE APPOINTMENT APPLICATION

Santa Cruz County Regional Transportation Commission (SCCRTC)
Bicycle Advisory Committee

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Meetings are currently held the second Monday of even numbered months at 6:00 p.m. in the Santa Cruz County Regional Transportation Commission conference room, located at 1523 Pacific Avenue in downtown Santa Cruz. Please refer to the Committee description and bylaws for more information: https://scrcrc.org/meetings/bike-committee/.

If you are interested in serving on this committee, we recommend reviewing the by-laws and attending a meeting to familiarize yourself with the committee process. After doing so please complete this application and email a scanned signed copy to aschenk@scrcrc.org or return a signed copy to the RTC office.

Name: Richard Masoner
Home address: [Redacted]
Mailing address (if different): [Redacted]

Phone: (home) [Redacted] (business/message/mobile) [Redacted]
E-mail: [Redacted]
Length of residence in Santa Cruz County: 12 years

I am applying to represent the following vacant position (circle one):

City of Capitola - Primary
City of Capitola - Alternate
City of Scotts Valley - Primary
City of Scotts Valley - Alternate
City of Watsonville - Alternate
County District 4 - Primary
County District 4 - Alternate
County District 5 - Alternate

I would consider a different position - either a different location or alternate versus primary (circle one) Yes / No
**Previous experience on a government commission or committee:** (Please describe the committee/commission's purpose and your role.)

Transportation Advisory Board, Longmont, Colorado, 2005-2006. This citizen advisory committee consists of members appointed by city council to give citizen input on all aspects of transportation planning and projects for the city of Longmont.

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**Other Relevant Work or Volunteer Experience**

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<tbody>
<tr>
<td>Silicon Valley Bicycle Coalition</td>
<td>San Jose, CA</td>
<td>Ride leader San Jose Bike Train / Lupe Bike Pool</td>
<td>2012 - present</td>
</tr>
<tr>
<td>Silicon Valley Bicycle Coalition</td>
<td>Santa Clara County, CA</td>
<td>Ride Scout / Ride Ambassador</td>
<td>2/2016 - present</td>
</tr>
</tbody>
</table>

**Statement of Qualifications:** Please attach a brief statement indicating why you are interested in serving on this committee and why you are qualified for the appointment. If you have served on this committee in the past, please summarize your accomplishments on the committee and indicate which of the committee's potential future endeavors most interest you.

**Certification:** I certify that the above information is true and correct and I authorize the verification of the information in the application in the event I am a finalist for the appointment.

[Signature]  
May 14, 2018

**Return Application to:**  
SCCRTC Attn: Anais Schenk  
1523 Pacific Avenue  
Santa Cruz, CA 95060  
fax: (831) 460-3215 or email: aschenk@sccrtc.org

**Questions or Comments:**  
Contact Anais Schenk at (831) 460-3209 or by email at aschenk@sccrtc.org.
May 14, 2018

Randy Johnson
Santa Cruz County Regional Transportation Commission
1523 Pacific Ave
Santa Cruz, CA 95060

Dear Commissioner Johnson:

I am applying as the Scotts Valley citizen representative for Bicycle Advisory Committee.

I understand the role of advisory commissions, transportation funding in California, and the role of SCCRTC in funding projects in Santa Cruz County. I appreciate the challenges of funding and designing for a wide variety of transportation users in a county with a small tax base.

I am a long time cyclist who bikes many days across town, and often around the County. I like the small town character and safety of Scotts Valley, as well as the easy co-existence between those of all ages who drive, bike, walk, and use motorized wheelchairs in this town. Mobility for all road users is essential for our quality of life. I’m personally connected with most of those involved in recreational cycling in Scotts Valley, including Andrew Cavalletto (Scotts Valley Cycle Sport owner), Steve Simonovich (former coach, SVHS mountain bike team), and Mark Davidson (former director of Mountain Bikers of Santa Cruz who spearhead the Skypark Pump Track project).

Both of my children attended Scotts Valley schools; my son was active in Boy Scout troop 614. Professionally, I commute over the hill to Oracle Corporation in Santa Clara where I work as a software engineer.

Thank you for consideration.

Sincerely,

Richard Masoner
COMMITTEE APPOINTMENT APPLICATION

Santa Cruz County Regional Transportation Commission (SCCRTC)
Bicycle Advisory Committee

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If you are interested in serving on this committee, we recommend reviewing the by-laws and attending a meeting to familiarize yourself with the committee process. After doing so please complete this application and email a scanned signed copy to aschneks@sccrtc.org or return a signed copy to the RTC office.

Name: _____________________________________________________________
Home address: _______________________________________________________
Mailing address (if different): ___________________________________________
____________________________________________________________________
Phone: (home) ________________ (business/message/mobile)__________________
E-mail: _____________________________________________________________
Length of residence in Santa Cruz County: ~20 years

I am applying to represent the following vacant position (circle one):

- City of Capitola - Primary
- City of Watsonville - Alternate
- City of Capitola - Alternate
- County District 4 - Primary
- City of Scotts Valley - Primary
- County District 4 - Alternate
- City of Scotts Valley - Alternate
- County District 5 - Alternate
- City of Santa Cruz - Alternate

I would consider a different position - either a different location or alternate versus primary (circle one): Yes / No
Previous experience on a government commission or committee: (Please describe the committee/commission’s purpose and your role.)

Previously, I worked for the County of Santa Cruz Public Works Dept. I also convene and chair an Active Transportation Committee in Scotts Valley. I served on the Board of Directors for Ecology Action for 11 years. I am a consultant for the City of Scotts Valley Public Works Department.

