AGENDA
Thursday, August 02, 2018
9:00 a.m.

NOTE LOCATION THIS MONTH
Watsonville City Council Chambers
275 Main Street, Suite 450
Watsonville, CA

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

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

AGENDAS ONLINE
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COMMISSION MEMBERSHIP
Caltrans (ex-officio) Richard Rosales
City of Capitola Jacques Bertrand
City of Santa Cruz Sandy Brown
City of Scotts Valley Randy Johnson
City of Watsonville Trina Coffman-Gomez
County of Santa Cruz Greg Caput
County of Santa Cruz Ryan Coonerty
County of Santa Cruz Zach Friend
County of Santa Cruz John Leopold
County of Santa Cruz Bruce McPherson
Santa Cruz Metropolitan Transit District Ed Bottorff
Santa Cruz Metropolitan Transit District Cynthia Chase
Santa Cruz Metropolitan Transit District Mike Rotkin

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

2. Oral communications

   *Any member of the public may address the Commission on any item within the jurisdiction of the Commission that is not already on the agenda. The Commission will listen to all communication, but in compliance with State law, and may not take action on items that are not on the agenda.*

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

3. Additions or deletions to consent and regular agendas

   **CONSENT AGENDA**

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

   **MINUTES**

   4. Accept minutes of the April 9, 2018 Bicycle Advisory Committee meeting

   5. Approve draft minutes of the June 14, 2018 Regional Transportation Commission meeting

   6. Accept draft minutes of the June 12, 2018 Elderly and Disabled Advisory Committee meeting

   7. Accept draft minutes of the June 21, 2018 Interagency Technical Advisory Committee meeting

   **POLICY ITEMS**

   8. Approve the revised Santa Cruz Branch Rail Line Right-of-Way Leases, Licenses, Right of Entry and Encroachment Policy

   **PROJECTS and PLANNING ITEMS**

   *No consent items*

   **BUDGET AND EXPENDITURES ITEMS**

   9. Accept status report on Transportation Development Act (TDA) revenues – June & July

   10. Accept status report on Measure D projects, revenues and distribution – June & July
ADMINISTRATION ITEMS
11. Approve rejection of claim from Diana Varcados
12. Approve Bicycle Advisory Committee membership appointments
13. Approve Elderly and Disabled Transportation Advisory Committee membership appointments

INFORMATION/OTHER ITEMS
14. Accept monthly meeting schedule
15. Accept correspondence log
16. Accept letters from RTC committees and staff to other agencies
   a. June 14, 2018 letter from Amelia Conlen, Chair of the Bicycle Advisory Committee to Steve Hammack, Interim Public Works Director, City of Scotts Valley regarding the Green Hills/Glen Canyon paving project
   b. July 2, 2018 letter from Veronica Elsea, Chair of the Elderly and Disabled Transportation Advisory Committee to Lowell Hurst, City of Watsonville Mayor regarding the City of Watsonville’s Vision Zero Program and Pedestrian Safety Improvements
   c. July 13, 2018 letter from George Dondero, Executive Director to the California Department of Transportation Active Transportation Program (ATP) Grant Selection Committee supporting the City and County of Santa Cruz’s application for the Santa Cruz Rail Trail Segment 8 and 9 Construction Project
   d. July 19, 2018 letter from Veronica Elsea, Chair of the Elderly and Disabled Transportation Advisory Committee to the California Department of Transportation Active Transportation Program (ATP) Grant Selection Committee supporting the City of Santa Cruz’s ATP application for the Westside Safe Routes to School and Gap Closure Project
   e. July 19, 2018 letter from Veronica Elsea, Chair of the Elderly and Disabled Transportation Advisory Committee to the California Department of Transportation Active Transportation Program (ATP) Grant Selection Committee supporting the City and County of Santa Cruz’s application for the Santa Cruz Rail Trail Segment 8 and 9 Construction Project
17. Accept miscellaneous written comments from the public on RTC projects and transportation issues
18. Accept information items
   a. Tony Barboza, “California hit its climate goal early – but its largest source of pollution keeps rising”, Los Angeles Times, June 22, 2018
b. Julie Sneider, “Transit agencies tackle first- and last-mile challenges”, Progressive Railroading, July 2018

REGULAR AGENDA

19. Commissioner reports – oral reports

20. Director’s Report – oral report

21. Caltrans report
   a. District Director’s report
   b. Santa Cruz County project updates

22. The Evolution of SMART – Guest Speaker Farhad Monsourian, General Manager, Sonoma-Marin Area Rail Transit (George Dondero, Executive Director)
   a. Staff report

23. Implementing Trail and Transit Corridors: Creating Community Connections, not Conflicts – Guest Speaker Kurt Tripplet, City Manager, City of Kirkland, Washington (George Dondero, Executive Director)
   a. Staff report

24. Review items to be discussed in closed session

CLOSED SESSION

25. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION pursuant to Government Code section 54956.9(d)(1) for Santa Cruz Superior Court Case No. 18CV02101

OPEN SESSION

26. Report on closed session

27. Next meetings

   The next RTC meeting is scheduled for Thursday, September 6, 2018 at 9:00 a.m. at the Board of Supervisors Chambers, 701 Ocean Street, 5th Floor, Santa Cruz, CA.

   The next Transportation Policy Workshop meeting is scheduled for Thursday, August 16, 2018 at 9:00 a.m. at the Watsonville City Council Chambers, 275 Main Street, Watsonville, CA
HOW TO REACH US
Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue, Santa Cruz, CA 95060
phone: (831) 460-3200 / fax: (831) 460-3215

Watsonville Office
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email: info@sccrtc.org / website: www.sccrtc.org

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Written comments for items on this agenda that are received at the RTC office in Santa Cruz by noon on the day before this meeting will be distributed to Commissioners at the meeting.

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Minutes

Monday, April 9, 2018
6:00 pm to 8:30 pm

RTC Office
1523 Pacific Ave
Santa Cruz, CA 95060

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 Menchine, District 3 (Alt.)
Rick Hyman, District 5
Murray Fontes, City of Watsonville
Kira Ticu, 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 Ticu 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
1. Roll call

The meeting was called to order at 9:04 a.m.

Members present:
Jacques Bertrand
Ed Bottorff
Greg Caput
Cynthia Chase
Trina Coffman-Gomez
Ryan Coonerty
Randy Johnson

Staff present:
George Dondero
Luis Mendez
Yesenia Parra
Rachel Moriconi
Ginger Dykaar

John Leopold
Virginia Johnson (alt.)
Kelly McClendon (ex-officio)
Patrick Mulhearn (alt.)
Richelle Noroyan (alt.)
Mike Rotkin

2. Oral communications

Casey Clark, City of Watsonville resident, is dismayed that the Measure D oversight committee is only auditing expenditures after the fact. He stated that funding allocation oversight of Measure D is needed and that the RTC needs to ensure that it responds to the needs of all county residents.

Peter Stanger, Santa Cruz County resident, stated that not enough funding is invested in South County, especially for bike lane maintenance. He asked that segment 17b of the Monterey Bay Sanctuary Scenic Trail Master Plan (MBSST) be reconsidered.

Ari Parker, Parajo Valley resident, said that South County is not receiving a
proportionate amount of funding from Measure D, and that RTC staff has no accountability to the voters.

**Michael Saint**, Campaign for Sustainable Transportation, advocates funding for mass transit over auxiliary lanes and discussed strategies for incentivizing use of public transit.

**Brian Peoples**, Trail Now, noted that RTC staff has continued to push for train on the corridor in order to pursue Proposition (Prop.) 116 funding.

**Victor Moroni**, Santa Cruz County resident, stated that county residents have not seen results from passing Measure D, that RTC staff is not listening to the voters, and Measure D funds are not being spent properly.

**Gail McNulty**, Santa Cruz County Greenway, discussed how gridlock is affecting the people of Watsonville and asked that high occupancy lanes on Highway 1 be considered as a solution to traffic congestion.

3. Additions or deletions to consent and regular agendas

   Handouts for Items 19, 21, 22, and 24.

   **CONSENT AGENDA**

   Commissioner Rotkin moved and Commissioner Coonerty seconded the motion to accept the consent agenda. The motion carried unanimously with Commissioners Bertrand, Bottorff, Caput, Chase, Coffman-Gomez, Coonerty, Johnson, Leopold, Rotkin, and Commissioner Alternates Virginia Johnson, Mulhearn and Noroyan voting “aye.”

   **MINUTES**

   4. Approved draft minutes of the April 19, 2018 Transportation Policy Workshop meeting

   5. Approved draft minutes of the May 3, 2018 Regional Transportation Commission meeting

   6. Approved draft minutes of the May 17, 2018 Transportation Policy Workshop meeting

   7. Accepted draft minutes of the May 17, 2018 Interagency Technical Advisory Committee meeting

   **POLICY ITEMS**

   *No consent items*
PROJECTS and PLANNING ITEMS

8. Approved the Fiscal Year (FY) 2018-19 Work Program

BUDGET AND EXPENDITURES ITEMS

9. Accepted status report on Transportation Development Act (TDA) revenues
10. Accepted status report on Measure D revenues and distribution
11. Adopted the 2018 Regional Surface Transportation Program Exchange (RSTPX) Program (Resolution 28-18)
12. Approved Safe on 17 – California Highway Patrol Extra Enforcement Funding and Agreements (Resolution 29-18)

ADMINISTRATION ITEMS

No consent items

INFORMATION/OTHER ITEMS

13. Accepted monthly meeting schedule
14. Accepted correspondence log
15. Accepted letters from RTC committees and staff to other agencies – none
16. Accepted miscellaneous written comments from the public on RTC projects and transportation issues - none
17. Accepted information items
   a. May 31, 2018 press release from Santa Cruz Metropolitan Transit District, “Santa Cruz METRO rolls out new buses and vans funded through Measure D and SB-1”

REGULAR AGENDA

18. Commissioner reports – oral reports
   There were no Commissioner reports.
19. Director’s report – oral report
   George Dondero, Executive Director, gave an update on the City of Santa Cruz rail trail project from Natural Bridges Drive to Bay/California; reported on the completion of the Rail Trail Art Opportunities Master Plan; and announced the
near completion of the County of Santa Cruz’s Twin Lakes Beachfront Improvement Project.

Mr. Dondero reported on the passage of Proposition (Prop.) 69, which prohibits fuel taxes and fees from California’s Road Repair and Accountability Act of 2017 (Senate Bill (SB) 1) from being used for non-transportation purposes, and noted that City of Santa Cruz staff has worked with local transportation agencies to develop an online map of SB1-funded projects, available at: http://arcg.is/0HHOOr.