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<thead>
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<th>Organization</th>
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<tr>
<td>See above.</td>
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Other Relevant Work or Volunteer Experience

Statement of Qualifications: Please attach a brief statement indicating why you are interested in serving on this committee and why you are qualified for the appointment. If you have served on this committee in the past, please summarize your accomplishments on the committee and indicate which of the committee’s potential future endeavors most interest you.

Certification: I certify that the above information is true and correct and I authorize the verification of the information in the application in the event I am a finalist for the appointment.

Signature __________________________ Date 4/26/18

Return Application to: SCCRTC Attn: Anais Schenk
1523 Pacific Avenue
Santa Cruz, CA 95060
fax: (831) 460-3215 or email: aschenk@sccrtc.org

Questions or Comments: Contact Anais Schenk at (831) 460-3209 or by email at aschenk@sccrtc.org.
I operate an environmental consulting firm. Environmental Innovations (EI) provides environmental consulting services to businesses, local governments and learning institutions in the areas of Green Business, environmental awareness, public outreach, and Sustainable Management.

It would be an honor to serve on the Bicycle Committee representing Scotts Valley. I have lived in Scotts Valley since 2005 and in Santa Cruz County for approximately 20 years. I coached cross-country mountain biking for five years. I am an avid cyclist, both road and mountain. I have been keen to see active transportation grow in Scotts Valley with the influx of bike industry and a growing group of citizens who are also passionate. I started a volunteer group called the Scotts Valley Active Transportation Group. We run a “Rolling School Bus” once a month that safely takes kids to Vine Hill School. The effort involved the school, parents, the Police Department as well as volunteers to lead and usher kids to school by bike. I have proposed bike infrastructure and obtained funding for that infrastructure. I know the routes well and can speak to how they tie in with other County routes.

**Josephine Fleming, Principal Scientist and Owner**

**Skills Summary:**
- Environmental Scientist with Multi-media experience in soil, wastewater, storm water, air, and solid waste resource management
- Experience with regulatory compliance, resource conservation, and sustainability
- Training and work ethic from the private sector with experience in the public sector
- Significant supervisory experience with a track record of only hiring and maintaining the best employees
- Rational, analytically-minded, mathematical thinker
- Strong collaboration abilities, never confrontational
- Ability to understand complicated industrial and corporate processes and recognize cost-saving pollution prevention opportunities
- Practice resource conservation and pollution prevention techniques at home and in life to afford a sustainable future to the next generation

**Awards:**
- Western Regional Pollution Prevention Network Pollution Prevention Champion 2003.
- County of Santa Cruz “Gold” Employee of the Year Award 2004.
- California Water Environment Association Pretreatment, Pollution Prevention and Stormwater Person of the Year 2003
- Department of Toxic Substances Control Office of Pollution Prevention Recognition for exemplary work in promoting Pollution Prevention 2003 and 2006
- CWEA Certified Environmental Compliance Inspector

**Education:**
- University of California, Riverside: Bachelor of Science in Environmental Science, Minor in Spanish Literature.
- Universidad de Granada, España: Educational year abroad, emphasis on ecology in Hispanic cultures.
- University of New England, Australia: First year toward a full scholarship Ph.D. in Resource Engineering.
Experience: Environmental Programs Coordinator, Extra Help: Amy Gross, County of Santa Cruz Department of Public Works. Perform public outreach duties as it pertains to the Santa Cruz County Sanitation District, present pollution prevention opportunities to businesses in the District and market businesses on behavioral changes toward sustainability. Begin and coordinate a Monterey Bay Area Green Business Program to provide an incentive for businesses to go above and beyond regulations. Additional duties were to supervise work necessary to achieve certification of governmental facilities. (March 2006 to April 2007)

Environmental Programs Coordinator: Russell Bateson, County of Santa Cruz Department of Public Works. This environmental regulatory position performed all of the above, as well as overseeing an Environmental Compliance Inspection Program and a Federally-mandated Industrial Wastewater Pretreatment Program. (May, 2002 to February 2006)

Senior Environmental Engineer: Cherryl McDougall, Seagate Technology LLC. Performed duties related to Environmental Health and Safety including composing, managing and administering the following programs: hazardous waste management, hazardous waste minimization, air emissions management, industrial wastewater management, chemical management, chemical hygiene, emergency response planning, hazardous energies management, and numerous health and safety programs. (January 2001 to April 2002)


Laboratory Research Assistant: Dr. David Crohn, Solid Waste Management, University of California, Riverside. Assist in constructing a mathematical computer model for the treatment of municipal wastewater through an artificial wetlands and its effects on the ecological system. Determined nutrient cycling patterns in water and benthos. Additional experiments also determined nutrient cycles in farm soils treated with biosolids and in composts. (October 1995 to August 1996)

Radiation Safety Technician: Environmental Health and Safety, University of California, Riverside. Radioactive and hazardous waste pickup, analysis, and disposal or proper storage to comply with EPA regulations. (August 1994 to October 1995)


Lab Assistant: Borax España. Maintenance and operation of an Atomic Absorption Spectrometer to analyze Boron products. (June to September 1992)

Leadership/Community Experience:

Director: Ecology Action of Santa Cruz Board of Directors. As a board member, responsibilities were to oversee and govern the actions of the organization. Ecology Action is a nonprofit environmental consultancy delivering cutting edge education services, technical assistance, and program implementation for initiatives that assist individuals, business and government to maximize environmental quality and community well being.

Director: Neighborhood Childcare Center Board of Directors. As a board member, responsibilities were to oversee and govern the actions of the organization. NCC is a preschool for children of working parents committed to economic and social justice (sliding pay scale), with a focus on conflict resolution, cultural diversity, and Spanish language enrichment.

List of Current Clients:

City of Watsonville
Ecology Action of Santa Cruz
County of Santa Cruz
City of Scotts Valley
California Green Business Network
California State University Monterey Bay
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