Mr. Dondero also announced that Farhad Monsourian, General Manager of the Sonoma Marin Area Transit (SMART) rail service will be the RTC’s guest speaker at the August 2, 2018 RTC meeting, and he will speak on The Evolution of SMART. He also noted that the RTC will also host Kyle Gradinger, Division Chief, Caltrans Division of Rail and Mass Transportation for a closer look at the State Rail Plan, funding from SB1, and other topics related to future implementation of passenger rail in Santa Cruz County.

Brian Peoples, Trail Now, noted that all the speakers invited for the speaker’s series are promoting trains.

20. Caltrans report

There was no Caltrans report due to time constraint.

21. 9:30 am PUBLIC HEARING: Adoption of Measure D Five-Year Programs of Projects for Regional Projects and Community Bridges/Lift Line

Rachel Moriconi, Senior Transportation Planner, discussed the Measure D revenue designation of projects throughout the county, highlighting the projects that will be implemented in the next 5 years.

Commissioners discussed: the funding recommendation for the Highway 9/SLV Corridor Plan; to delay approval until staff discuss Measure D funded projects at special meetings within each jurisdiction; public oversight and community outreach during the Measure D fund allocation process; Measure D fund allocation formula for Watsonville; past public input on Measure D was regarding the overall spending parameters and not the specifics; improving transportation in the county; staff’s responsibility to present this information, and the Commissioners’ responsibility to engage the public on this measure; changes can be made to the regional investment categories and projects; that more than $4 million is allocated in the Fiscal Year (FY) 2018/19 for auxiliary lane expansion on Highway 1; the need to plan for alternative types of transportation; information on Cruz 511 program outcomes and efficacy; need for greater funding for Highway 17 patrolling; that decisions should only be made after the completion of the Unified Investment Corridor Study (UCS); shifting funds from Cruz511 to other projects; holding RTC meetings in the evenings; request that staff give presentation during each jurisdictions’
council meetings; and that the Safe on 17 program was one of the most successful programs of its kind in the county.

The public hearing opened at 9:57 a.m.

**Brian Peoples**, Trail Now, opposes building a rail for a future train and asked the RTC to discuss its plans for bonding Measure D.

**Monica McGuire**, Santa Cruz County resident, stated that outreach for public input on Measure D is lacking, that Commissioners have not been available to constituents to receive input, and that there is great public interest in Personal Rapid Transit.

**Rick Klefell**, Santa Cruz County resident, stated that rail is an outdated technology and that it will cause damage to the region’s environment.

**Coleen Douglas**, Santa Cruz County resident, asked for transportation solutions and for flexibility in future program spending.

**Peter Stanger**, Santa Cruz County resident, stated that Segment 18 of the Monterey Bay Sanctuary Scenic Trail (MBSST) will not produce a safe and enjoyable bike path for the community and that the Watsonville wetland trails would be a better solution for the bike path.

**Catherine Marino**, Santa Cruz County resident, noted that information on the Measure D 5-year plan has been easily accessible to the public and asked for the approval of the staff recommendation.

**Michael Saint**, Campaign for Sustainable Transportation, noted that his previous suggestion to the RTC to form a similar body as the Community Advisory Council of the Monterey Bay Community Power was not accepted, and suggested that an advisory committee to bring input from the community be created.

**Jannike Strause**, Bike Santa Cruz County, is thrilled to see the Rail Trail, the San Lorenzo Corridor plan, and other projects moving forward, and to have funding to put towards these projects.

**Josh Stephens**, City of Santa Cruz resident, asked for greener alternatives to conventional buses on local routes in order to continue efforts to reduce greenhouse gas emissions, for greater discussion on bus tracking, greater utilization of the delay text alert system, increased Highway 17 bus services, for the ‘Houston model’ to be considered when discussing HOV lanes on Highway 1, and for a portion of Measure D funds to be put towards reestablishing usage of the rail.

**Mark Mesiti-Miller**, Friends of the Rail and Trail, supports the 5-year plan but suggested that some Measure D funds can be leveraged against Senate Bill
Woutje Swets, Santa Cruz County resident, suggested that Commissioners wait until a new Executive Director is hired before voting on any funding allocations.

Cary Pico, Aptos resident, stated that there needs to be better outreach regarding Measure D funded projects, especially Highway 1 and other road infrastructure projects.

Nancy Bilicich, Watsonville City Council, asked when Highway 1 traffic congestion will be addressed, when HOV lanes will be added, for Measure D funds to be used for a Highway 1 expansion to at least State Park Drive, and asked for solutions to be done quickly.

Anne Neyland, Santa Cruz County resident, stated that county students use and need public transportation, that bike lanes must be maintained and expanded to ensure cyclist safety as well as to curtail the cyclist death and injury rates, and urged that a bike path be considered for the corridor.

Gail McNulty, Santa Cruz County Greenway, suggested that the order of Agenda items be switched so that the Rail Operator Agreement is voted on first because its approval would have direct impact on several of the Measure D projects listed.

Nick Bilinovich, City of Watsonville resident, stated that it was not clear that Measure D was a sales tax measure. He also asked for a description of what the RTC received in form of services and supplies in 2018.

Barry Scott, Aptos resident, noted that there is state funding for rail infrastructure projects and that RTC should take advantage of that opportunity.

Ashley Winn, La Selva Beach resident, stated that the Measure D 5-year plan does not contain a fair allocation of Measure D funds for each segment of the coastal trail, that funds should fairly be allocated without causing injury to any part of the county, and urged the RTC to use Measure D funds for improvements on Highway 1.

Tom Fredericks, Felton resident, supports staff recommendations for the improvements planned for Felton.

Chris Schneider, City of Santa Cruz Public Works, thanked the RTC for considering a funding increase for trail maintenance and the voters for passing
Measure D because it allows for the cities to obtain more transportation grants.

Manu Koenig, Santa Cruz County resident, stated that the 5-year plan is problematic because it is focused on piecemeal infrastructure improvement and does not achieve results. He also recommended allocating funds for urban prototyping, such as a lane on Highway 1 that would switch according to traffic flow and provide more immediate solutions to the county’s gridlock problem.

Public hearing closed at 10:29 a.m.

Commissioner Coonerty moved and Commissioner Bertrand seconded approval of the staff recommendations to adopt a resolution to:

1. Approve the five-year program of projects for Measure D regional investment categories and projects: Highway Corridors, Active Transportation, Rail Corridor, San Lorenzo Valley-Highway 9 Corridor Improvements and the Highway 17 Wildlife Crossing, and for Community Bridges-Lift Line (Exhibit F);
2. Amend the Fiscal Year (FY) 2018/19 RTC budget to reflect the approved Measure D “5-year programs of projects”; and,
3. Authorize the Executive Director to enter into agreement with implementing agencies, as may be necessary, to ensure requirements of the Measure D Ordinance are met for projects allocated funds in the Measure D “5-year programs of projects.”

Commissioner Rotkin made a friendly amendment to the motion, which was accepted by the maker and the second of the motion to take $50,000 from the railroad bridge rehabilitation line in the Rail Corridor Plan to do additional railroad bridge analysis on the feasibility of replacing the bridge through the Capitola Village with one that can accommodate both rail and trail.

Commissioner Johnson asked for a friendly amendment to reduce funding to the Cruz 511 program and increase funds for the Safe on 17 program. The amendment was not accepted by the maker of the motion. Commissioner Johnson moved and Commissioner Caput seconded the motion to make this change. The motion did not carry, with Commissioners Caput and Johnson voting “aye”, and Commissioners Bertrand, Bottorff, Chase, Coffman-Gomez, Coonerty, Leopold, Rotkin and Commissioner Alternates Virginia Johnson, Mulhearn, and Noroyan voting “nay.”

The motion with one friendly amendment for a feasibility study for the railroad bridge in Capitola Village was approved with Commissioners Bertrand, Bottorff, Chase, Coffman-Gomez, Coonerty, Leopold, Rotkin and Commissioner Alternates Virginia Johnson, Mulhearn, and Noroyan voting “aye”, and Commissioners Caput and Johnson voting “nay.”

Chair Leopold adjourned the meeting for a break at 11:01 a.m.
Chair Leopold resumed the meeting at 11:12 a.m.

22. Santa Cruz Branch Rail Line Short Line Operator Agreement and consider California Environmental Quality Act (CEQA) findings of exemption

Luis Mendez, Deputy Director, presented the staff report and distributed suggested language changes to Section 8 of the agreement provided by RTC’s legal counsel on Surface Transportation Board (STB) matters.

Commissioners discussed: that no additional economic or legal hurdles are created by the agreement; a $300,000 buyout clause in case the RTC decides to forego this agreement as a result of the UCS; clarification of some sections of the Administration, Coordination, and License Agreement (ACL); revenue from the agreement; potential passenger rail service should be explored; rail operator payment tracking; alternatives for Watsonville freight customers if the ACL is not approved; potential of another disruption of freight service if the operator is not cleared for Phase 2; kinds of freight cargo that would be transported through the area by PGR; penalties in the contract; phasing of the agreement; fulfillment of the RTC’s legal and fiduciary obligations; full utilization of the corridor with more than just a trail; compliance with Proposition (Prop.) 116 and 108, the Federal Railroad Administration, the California Department of Transportation, and to the voters pertaining to the immediate and future uses of the corridor; infeasibility of waiting until the UCS is completed to make a decision regarding ACL; the long, open and public process which involved extensive public input, workshops, and meetings to get to this decision; the UCS is being respected in this process; the UCS will be available for public input and discussion before the RTC makes a final decision on the future use of the corridor.

Nancy Bilicich, City of Watsonville Council Member, stated that an immediate freight solution is needed to address the needs of local businesses, that further discussion should happen regarding future plans for the corridor, and that there needs to be a transportation solution to alleviate traffic on Highway 1.

Bob Berlage, Big Creek Lumber Company, stated that Big Creek has faced a hardship due to five rail cars stalled at the Pajaro junction, that the company has relied on freight service for over 50 years, that the cost differential between rail and truck freight is substantial, and that Big Creek Lumber needs dependable maintenance, inspection, and reliable service on the rail line.

James Eggleston, La Selva Beach resident, stated that the RTC should do an Environmental Impact Report (EIR) study on the ACL and asked for the agreement to be delayed until the UCS is completed.

Doug Green, La Selva Beach resident, stated that beach erosion in La Selva Beach is affecting the rail tracks and that freight service for Watsonville vendors is needed. He noted that he does not support rail service on the rest of the line.
Brandon Kett, City of Watsonville resident, asked for improvements of transportation options for South County residents and that the proposed agreement provides the flexibility to address the transportation needs in the county.

Rick Kleffel, Santa Cruz County resident, stated that PGR is an out-of-state operator that will transport toxic materials through the area and that he supports the Greenway plan.

Clare Kleffel, Santa Cruz County resident, noted that she has not witnessed much freight transport via the railroad, and that the Commission should focus on moving people and not freight.

Saladin Sale, City of Santa Cruz resident, supports the approval of the agreement because it will allow continuity of freight services, to meet legal obligation to maintain services on the line, and to begin improvements and restorations to the tracks.

Bonnie Morr, Santa Cruz County resident, asserted that PGR will bring toxic materials to the county and create unsafe conditions for pedestrians and cyclists.

Celia Morr, Santa Cruz County resident, stated that freight trains coming through the West Side of Santa Cruz will create noise pollution, pose danger to children attending nearby schools, expose her residence to potential propane train car explosions, and create unsafe intersections.

Shane White, K&D Landscaping in Watsonville, stated that many heritage trees will be cut if the Rail Trail plan is implemented, that the plan will be costly, and that it does not appear that the corridor can support the train and a trail. Mr. White opposes the agreement and stated that the Commission should wait until the UCS is completed before making a decision, and that the agreement would have a negative impact in the county’s jobs, economy, and people.

Gary Plomp, Santa Cruz County resident, stated that rejecting the agreement would have serious consequences to local businesses and that a valuable transportation asset to move freight and people would be lost.

Joe Martinez, Aptos resident, opposes PGR and stated that Greenway and Trail Now have the community support.

Cary Pico, Santa Cruz County resident, stated freight is not lucrative, that the RTC will not receive enough revenue from the line for maintenance and repairs, and that ACL is not profitable.

Suzane Helfman, Aptos resident, stated that the agreement does not provide
solutions to the county’s transportation problems, and urged the RTC to wait until the completion of the UCS before making a decision.

Kevin Hill, Santa Cruz County resident, supports the staff recommendation and stated that local businesses need a rail operator to address their freight needs.

Ted Burke, Santa Cruz County Business Council, stated that the Santa Cruz County Business Council Board of Directors supports Greenway’s proposal for the corridor, opposes the ACL, and that the RTC should wait until the UCS is completed before making a decision.

Jacob Martinez, City of Watsonville resident, stated that approving the agreement would set in motion decisions that would hurt the Watsonville community by not providing more equitable transportation services, and that would potentially give way for greater gentrification of the area.

Stanley Sokolow, Santa Cruz County resident, asked for the agreement to contain a requirement for larger trail width, clear language spelling out that PGR does not have the right to interfere on the rail, and that the agreement should make clear that anything built by PGR on the corridor should become RTC property if and when the agreement is terminated.

P.J. Mecuzzi, Del Mar Foods, noted that due to changes in the trucking industry, freight rail services might determine the future industrial capacity of Watsonville, and is in favor of the agreement if it means freight trains and removal of the currently parked train cars.

Lalainia Moules, Driscoll’s, presented all the factors for which Driscoll’s does not consider rail freight to be a viable option for their business.

Kent Griffin, Reiter Affiliated Companies, opposes the agreement and stated that the RTC should wait until the UCS is completed because it may interfere with other uses of the corridor.

Curtis Hill, San Benito County resident, stated that Watsonville contractors are reliant on rail freight services, that he supports the staff recommendation, and that rail could alleviate traffic congestion.

Lauren Cutter, Santa Cruz County resident, opposes the agreement as freight rail would pose a threat to the community, exacerbate traffic congestion, and impact quality of life.

Dean Cutter, Santa Cruz County resident, supports Greenway and opposes the agreement with PGR, stating that it is counter to the approval of a large constituency.

Gillian Greensite, Santa Cruz County Sierra Club, supports moving freight by
rail, and asked the RTC to provide data on PGR’s operations on freight moved by trucks in the area. She asked that the agreement include a spelled-out environmental protocol with best management practices regarding pesticides, tree-trimming, tree-removal, observance of nesting periods, wildlife crossing, and land use regulations. Ms. Greensite also asked for the RTC to consider negotiating with PGR an undertaking to upgrading the rail line to class 4 continuously welded rails within the time span of the agreement.

Matthew Jay, Lineage Logistics, stated that freight rail services are needed to ensure continuous product deliveries, and that he supports the agreement.

Glenn Saltz, Rio del Mar resident, noted that the agreement could lead to grave public health issues, could prevent future more environmentally sustainable options, and that it will not reduce Highway 1 congestion. He also asked the RTC to wait until the UCS is completed before making a decision.

Ryan Evans, Inboard Technologies, stated that there is a transportation paradigm shift underway, that it is shifting towards adopting new multi-modal ways of transportation, and that investing on rail is not a long-term solution.

John Martinelli, S. Martinelli & Co., supports freight rail only for Watsonville, and a pedestrian and bicycle path on the remainder of the corridor because it will provide economic opportunities for the community and will connect communities within the county. He also noted that rail will increase traffic congestion in North County.

William Mell, Santa Cruz County resident, stated that the RTC should wait until the UCS is finalized, that the agreement should be rewritten to only provide freight to South County, and asked for the potential negative impact of rail service on businesses throughout the county to be considered.

Tad Vectrop, City of Santa Cruz resident, asked the Commission to consider alternatives that would provide freight solutions to vendors that need it without binding the RTC to a 10-year agreement with PGR that would restrict future uses of the corridor, and urged for the completion of the UCS before making a decision.

Josh Stephens, Santa Cruz County resident, discussed how there are many dangerous, narrow, and congested arterial corridors in the region that are aggravated by freight trucks and that it is better to accept an agreement with an operator vetted by the RTC than one appointed by the federal government.

Jonathan Kolandinsky, Santa Cruz County resident, opposes the agreement north of Watsonville, stating that the corridor lacks infrastructure, that there is little public demand, and that the agreement will negatively impact the county’s environmental and financial future.

Glen Schaller, Monterey Bay Central Labor Council, supports light rail and a
bike trail in Santa Cruz County. He stated that Salinas and Watsonville are the most union dense cities in Monterey and Santa Cruz Counties, that Union workers need transportation options to commute to work, and asked the RTC to approve the agreement.

Maura Bevitch, Santa Cruz County resident, stated that the agreement will lead to greater industrial development in the county and asked the Commission to vote against it.

Ashley Winn, Santa Cruz County resident, stated that the RTC’s policy has resulted in a bad agreement with PGR, that RTC staff selected PGR prior to the release of the RFP, and that he opposes the agreement.

Greg Becker, La Selva Beach resident, noted that rail companies do not report the hazardous materials that they are transporting to local governments, that rail companies claim exemption from environmental hazards reporting, that parked cars are never really empty, and that this agreement would mean a loss of local control over the corridor.

Roxby Hartley, Agron Director, stated that Agron needs a reliable operator on the rail line to be operational and that he supports the ACL.

Matt Farrell, Santa Cruz County resident, encourages the RTC to approve the agreement and move forward to re-establishing freight service.

Paul Schoellhamer, Santa Cruz County resident, stated that it would be a disadvantage to South County businesses if the agreement is not approved, that none of the transit options are foreclosed on this agreement, and urged the RTC to approve it.

Bruce Sawhill, Santa Cruz County resident, encouraged the adoption of the agreement and stated that the RTC needs to take care of existing freight needs and avoid an assigned freight operator by the federal government.

Ryan Sanataro, Santa Cruz County resident, stated that the agreement should solely address the freight issue in South County, asked for it to be rejected, and for staff to draft a new agreement addressing the needs of the community to have options for both freight and options for the coast.

Santa Cruz County resident, asked the RTC to make the best decision for the community and the planet as a whole.

Brian Peoples, Trail Now, discussed Trail Now’s rail operator proposal and asked the RTC work with the community to find alternative uses for the rail corridor north of Lee Road.

Doug Erickson, Santa Cruz County resident, urged Commissioners not to approve the agreement, if approval is needed, he asked for it to be amended.
to ensure that the region’s environment is protected and that there is an exit clause after Phase 2 is put in place.

**Torah Park,** Santa Cruz County resident, supports rail and trail for the corridor. She stated that concerns over propane and toxic materials on the line are ill-informed.

**Santa Cruz County resident,** stated that this is a rushed decision and asked for the Commission to take all county residents’ needs into consideration and to not approve the agreement.

**Manu Koenig,** Santa Cruz County resident, is in favor of the Greenway plan and not rail, urged the Commission to find a third solution that would provide freight service for Watsonville businesses without approving the proposed agreement. He asked the Commission to focus on fixing the Pajaro Bridge and to conduct a full EIR and to renegotiate with PRG to address the problematic clauses.

**Jasmine,** Santa Cruz County resident, read a statement from Michael Termini, City of Capitola Mayor regarding the Capitola trestle inspection.

**Sara Clark,** Santa Cruz County Greenway, urged caution in approving the agreement because there has not been an environmental analysis of potential impact of increased freight transit on the line. She stated that the agreement will lead to legal and practical hurdles to any non-train use of the corridor.

**Bill Cook,** City of Santa Cruz resident, urged the Commission not to rush into this agreement and that no studies have been completed to determine if this is the best course of action for the county.

**Barbara Roettger,** Santa Cruz County resident, stated that Greenway presents a viable alternative to signing the agreement and asked for the agreement to not be approved, for explore other options for freight customers in Watsonville, and only consider entering into a long-term contract with a freight operator after the completion of the UCS and an EIR.

**David Date,** La Selva Beach resident, spoke on the effects that traffic congestion has had on his family, he supports the Greenway plan, and is against approving the agreement prior to the completion of the UCS.

**Carolyn Bridget Flynn,** Santa Cruz County resident, thinks that there is an alternative to address freight needs in South County while not bringing rail to North County and urged for the agreement to not be adopted as it is drafted.

**Monica McGuire,** Santa Cruz County resident, asked how many questions submitted by the public were not publically answered and stated that there has not been enough debate about the agreement for it to be voted on.
Robert Singleton, Executive Director of the Santa Cruz County Business Council, stated that 86% of the members of the Santa Cruz County Business Council voted for a trail only option, that signing this agreement may undermine the results of the UCS, that a decision should not be made until the study is completed, and that maybe a third alternative should be explored.

Janie Soito, Santa Cruz County resident, stated that Watsonville needs should be addressed and that the agreement would benefit the local economy.

Aurelio Gonzales, City of Watsonville resident, supports the agreement and stated that the rail tracks need to be improved and that Watsonville residents might suffer if it is not approved.

Elise Bercelli, Santa Cruz County resident, asked to delay making a decision on the agreement, but to further evaluate all options for the corridor.

Mark Mesiti-Miller, Friends of the Rail and Trail, stated that the RTC must protect the rail corridor and those in the county who rely on it, that the agreement prevents hardship and disruption of freight services for both south and north county customers, that it protects the county from fiduciary and legal risks and leaves all options open going forward, and he urged approval of the agreement.

Suzi Merriam, City of Watsonville, asked for the approval of the agreement, noting that the freight corridor is a necessity for local businesses and they would suffer if the RTC does not contract with an operator.

Anna Kammer, City of Watsonville resident, urged for the approval of the agreement because the businesses and people of Watsonville need this line for freight and future transportation options.

Corinne McFarland, Live Oak resident, urges for a third alternative to be considered.

Mike Setty, City of Napa resident, asked for the rail tracks to be preserved, for approval of the agreement, and thinks that a tourist and a passenger train possibility should be explored.

Nancy Connelly, City of Santa Cruz resident, opposes the agreement; stated that the UCS will soon be concluded which will elucidate the best use of the corridor, and approval of this agreement will restrict the use of the coastal corridor for the next ten years.

Felipe Hernandez, Watsonville City Council, urged for approval of the agreement and stated that voting no on this agreement would be detrimental for South County’s economy, workers, and development.

Gail McNulty, Santa Cruz County Greenway, stated that the decision made
regarding the agreement needs to address the needs of the community, which can be done without approving it. She said that approving this agreement puts the county at risk.

**Jenny Sarmiento**, City of Watsonville Planning Commissioner, urged for approval of the agreement because Watsonville residents cannot afford any more job loss.

**Joe Jordan**, City of Santa Cruz resident, asked for the agreement to be approved.

**Barry Scott**, Aptos resident, stated that the rail corridor is an asset for future generations and that freight service is needed for the customers in South County.

Commissioner Bottorff moved and Commissioner Rotkin seconded the motion to approve the Administration, Coordination and License Agreement with Progressive Rail ([Attachment 1](#)) for rail operations on the Santa Cruz Branch Rail Line as negotiated and with the modified language to Section 8 as suggested by RTC’s Surface Transportation Board (STB) legal counsel and distributed by staff (Exhibit A), authorize the Executive Director to execute the agreement, and issue a California Environmental Quality Act (CEQA) notice of exemption ([Attachment 4](#)).

Commissioner Coonerty asked for a friendly amendment to the motion to modify Sections 2.5.1 and 6.3 of the agreement as shown in the language that he distributed (Exhibit B). The friendly amendment was accepted by the maker and the second of the motion. The motion passed with Commissioners Bottorff, Caput, Chase, Coffman-Gomez, Coonerty, Leopold, Rotkin and Commissioner Alternate Noroyan voting “aye”, and Commissioners Bertrand, Johnson, and Commissioner Alternates Virginia Johnson and Mulhearn voting “nay.”

*Commissioner Johnson left the meeting.*

23. North Coast Rail Trail – Project Update and Schedule or Release of Draft Environmental Impact Report (EIR)

Luis Mendez, Deputy Director, presented the staff report.

Commissioner Rotkin moved and Commissioner Bottorff seconded approval of the staff recommendations to:

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.

The motion carried unanimously with Commissioners Bertrand, Bottorff, Caput, Chase, Coffman-Gomez, Coonerty, Leopold, Rotkin, and Commissioner
Alternates Virginia Johnson, Mulhearn, and Noroyan voting “aye.”

24. Adoption of the Findings, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program as required by CEQA Guidelines and adoption of the 2040 Santa Cruz County Regional Transportation Plan (RTP)

Ginger Dykaar, Senior Transportation Planner, presented the staff report recommending the adoption of the 2040 Santa Cruz County Regional Transportation Plan (RTP), which identifies goals, funding projections, and transportation projects to be considered for implementation over the next 20 plus years. Commissioner Bertrand moved and Commissioner Rotkin seconded the staff recommendations to:

1. Consider the Final Environmental Impact Report for the 2040 Santa Cruz County Regional Transportation Plan;
2. Adopt a resolution (31-18), adopting the Findings, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program related to the Environmental Impact Report certified by the Association of Monterey Bay Area Governments (AMBAG), as the lead agency under the CEQA, for the 2040 Santa Cruz County Regional Transportation Plan; and,
3. Adopt a resolution (32-18) adopting the final 2040 Santa Cruz County Regional Transportation Plan.

The motion carried unanimously with Commissioners Bertrand, Bottorff, Chase, Coffman-Gomez, Coonerty, Leopold, Rotkin and Commissioner Alternates Virginia Johnson, Mulhearn, and Noroyan voting “aye.”

25. Review of items to be discussed in closed session

No comments were given.

Commissioners adjourned to closed session at 3:10 p.m.

CLOSED SESSION

26. CONFERENCE WITH REAL PROPERTY NEGOTIATOR pursuant to Government Code 54956.6

Commission Negotiators: John Leopold, Yesenia Parra, CPS HR Consulting Unrepresented Employee: Executive Director

27. CONFERENCE WITH LABOR NEGOTIATORS pursuant to Government Code 54957.6
Commission Negotiators: Yesenia Parra, Lozano Smith, Attorney at Law
Bargaining Units: RTC Association of Middle Management (RAMM) and
Community of RTC Employees (CORE)

OPEN SESSION

Commissioners reconvened in open session at 3:53 p.m.

28. Report on closed session

Nothing reported.

29. Next Meetings

There will be no meetings in July.

The next RTC meeting is scheduled for Thursday, August 2, 2018 at 9:00 a.m.
at the Watsonville City Council Chambers, 275 Main St., Ste. 450, Watsonville,
CA.

The next Transportation Policy Workshop meeting is scheduled for Thursday,
August 16, 2018 at 9:00 a.m. at the Watsonville City Council Chambers, 275
Main Street, Watsonville, CA.

Meeting adjourned at 3:53 p.m.

Respectfully submitted,

Fernanda Dias Pini

Attendees:

Heather Adamson Association of Monterey Bay Area Governments
Greg Becker La Selva Beach Resident
Maura Bevitch Santa Cruz County Resident
Casey Beyer Santa Cruz Area Chamber
Margie Biddick Santa Cruz County Resident
Nancy Billicich Watsonville City Council
Nick Bilinovioch City of Watsonville Resident
Naina Biswell Santa Cruz County Resident
J.W. Boulton Santa Cruz County Resident
Josie Buchanan Santa Cruz County Business Council
Ted Burke Santa Cruz County Business Council
Casey Kraig Clark Santa Cruz County Resident

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William Mell  Santa Cruz County Resident
Suzi Merriam  City of Watsonville
Mark Mesiti-Miller  Friends of the Rail and Trail
Dave Miller  City of Watsonville Resident
Ken and Andrea Miller  Santa Cruz County Resident
Bonnie Morr  Santa Cruz County Resident
Celia Morr  Santa Cruz County Resident
Lalainia Moules  GM Lineage Logistics, Watsonville
Anne Neyland  Santa Cruz Count Resident
Lee Otter  California Coastal Commission
Sandra Parhami  Santa Cruz County Business Council
Torah Park  Santa Cruz County Resident
Ary Parker  Parajo Valley Resident
Phil Parker  South County Resident
Brian Peoples  Trail Now
Bill/ William Philipps  Live Oak Resident
David Phillips  Seabright resident
Cary Pico  Aptos Resident
Gary V. Plomp  Santa Cruz County Resident
Richard Rahders  Santa Cruz County Resident
Andrea Ratto  Santa Cruz County Resident
Anne Ratto  Santa Cruz County Resident
Judy Rislay  Santa Cruz County Resident
Maria Esther Rodriguez  City of Watsonville resident
Barbara Roettger  Santa Cruz County Greenway
Ian Rotmanburn  Rio del Mar Resident
Mike Saint  Campaign for Sustainable Transportation
Saladin Sale  City of Santa Cruz Resident
Glenn Saltz  Rio del Mar Resident
Ryan Sanataro  Santa Cruz County Resident
Jenny Sarmiento  City of Watsonville Planning Commissioner
Bruce Sawhill  Friends of the Rail and Trail
Glen Schaller  Monterey Bay Central Labor Council
Chris Schneider  City of Santa Cruz Public Works
Paul Schoellhamer  Santa Cruz County Resident
Barry Scott  Aptos Resident
Michael D. Setty  City of Napa Resident
Anne Sherwood  Rio del Mar Resident
Robert Singleton  Santa Cruz County Business Council
Janie and Stan Soito  Santa Cruz County Resident
Stanley Sokolow  Santa Cruz County Resident
Peter Stanger  Santa Cruz County Resident
Brian Stanley  Santa Cruz County Resident
Liz Starkey  Santa Cruz County Resident
Josh Stephens  City of Santa Cruz Resident
Jannike Strause  Bike Santa Cruz County
Woutje Swets  Santa Cruz County Resident
Nadene Thorne  Santa Cruz County Resident
David Van Brinke  Santa Cruz County Resident
Tad Vectrop  Santa Cruz County Resident
Cliff Walters  Roaring Camp
Shane White  K&D Landscaping, Watsonville
Ashley Winn  Santa Cruz County Resident
Jasmine  Santa Cruz County Resident
Item 22 - Exhibit A

Modifications suggested by RTC special legal counsel on STB matters

8.2.2. Upon termination of this Agreement, whether through the expiration of the term or by the Parties as contemplated herein, Railway shall cooperate, at its expense, with the transfer or abandonment of Freight Service as requested by the Commission; provided, that no termination shall be effective unless and until the STB has approved such transfer or abandonment.

8.2.3. The parties acknowledge that initiation of Freight Services by Railway will require Railway to invest substantial funds in anticipation of future revenues from both Phase I (Freight Service) and Phase II (Transportation Service) service. In recognition of Railway’s investment, if after completion of the Study and prior to the grant of a license to provide Transportation Service (Phase II), the Commission determines that the Freight Easement Property should not be used for Freight Service from MP 7.0 to MP 0.0, the Commission may terminate this Agreement subject to the provisions of Section 8.2.2, and upon approval of the abandonment by the STB, pay Railway $300,000.
Item 22 - Exhibit B

Proposed changes to the Administration, Coordination, and License Agreement submitted by Commissioner Ryan Coonerty

2.5.1. Unless otherwise expressly agreed by the Commission in writing, Railway will not (i) store more than 100 rail cars, or (ii) store rail cars in locations other than those approved by the Commission marked on Exhibit B (which locations are intended to substantially avoid visibility from Highway 1 and blocking designated public beach access), or (iii) store any rail car for more than two (2) months. Absent the Commission’s prior written consent, which consent may be withheld in the Commission’s sole discretion, Railway may not store railcars that have been used to transport Hazardous Materials unless such railcars are empty or contain only residual amounts of Hazardous Materials.

6.3. The Commission understands that Railway requires locations outside of the Freight Easement Property at which to store and maintain equipment and materials necessary for Railway’s Freight Operations including a locomotive pit. The parties agree that Railway may store equipment and materials at the location known as Wrigley’s, located between Swift Street and Natural Bridges Drive at or about Milepost 21.5. The parties agree that Railway will need to identify and construct additional maintenance and storage locations on the Property, which Railway may do as needed, subject to applicable law and the Commission’s prior written consent (subject to the provisions of Section 2.8.2.3, which prohibit material interference with Railway’s Freight Service rights and obligations under federal law, unless first approved by the STB).
1. Roll call

The meeting was called to order at 1:34 p.m.

**Members present:**
- Pam Arnsberger, 2nd District
- Lisa Berkowitz, CTSA
- John Daugherty, Metro
- Veronica Elsea, 3rd District
- Tara Ireland, Social Service Provider – Persons of Limited Means
- Clay Kemp, Social Service Provider – Seniors
- Caroline Lamb, Potential Transit User

**Alternates present:**
- Tom Duncanson, 2nd District

**Excused absences:**
- Kirk Ance, CTSA – Lift Line
- Dulce Lizarraga-Chagolla, Social Services Provider – Seniors
- Lori Welch-Bettencourt, 4th District

**Unexcused absences:**
- Jon Bailiff, Social Services Provider – Disabled

**RTC staff present:**
- Grace Blakeslee
- Joanna Edmonds

**Others present:**
- Debbie Benham
- Jesus Bojorquez, CTSA
- Jean DeLaTorre, Seniors Commission
- Lane Edwards, HSA/CTSC
- Murray Fontes, City of Watsonville
- Theresia Rogerson, HSA/CTSC
- Beth Stiles
- Sean Vienna, AMBAG
- Daniel Zaragoza, Metro

2. Introductions
3. Oral communications

John Daugherty shared information regarding quarterly changes to Metro service that are detailed in the new version of Metro’s Headways publication.

Joanna Edmonds, Transportation Planning Technician, read an email from Henry “Reed” Searle regarding concerns about e-bikes on West Cliff path and pedestrian safety for seniors.

4. Additions or deletions to consent and regular agendas

None

CONSENT AGENDA

5. Approved minutes from April 10, 2018 as amended

Action: A motion was made (Berkowitz/Daugherty) to amend the minutes to state that the Pedestrian Safety Workgroup shared that there is a change in the outreach plan for the “What Pedestrians and Bicyclists Want Each Other To Know” brochure and they may be working with the Cruz511 program and other RTC programs to communicate the messages from the brochure to the public, to add Dulce Lizarraga-Chagolla as an excused absence, and approve the minutes as amended. The motion passed unanimously.

6. Received Transportation Development Act Revenues Report

7. Received RTC Meeting Highlights

8. Recommended that the Regional Transportation Commission approve appointments to the E&D TAC Committee

9. Received E&D TAC June 2018 Roster

10. Received Final Draft Community Bridges Lift Line and Regional Projects Measure D Five-Year Plans

11. Received Information Items

A motion (Lamb/Duncanson) was made to approve the consent agenda. The motion passed unanimously.
REGULAR AGENDA

12. Received Program Updates

a. Volunteer Center – FY 17/18 TDA 3rd Quarter Report

b. Community Bridges – FY 17/18 TDA 2nd Quarter Report

c. Santa Cruz Metro

Clay Kempf, Committee Member, asked for Metro to provide an update regarding ParaCruz ridership and performance and asked questions about declining ridership. Daniel Zaragoza, Metro, provided information about increased on-time performance for ParaCruz rides over the last several months and indicated their goal is 90% for on-time rides. Committee members discussed how the shift in dialysis rides from Metro ParaCruz to other services affected overall ridership and other potential reasons for the decrease. Mr. Kemp suggested that the Committee discuss Metro ParaCruz ridership trends at a future meeting.

d. SCCRTC

Grace Blakeslee, Transportation Planner, announced that the Commission will be considering the 2040 Regional Transportation Plan for approval at their June 14th meeting. Ms. Blakeslee announced that information regarding the Highway 9 Corridor Transportation/Complete Streets Plan will be brought to the E&D TAC at its August 14th meeting.

No Action taken.

13. Santa Cruz Metropolitan Transit District Passenger Code of Conduct

Daniel Zaragoza, Metro, provided an overview of the Santa Cruz Metropolitan Transit District’s (Metro) Passenger Code of Conduct for Fixed Route service and Paratransit (ParaCruz) service. Committee members discussed the rules outlined in the Passenger Code of Conduct, changes made in response to the feedback the Metro Advisory Committee provided to Metro, and methods to make the Passenger Code of Conduct readily available and accessible to all users such as including the Passenger Code of Conduct in the Metro Headways, mentioning the Passenger Code of Conduct on the Metro Customer Service line, and posting the Passenger Code of Conduct inside Metro buses.

No Action taken.
14. City of Watsonville Pedestrian and Bicycle Safety

Murray Fontes, City of Watsonville, provided an overview of the City of Watsonville’s efforts to improve pedestrian and bicycle safety. Mr. Fontes summarized the City’s current projects that address these improvements, including Complete Streets planning and Vision Zero adoption. Theresia Rogerson, Community Traffic Safety Coalition (CTSC)/Santa Cruz County Health Services Agency (HSA) provided an overview of the City of Watsonville’s adoption of Vision Zero. Ms. Rogerson gave a summary of public outreach efforts and the process for creating a Vision Zero action plan. Committee members discussed the analysis of pedestrian collision data, locations for pedestrian safety improvements, educational strategies, and potential avenues for public outreach.

Action: A motion (Kempf/Lamb) was made to send a letter to the City of Watsonville (and copy the other local jurisdictions) commending them on becoming the first jurisdiction in the county to adopt Vision Zero, thanking them for their efforts to improve pedestrian and bicycle safety, and encouraging other jurisdictions to follow their example by also adopting Vision Zero. The motion passed unanimously.

15. Sonoma-Marin Area Rail Transit Educational Trip

Grace Blakeslee, Transportation Planner, provided a brief overview about an educational trip last month organized by the Santa Cruz Chamber of Commerce to the Sonoma-Marin Area Rail Transit (SMART) and gave an overview of SMART’s history, locations, and fares. Ms. Blakeslee announced that George Dondero, RTC Executive Director, would like to attend the E&D TAC’s August meeting to provide a more detailed report about the SMART train. Ms. Blakeslee commented that several seniors on the SMART train shared how it provides transportation to areas they could not easily access in the past. Veronica Elsea, E&D TAC Chair, shared that she knows several physical and occupational therapists who work in San Rafael and they have noticed an increase in senior patients who make it to their appointments regularly because they ride SMART train to appointments.

No Action taken.

16. North Coast Rail Trail – Project Update and Schedule for Release of Draft EIR

Grace Blakeslee, Transportation Planner, provided a project update about the Draft Environmental Impact Report (EIR) for the North Coast segment of the Rail Trail. Ms. Blakeslee gave an overview of funding sources for this segment and the EIR requirements. Ms. Blakeslee detailed the timeline for the release of the Draft EIR and the 45-day public comment period. Committee members discussed trail access from designated parking lots and requested that accessible way finding features be included.

No Action taken.
17. Pedestrian Safety Workgroup Update

Veronica Elsea, E&D TAC Chair, informed E&D TAC members that the Pedestrian Safety Workgroup met on May 24, 2018 and discussed Cruz511’s outreach efforts which relate to pedestrian and bicycle safety as well as revisiting work done on Sidewalk Maintenance Standards and Construction Guidelines. Ms. Elsea mentioned the Workgroup wants to find ways to get the messaging in the “What Pedestrians and Bicyclists Want Each Other To Know” brochure out to the public via Cruz511 or other RTC programs. Committee members discussed pedestrian safety concerns on Mt. Hermon Road in Scotts Valley and the RTC’s Pedestrian and Bicycle Hazard reporting system. Ms. Elsea announced that the next Pedestrian Safety Workgroup meeting will be on July 26th from 2 to 4 pm at the RTC offices and is open to the public.

No Action taken.

18. Adjourn

Meeting adjourned at approximately 3:41 p.m.

The next E&D TAC meeting is scheduled for Tuesday, August 14, 2018 at 1:30 p.m. at the RTC Offices, 1523 Pacific Avenue, Santa Cruz, CA.

Respectfully submitted,

Joanna Edmonds, Staff
Santa Cruz County
Regional Transportation Commission
Interagency Technical Advisory Committee (ITAC)

MINUTES
Thursday, June 21, 2018, 1:30 p.m.
SCCRTC Conference Room
1523 Pacific Ave, Santa Cruz, CA

ITAC MEMBERS PRESENT
Tim Bailey, County Public Works
Teresa Buika, University of California at Santa Cruz (UCSC)
Murray Fontes, Watsonville Public Works and Planning Proxy
Paul Hierling, Association of Monterey Bay Area Governments (AMBAG)
Jessica Kahn, Scotts Valley Public Works
Kailash Mozumder, City of Capitola Public Works
Chris Schneiter, Santa Cruz Public Works and Planning Proxy

RTC Staff Present: Grace Blakeslee, Sarah Christensen, George Dondero, Rachel Moriconi
Others Present: Lisa Lurie, Resource Conservation District-Santa Cruz County (RCD); Tami Grove, California Coastal Commission (CCC); Jennifer Calate, Caltrans Planning (by phone)

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

2. Introductions: Self introductions were made.

3. Oral Communications: Anais Schenk reminded members that an Active Transportation Program (ATP) grant workshop will be held at the RTC office on May 24. Cory Caletti announced that Anais Schenk is now staffing the RTC’s Bicycle Committee. Anais reported that the RTC is recruiting members for the Bicycle Committee, especially from South County.

4. Additions, deletions, or changes to consent and regular agendas: Item 7 was moved after Item 9. Item 10 – Coastal Commission update was tabled to a future meeting.

CONSENT AGENDA

The Committee unanimously approved a motion (Schneiter/ Mozumder) approving the consent agenda, with all members present voting “yes”:

5. Approved Minutes of the May 17, 2018 ITAC meeting, with one modification from Kailash Mozumder to clarify that “The city plans to use SB1 funds to repave major arterials next year 42nd Avenue and other roadways.”

6. Received FY18/19 Regional Surface Transportation Program Exchange (RSTPX) Budgeted Projects
7. North Coast Rail Trail Project Update – *item moved after Item 9*

8. Transportation Performance Management and Target Setting – Page 17

Paul Hierling, AMBAG provided an update regarding federal requirements for transportation performance management and target setting. He highlighted FHWA and FTA performance measures and statewide targets for safety, pavement and bridge condition, and National Highway System and freight movement on interstate highways. He noted that if Senate Bill 1 gas taxes are repealed in November 2018, California will not be able to meet the performance targets. Because the AMBAG region contains less than 1% of the statewide highway miles, the state is expected to limit the amount of data, reporting, and targets required of the region.

9. Early Mitigation for Transportation Improvements in Santa Cruz County

George Dondero (RTC), Lisa Lurie (RCD), and Tami Grove (CCC) reported on the recently completed Memorandum of Understanding (MOU) between local, state, and federal agencies responsible for coordinating resource conservation with early mitigation planning for transportation projects in Santa Cruz County. The MOU provides a mechanism to implement quality mitigations that are more valuable and cost effective than piecemeal mitigations. It also provides early buy-in among resource agencies and project sponsors, building trust among agencies, limiting blockades to projects, and expediting implementation of mitigations. Lisa Lurie noted that the group is working to identify priority mitigation sites and projects that may require mitigations. RCD and Fish and Wildlife are also looking into in lieu fee programs to sell mitigation credits in order to preserve certain wildlife habitats. The MOU provides the institutional framework. Tami Grove noted that Senate Bill 1 includes funding for advance mitigations. She emphasized the importance of agricultural lanes and identifying other key resource areas for advance mitigation. In response to questions from ITAC members, Lisa and Tami summarized the process for implementing advance mitigations as:

1. Project sponsors identify transportation projects with potential impacts that may require mitigations and identify the types of mitigations required (e.g. species, habitat impacted; possible habitat restoration/preservation, tree replanting, etc) and inform RCD about projects. Typically this happens by the end of the environmental review phase, but good to share information earlier.

2. RCD and other resource agencies identify sites that would be a good fit to meet the mitigations. They might be located within the area of potential impact or in-kind, in-watershed or ecoregion.

3. Ideally, forecast projects and possible mitigations 10 years ahead in order to get mitigation sites up and running. Quality sites could reduce ratios required to address the mitigation.

The possibility of using wetland restoration for carbon capture and conservation of agricultural lane in order to meet greenhouse gas reduction and Vehicle Miles Traveled (VMT) reduction targets is still under discussion.
7. **North Coast Rail Trail Project Update**

Grace Blakeslee reported that the RTC is preparing a California Environmental Quality Act (CEQA) Environmental Impact Report (EIR) for a 7.5-mile rail trail project on the north coast between Wilder Ranch and Davenport. RTC staff anticipates releasing the Draft EIR this summer, with a 45-day public review period. Two public meetings will be held on the Draft EIR during the review period.

10. **Coastal Commission updates** - *Tabled to a future meeting*

11. **Senate Bill 1 and Other Transportation Funding Updates**

Rachel Moriconi and committee members discussed opportunities to share information about Measure D and gas tax funded projects. Committee members emphasized that Measure D has been critical to leverage other state and federal grants and that Senate Bill 1 funds are allowing agencies to address some of the backlog of local road maintenance and other transportation needs.

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

**Watsonville:** Murray Fontes reported that the city is soliciting bids for STIP-funded Airport Boulevard improvements from Highway 1 to Holm Road this month and for Green Valley Road pavement preservation in August. Bids have been received for the Hazelwood Park path. The city is also working on two complete street and safe routes to schools plans.

**Capitola:** Kailash Mozumder reported that the city plans to construct sidewalks on 38th Avenue near Capitola Road this fall, construct Park Avenue storm damage repairs and sidewalks in 2019, and construct 2018 Slurry Seal projects this summer. The city is submitting an AB2766 grant application for an adaptive signal system on 41st Ave. Geotechnical studies are being done for the Rail Trail crossing at Monterey Avenue.

**County of Santa Cruz:** Tim Bailey reported that the County opened bids on the Main Street curb/gutter project in Soquel Village. Bids for the bridge replacement on Redwood Road came in nearly double engineer’s estimates. Construction is starting on storm damage repairs on Felton Empire Road and Glenwood Drive. Construction contracts have also been awarded for pavement projects on Branciforte Drive and Granite Creek Road.

**UCSC:** Teresa Buika reported that UCSC is working on an Active Transportation Program (ATP) application for Phase 2 of its bicycle path project.

**Santa Cruz:** Chris Schneider reported that several projects are out to bid, with construction planned for the Rail Trail Segment 7, Chestnut Street and Bay Street. The new bike share program is also up and running.

**Scotts Valley:** Jessica Kahn reported that the Scotts Valley Drive/Mt. Hermon Road intersection project is almost completed and includes bicycle boxes and landscaping. Construction of the Green Hills Road bicycle project starts this month. The Kings Village Road/Blue Bonnet sidewalks projects are also out to bid. The city is working on a planning
grant for an active transportation plan. The city also received a Senate Bill 1 Local Partnership Program (LPP) grant for trails in the Glenwood Preserve, and bicycle lanes and roadway rehabilitation along Glenwood Drive.

**RTC:** Rachel Moriconi reported that at its June 14 meeting, the RTC adopted the Measure D 5-year program of projects for regional projects; approve an agreement with Progressive Rail for rail operations on the Santa Cruz Branch Rail Line; and adopted the 2040 Regional Transportation Plan (RTP).

13. **Next meeting:** The committee rescheduled the next ITAC meeting to August 23, 2018, one week later than the usual meeting time.

The meeting adjourned at 3:15 p.m.

Minutes prepared by: Rachel Moriconi, RTC Planner
AGENDA: August 2, 2018

TO: Regional Transportation Commission (RTC)

FROM: Luis Pavel Mendez, Deputy Director

RE: Revised Santa Cruz Branch Rail Line Right-of-Way Leases, Licenses Rights of Entry and Encroachments Policy

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC) approve the attached (Attachment 1) revised policies for leases, licenses rights of entry and encroachments for the Santa Cruz Branch Rail Line (Branch Line) right-of-way (ROW).

BACKGROUND

In October of 2012, the Regional Transportation Commission (RTC) acquired the Santa Cruz Branch Rail Line (Branch Line). With this acquisition, the RTC inherited all of the corresponding real estate rights, property improvements, encumbrances, responsibilities and leases. In August 2014, the RTC approved policies for leases, licenses and rights of entry for the Santa Cruz Branch Rail Line. The policies identify Santa Cruz & Monterey Bay Railway as the operator on the rail line. Since the RTC recently approved an agreement with a new operator it is necessary to update the policies. In addition, one of the policies addresses encroachments so it is necessary to add a couple more policies associated with encroachments.

DISCUSSION

With the purchase of the rail line, the RTC inherited leases generating a little over $60,000 in revenue per year. Consistent with state law and agreements, the revenues from these leases as well as any licenses and rights of entry are incorporated into the RTC budget to help pay for expenses associated with the Branch Rail Line right-of-way. These include insurance, graffiti removal, vegetation control, general clean up and property management services.

In August 2014, the RTC approve policies for leases, licenses and rights of entry on the Branch Line ROW. RTC staff has been using the approved RTC policies to manage use of the Branch Line ROW. In addition, the RTC has been contracting with the Santa Cruz County Real Property Division of the Public Works Department for property management services. The Santa Cruz County Real
Property Division and RTC Legal Counsel reviewed the policies before RTC’s adoption in August 2014. The policy revisions presented here for RTC consideration were reviewed by RTC Legal Counsel. These policies allow the RTC to:

- Fulfill its purposes in purchasing the Branch Line ROW;
- Meet all laws, regulations and requirements applicable to the RTC’s ownership of the Branch Line ROW;
- Protect the interests of the RTC and the public;
- Increase revenues to help ensure that the Branch Line ROW is a good and sound community asset; and
- Allow uses of the property that are useful to the community and do not interfere with or unduly burden the transportation uses, the RTC or the rail service operator.

The revisions (shown in underline and strike-out format) to the policies remove references to the specific rail service operator, update and clarify language and more adequately address encroachments. Therefore, staff recommends that the RTC approve the attached (Attachment 1) revised policies for leases, licenses rights of entry and encroachments for the Branch Line ROW.

Recently, the Santa Cruz County Real Property Division communicated that they can no longer provide property management services to the RTC. RTC staff will release a request for proposals for such services and make adequate recommendations to the RTC based on proposals received.

**SUMMARY**

With the purchase of the Branch Line ROW, the RTC inherited a number of leases and licenses. In August 2014, the RTC approved policies to govern uses of the Branch Line ROW with leases, licenses and rights of entry. Since the RTC recently approved an agreement with a new operator, it is necessary to update the policies. In addition, it is necessary to update and clarify language. RTC staff recommends that the RTC approve the revised policies for leases, licenses, rights of entry and encroachments for the Branch Line ROW (Attachment 1).

**Attachments:**
1. Revised Policies for Leases, Licenses, Rights of Entry and Encroachments

S:\RTC\TC2018\TC0818\Consent\ROWUse\RRROWUsePol0818.docx
Background

Purpose for Purchase of Branch Line

The Regional Transportation Commission (RTC) purchased the Santa Cruz Branch Rail Line (Branch Line) right-of-way (ROW) to:

- preserve it as a transportation corridor;
- continue existing freight and recreational rail service;
- facilitate increased freight and recreational rail service;
- explore passenger rail service options;
- construct a bicycle and pedestrian trail alongside the track where feasible; and
- maximize its use as a transportation corridor.

Funding for Purchase of Branch Line

The purchase of the Branch Line right-of-way was facilitated by funding from Proposition 116 of 1990, which provided Santa Cruz County with $11 million to use for “rail projects within Santa Cruz County which facilitate recreational, commuter, intercity and intercounty travel.” The California Transportation Commission (CTC) developed policies and requirements for projects funded with Proposition 116 funds. The CTC imposed certain conditions on its approval of Proposition 116 funds for purchase of the Branch Line right-of-way. The Proposition 116 funds were provided through a master funding agreement and a program supplement agreement with the State of California and administered by Caltrans.

Rail Service Operations for Branch Line

When the RTC purchased the Branch Line ROW, Union Pacific retained an easement for freight operations. That easement was transferred to The Santa Cruz & Monterey Bay (SC&MB) Railway was selected by the RTC as the shortline freight and recreational rail operator selected by the RTC for the Branch Line. Over time, as the RTC selects new or replacement rail operators that easement is expected to be transferred to that operator. SC&MB Railway owns an easement on the Branch Line for freight purposes. The Surface Transportation Board (STB) designates the RTC selected rail operator SC&MB Railway as the common carrier for freight service on the Branch Line, as long as the operator meets the requirements of the STB. The RTC entered into an administration, coordination
and license (AC&L) agreement with the selected rail operator, SC&MB Railway. That agreement outlines the responsibilities of SC&MB Railway as the operator and provides SC&MB Railway with a license to operate recreational passenger rail service on a portion of the Branch Line. The RTC has also provided additional licenses to SC&MB Railway to operate recreational passenger rail service on another portion of the Branch Line. There are a number of operating agreements for the rail line including crossing agreements and a trackage rights agreement with Santa Cruz Big Trees and Pacific Railway. Rail operations on the Branch Line are governed and inspected by the Federal Railroad Administration (FRA) and the California Public Utilities Commission (CPUC) to help ensure safety.

RTC Planning Documents Affecting Branch Line

The RTC adopts every 4 or 5 years a regional transportation plan with projects on the Branch Line. The RTC also completed a master plan and environmental document for the Monterey Bay Sanctuary Scenic Trail Network, which includes as its spine a trail on the Branch Line right-of-way alongside the operating track. In addition, the RTC completed a passenger rail service feasibility study for the rail line and is in the process of completing a Unified Corridor Investment Study that includes the Branch Line ROW. The RTC may undertake other studies which may affect the Branch Line ROW.

Policies for Leases, Licenses, Encroachments and Rights of Entry on the Rail Line ROW

The RTC currently manages several long term leases of the Branch Line for various uses including parking, storage, and related uses. A lease analysis completed in 2009 concluded that most of the existing leases that were assumed by the RTC at the time of the purchase are significantly below market rate and in need of an update. The RTC has also periodically received requests for updates to existing leases and additional long term leases on the Branch Line. The Branch Line also includes licenses for pipelines, crossings, etc. In addition, the RTC also regularly receives requests for temporary use of the Branch Line, primarily for construction staging, utility crossings, and road construction projects that impact or cross the Branch Line. The RTC manages these requests by granting temporary rights of entry for use of its property consistent with authorization given to the Executive Director by the RTC Board in December 2012 for agreements affecting the Branch Line that are no more than $10,000 per year.

The following policies shall apply to all leases, licenses, encroachments and rights of entry managed and/or issued by the RTC:

1. Leases, licenses, and rights of entry for the Santa Cruz Branch Rail Line right-of-way shall be consistent with:
a. The RTC’s purpose for purchasing the right-of-way;
b. Funding requirements of Proposition 116, the California Transportation Commission, and agreements with the State;
c. Rail service operations and safety requirements of the STB, the FRA, the CPUC, agreements with the shortline rail operator SC&MB Railway, licenses and other agreements and arrangements affecting railroad operations;
d. Standards of the American Railway Engineering and Maintenance of Way Association (AREMA)

e. The RTC’s Regional Transportation Plan for Santa Cruz County;
f. The RTC master plan for the Monterey Bay Sanctuary Scenic Trail Network;
g. Plans developed by the RTC for passenger rail service or other uses on the Branch Line; and
h. All applicable federal, state and local laws and regulations.

2. To ensure that there is no gift of public funds, new and updated leases shall be at market rate defined as:

The most probable rent that a property should bring in a competitive and open market reflecting all conditions and restrictions of the specified lease agreement including term, rental adjustment and revaluation, permitted uses, use restrictions, and expense obligations; the lessee and lessor each acting prudently and knowledgeably, and assuming consummation of a lease contract as of a specified date and the passing of the leasehold from lessor to lessee under conditions whereby:

a. Lessee and lessor are typically motivated;
b. Both parties are well informed or well advised, and acting in what they consider their best interests;
c. A reasonable time is allowed for exposure in the open market;
d. The rent payment is made in terms of cash in U.S. dollars, and is expressed as an amount per time period consistent with the payment schedule of the lease contract; and
e. The rental amount represents the normal consideration for the property leased unaffected by special fees or concessions granted by anyone associated with the transaction.

3. The RTC shall use closed sessions consistent with the Brown Act to direct its lease negotiators regarding updated and new leases.

4. Leases (new and updated), licenses and rights of entry exceeding $10,000 per year shall be presented to the RTC for consideration in public session and the Executive Director is authorized to approve others.

5. There shall be a public review period of lease terms and conditions of at least 21 days prior to approval of a lease or lease update to give all
responsible persons the opportunity to make credible and responsible offers with better lease terms and conditions to the RTC.

6. Leases shall include terms for escalation of rental rates consistent with market conditions.

7. Every five years, the RTC shall review existing leases to ensure that the rent is at market rates and for any leases found to be below market rates, the RTC shall work to update them to market rates.

8. Leases shall include a termination clause to ensure that leases will not unduly impact the development of transportation projects on the Branch Line right-of-way. Licenses and rights of entry that could potentially impact planned transportation projects on the Branch Line right-of-way due to length of term, purpose, etc. shall also include a termination clause.

9. Licenses and rights of entry shall include fees to the RTC and the rail service operator as applicable to reimburse the RTC and rail service operator for their cost to provide such right of entry in addition to a determined or negotiated market rate for the right of use provided by the license or right of entry.

10. Any lease, license, or right of entry that also crosses or otherwise impacts the rail service operator’s easement or operations shall require review and acknowledgement by the rail operator.

11. If the license or right of entry will provide a service to the RTC benefiting its ownership, management, maintenance, improvement or operation of the Branch Line right-of-way, fees may be reduced or waived by the RTC.

12. Leases and rights of entry shall include appropriate indemnification to the RTC and the rail service operator as applicable.

13. Rights of entry shall include appropriate insurance requirements to protect the interests of the RTC and the rail service operator as applicable.

14. Leases, licenses, and rights of entry shall include prohibition against any alteration of RTC property except as approved by the corresponding lease, license, or right of entry.

15. Rights of entry and licenses shall include a requirement for notification of the rail service operator prior to entering the property as authorized.

16. Revenues from leases and rights of entry shall be used to cover costs of the RTC to negotiate, produce and implement such leases, licenses and rights of entry and for costs associated with the RTC’s responsibility to manage,
maintain, operate and improve the Branch Line as established in the funding agreements with the State.

17. Any encroachments onto the Branch Line shall be resolved by removal of the encroachment or conversion of the encroachment to a long term lease, license or right of entry.

18. As resources allow and needs arise, the RTC will work to identify and address encroachments on the Branch Line ROW. Encroachments may also be brought to the attention of the RTC or discovered inadvertently.

17-19. Identification and addressing of encroachments shall focus on encroachments which:

a. Impact the uses, operations, inspections and maintenance of the Branch Line ROW;

b. Impact the implementation of projects by the RTC or RTC partner agencies on or in the vicinity of the Branch Line ROW; and/or

c. Impact liabilities to the RTC.

20. Encroachments that are not the subject of an approved lease, license or right of entry in accordance with this Policy are not permitted, and are subject to removal in accordance with applicable law.
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<tr>
<td>JANUARY</td>
<td>632,900</td>
<td>646,849</td>
<td>655,100</td>
<td>8,251</td>
<td>1.28%</td>
<td>105.25%</td>
</tr>
<tr>
<td>FEBRUARY</td>
<td>843,800</td>
<td>862,431</td>
<td>873,500</td>
<td>11,069</td>
<td>1.28%</td>
<td>104.70%</td>
</tr>
<tr>
<td>MARCH</td>
<td>911,051</td>
<td>781,837</td>
<td>855,723</td>
<td>73,886</td>
<td>9.45%</td>
<td>105.23%</td>
</tr>
<tr>
<td>APRIL</td>
<td>626,200</td>
<td>572,496</td>
<td>564,300</td>
<td>-8,196</td>
<td>-1.43%</td>
<td>104.73%</td>
</tr>
<tr>
<td>MAY</td>
<td>834,900</td>
<td>763,397</td>
<td>854,103</td>
<td>90,706</td>
<td>11.88%</td>
<td>105.38%</td>
</tr>
<tr>
<td>JUNE</td>
<td>563,619</td>
<td>814,337</td>
<td>777,152</td>
<td>-37,185</td>
<td>-4.57%</td>
<td>104.50%</td>
</tr>
</tbody>
</table>

TOTAL       | 9,101,315                 | 9,186,458                   | 9,599,733                | 413,275    | 4.50%                         | 104%                                 |

Note:

I:\FISCAL\TDA\MonthlyReceipts\FY2018\FY2018 TDA Receipts.xlsx\FY2017
<table>
<thead>
<tr>
<th>MONTH</th>
<th>FY17 - 18 ACTUAL REVENUE</th>
<th>FY18 - 19 ESTIMATE REVENUE</th>
<th>FY18 - 19 ACTUAL REVENUE</th>
<th>DIFFERENCE AS % OF ACTUAL TO PROJECT</th>
<th>CUMULATIVE % OF ACTUAL TO PROJECTION</th>
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<tr>
<td>JULY</td>
<td>583,500</td>
<td>589,335</td>
<td>908,365</td>
<td>319,030</td>
<td>54.13%</td>
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<tr>
<td>AUGUST</td>
<td>778,000</td>
<td>785,780</td>
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<tr>
<td>SEPTEMBER</td>
<td>1,146,538</td>
<td>1,158,003</td>
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<tr>
<td>OCTOBER</td>
<td>665,500</td>
<td>672,155</td>
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<tr>
<td>NOVEMBER</td>
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<td>896,173</td>
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<tr>
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<td>968,607</td>
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<tr>
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<td>655,100</td>
<td>661,651</td>
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<td></td>
<td></td>
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<tr>
<td>FEBRUARY</td>
<td>873,500</td>
<td>882,235</td>
<td></td>
<td></td>
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</tr>
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<td>MARCH</td>
<td>855,723</td>
<td>929,364</td>
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<tr>
<td>APRIL</td>
<td>564,300</td>
<td>638,787</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MAY</td>
<td>854,103</td>
<td>851,681</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>JUNE</td>
<td>777,152</td>
<td>574,948</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>TOTAL</td>
<td>9,599,733</td>
<td>9,608,719</td>
<td>908,365</td>
<td>319,030</td>
<td>3.32%</td>
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</tbody>
</table>
It is construction season and the cities of Capitola, Santa Cruz, Scotts Valley, and Watsonville, the County of Santa Cruz, Santa Cruz METRO, Community Bridges, and the RTC are putting Measure D funds to work - filling potholes, building new bicycle and walking paths, replacing outdated buses, increasing transportation service for seniors and people with disabilities, and designing major infrastructure projects. The following highlights a few of the Measure D-funded projects that are underway.

**Monterey Bay Sanctuary Scenic Trail Network (MBSST) Rail Trail Breaking Ground**
- The first Rail Trail section of the Monterey Bay Sanctuary Scenic Trail Network (MBSST) between Natural Bridges Drive to Bay St/California Ave in the City of Santa Cruz (phase 1 of Segment 7) is expected to break ground soon, with construction anticipated to take about 6 months.
- The San Lorenzo River Trestle Widening project, improving access for bicycles and pedestrians traveling next to the railroad tracks near the Boardwalk, is anticipated to go out to bid for construction in September or October. The project is expected to be completed in spring 2019.
- The draft environmental document for the North Coast section from Davenport to Wilder Ranch State Park (Segment 5) will be available for public review in the coming weeks.

**Fixing Your Local Streets and Roads**
City and County public works departments have been busy repairing local roads and improving bicycle and pedestrian facilities throughout the county.

- County of Santa Cruz:
  - 2018 Resurfacing Project includes 55 days of summer construction on roadways in Boulder Creek, La Selva Beach, Martin Road, and Miller Road. Maps of construction locations in unincorporated areas are online at: [http://2018measuredsantacruzcounty.org/](http://2018measuredsantacruzcounty.org/). The work involves the resurfacing of approximately 6.4 miles on 27 roadways in unincorporated areas.
- Capitola
  - Starting this September Capitola will begin construction of its 2018 Slurry Seal Program which will complete pavement repairs and apply a slurry seal on sections of Wharf Road, 46th Avenue, Prospect Avenue, Capitola Avenue, Pine Street, Plum Street, Burlingame Avenue, Del Monte Avenue, and Pilgrim Drive.
• Santa Cruz:
  o Citywide Street Reconstruction: The city is repaving roadways citywide and will begin complete reconstruction of Cedar Street from Cathcart Street through the intersection at Elm Street later this summer.
• Scotts Valley:
  o Completed work on the Scotts Valley/Mt. Hermon Road intersection in June.
  o Pavement Rehabilitation and Bicycle Paths – Green Hills Road: Started construction in June.
  o New sidewalks on Kings Village Road and Blue Bonnet starting construction later this summer.
• Watsonville:
  o Measure D funding received in FY17/18 was used on Pedestrian and Traffic Safety and Downtown Revitalization efforts, including pedestrian safety flashing beacon installed on Main St (see photo), lighting through downtown, and bicycle safety Bike Smart, Walk Smart, and Earn-a-bike programs.
  o Watsonville is gearing up for more bicycle safety improvements, including signage and traffic markings, trail maintenance, pedestrian and traffic safety improvements, and reconstruction of Green Valley Road starting this fall.

Highway Projects Under Development
The RTC, working closely with the County of Santa Cruz and Caltrans, is accelerating design work for construction of auxiliary lanes between 41st Avenue and Soquel Drive, and a bicycle/pedestrian crossing at Chanticleer. Proposals for engineering services are due July 30.

Caltrans is moving quickly on design of the Highway 17 Wildlife Crossing. Community members expressed strong enthusiasm for the project at a public meeting held in Scotts Valley this spring. The Land Trust of Santa Cruz County has kicked off its fundraising campaign for funds needed to match Measure D funds allocated to the project.

METRO Rebuilding Fleet with SB1 and Measure D
METRO has acquired 18 new vehicles to replace aging vehicles with more efficient and cleaner running equipment. Acquisition of the new vehicles was made possible because of Measure D and SB1. The new vehicles include three Paul Revere buses, three ParaCruz Cut-Away buses and 12 ParaCruz Vans.
Implementation and Oversight

- Agencies that receive Measure D funds updated their Five-Year Plans this spring, outlining how each agencies plans to use Measure D funds FY2018/19-FY22/23.
  - Links to the Five-Year Plans are available on the RTC website: [www.sccrtc.org/move](http://www.sccrtc.org/move).

- The RTC received 35 applications for the Measure D Taxpayer Oversight Committee. The RTC will be selecting members for the oversight committee in September. The Oversight Committee will be responsible for ensuring Measure D revenues have been spent in accordance with the Measure D Ordinance and Expenditure Plan.

- The RTC continues making regular payments of Measure D revenues to recipient agencies, based on the percentage rates to each investment category set forth in the voter-approved Measure D Ordinance and Expenditure Plan (*see attached*). Fiscal Year 2017/18 Measure D revenues exceeded original projections by 4.5%.
## 3. TRA

### 2. HWY

<table>
<thead>
<tr>
<th>Community Bridges - 4%</th>
<th>City of Santa Cruz</th>
<th>15.3212%</th>
<th>42,959.23</th>
<th>59,413.82</th>
<th>64,478.57</th>
<th>107,804.30</th>
<th>433.40</th>
<th>40,759.19</th>
<th>60,296.94</th>
<th>89,682.10</th>
<th>47,546.41</th>
<th>80,127.95</th>
<th>65,065.01</th>
<th>897,098.65</th>
<th>513,183.00</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Capitola</td>
<td>5.6211%</td>
<td>15,674.47</td>
<td>22,861.95</td>
<td>36,456.05</td>
<td>17,079.09</td>
<td>23,882.57</td>
<td>39,891.50</td>
<td>160.58</td>
<td>18,412.72</td>
<td>25,642.40</td>
<td>51,395.70</td>
<td>26,758.76</td>
<td>32,805.40</td>
<td>1,614,912.61</td>
<td>32,805.40</td>
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<tr>
<td>City of Scotts Valley</td>
<td>4.8992%</td>
<td>13,660.96</td>
<td>15,939.14</td>
<td>34,767.13</td>
<td>19,707.24</td>
<td>34,476.87</td>
<td>25,168.27</td>
<td>165.58</td>
<td>18,412.72</td>
<td>25,642.40</td>
<td>51,395.70</td>
<td>26,758.76</td>
<td>32,805.40</td>
<td>1,614,912.61</td>
<td>32,805.40</td>
</tr>
<tr>
<td>City of Watsonville</td>
<td>15.5312%</td>
<td>42,959.23</td>
<td>59,413.82</td>
<td>64,478.57</td>
<td>107,804.30</td>
<td>433.40</td>
<td>40,759.19</td>
<td>60,296.94</td>
<td>89,682.10</td>
<td>47,546.41</td>
<td>80,127.95</td>
<td>65,065.01</td>
<td>897,098.65</td>
<td>513,183.00</td>
<td></td>
</tr>
<tr>
<td>County of Santa Cruz</td>
<td>51.5842%</td>
<td>143,817.00</td>
<td>211,031.80</td>
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<td>1,471.70</td>
<td>168,965.17</td>
<td>235,309.07</td>
<td>304,535.00</td>
<td>161,452.26</td>
<td>272,087.53</td>
<td>2,786,803.21</td>
<td>71,298.78</td>
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</table>

### 1. NEIGHBORHOOD - FISCAL YEAR

<table>
<thead>
<tr>
<th>SJV SR6</th>
<th>Fixed $</th>
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<tbody>
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<td>27,777.78</td>
<td>27,777.78</td>
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<tr>
<td>27,777.78</td>
<td>27,777.78</td>
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<tr>
<td>27,777.78</td>
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### 729300 - 729600

<table>
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<tbody>
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<td>0.79</td>
<td>245,305.47</td>
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<tr>
<td>391,210.57</td>
<td>195,780.34</td>
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### TOTAL

| 1,068,357.58 | 1,442,973.35 |

### DISTRIBUTE TO INVESTMENT CATEGORIES

<table>
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<td>729600</td>
</tr>
<tr>
<td>1%</td>
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<td>24,488.12</td>
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<td>14,442.90</td>
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<tr>
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<tr>
<td>SERVICES &amp; SUPPLIES</td>
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<td>46,900.42</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>78,342.42</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### ADMINISTRATION & IMPLEMENTATION - OFFITES

<table>
<thead>
<tr>
<th>ADMINISTRATION - SALARIES &amp; BENEFITS</th>
<th>10-5</th>
</tr>
</thead>
<tbody>
<tr>
<td>1%</td>
<td>11,467.00</td>
</tr>
</tbody>
</table>

### Summary of Revenue Allocation by Month

<table>
<thead>
<tr>
<th>Key/Object</th>
<th>Rate</th>
<th>July</th>
<th>August</th>
<th>September</th>
<th>October</th>
<th>November</th>
<th>December</th>
<th>O/H Adjust*</th>
<th>January</th>
<th>February</th>
<th>March</th>
<th>April</th>
<th>May</th>
<th>June</th>
<th>Total</th>
<th>Adjust**</th>
</tr>
</thead>
<tbody>
<tr>
<td>GROSS</td>
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<td>1,529,000</td>
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<td>2,662,704</td>
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<td>0.00</td>
<td>1,311,200</td>
<td>1,748,100</td>
<td>2,254,480</td>
<td>2,126,700</td>
<td>2,047,592</td>
<td>1,653,625</td>
<td>20,944,390</td>
</tr>
<tr>
<td>BOE FEES</td>
<td>729400</td>
<td>(50,320.00)</td>
<td>(50,320.00)</td>
<td>(50,320.00)</td>
<td>(50,320.00)</td>
<td>(50,320.00)</td>
<td>(56,980.00)</td>
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<td>0.00</td>
<td>(50,320.00)</td>
<td>(56,980.00)</td>
<td>(50,320.00)</td>
<td>(50,320.00)</td>
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<tr>
<td>NET</td>
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<td>1,529,000</td>
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<td>1,653,625</td>
<td>20,944,390</td>
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### Summary of Revenue Allocation by Month

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<th>2018 FY ENDING JUNE 30, 2018</th>
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### Administration & Implement Adjustments

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<tr>
<td>ADMINISTRATION - SALARIES &amp; BENEFITS</td>
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</tr>
<tr>
<td>SALARIES &amp; O/H:ADMIN/OVERSIGHT</td>
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</tr>
<tr>
<td>SERVICES &amp; SUPPLIES</td>
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### 20% 213,67

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<td>ADMINISTRATION - SALARIES &amp; BENEFITS</td>
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</tr>
<tr>
<td>SALARIES &amp; O/H:ADMIN/OVERSIGHT</td>
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<td>SERVICES &amp; SUPPLIES</td>
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### 8% 85,468

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</tr>
<tr>
<td>SALARIES &amp; O/H:ADMIN/OVERSIGHT</td>
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<tr>
<td>SERVICES &amp; SUPPLIES</td>
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<tr>
<td><strong>Subtotal</strong></td>
<td>78,342.42</td>
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### Transportation Tax Regional Transportation Fund (TTRTF) - Measure D

#### Summary of Revenue Allocation by Month

**FY2019 Ending June 30, 2019**

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<th>Key/Object</th>
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<th>August</th>
<th>September</th>
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<th>December</th>
<th>O/H Adjust</th>
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<th>February</th>
<th>March</th>
<th>April</th>
<th>May</th>
<th>June</th>
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<th>Year End</th>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>1,873,758.57</td>
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<td>1,873,758.57</td>
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</tr>
<tr>
<td>BOE Fees</td>
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<td>-</td>
<td>1,873,758.57</td>
<td>0.00</td>
<td>1,873,758.57</td>
<td></td>
</tr>
</tbody>
</table>

#### Administration & Implementation

- **Administration - Salaries & Benefits**: 1%
  - 18,737.59
- **O/H Admin**: 17,238.58
- **Salaries & O/H Implementation & Oversight**: 9,855.87
- **Services & Supplies**: 15,000.00

**Subtotal**: 60,832.04

#### TO Distribute to Investment Categories

Total: 1,812,926.53

#### 1. Neighborhood

- **SLV SR9**: Fixed $27,777.78
- **HWY 17 Wildlife**: Fixed $11,888.89

**Subtotal**: 41,666.67

City of Capitola: 5.6199% 28,223.77
City of Santa Cruz: 22.7328% 114,166.69
City of Scotts Valley: 4.8981% 24,598.81
City of Watsonville: 15.1901% 76,286.40
County of Santa Cruz: 51.5591% 278,935.62

**100% 502,211.29**

#### 2. HWY Corridors

- **Highway Corridors**: 25% 453,231.63

#### 3. Transit/Paratransit

Santa Cruz Metro (SCM/TD) 16% 362,585.31
Community Bridges 4% 72,517.06

#### 4. Active Transportation

- **17% 308,197.51**

#### 5. Rail Corridor

- **8% 145,034.12**

**Distributed to Investment Categories**: 1,812,926.53

**Total Admin & Implement and Investment Categories**: 1,873,758.57
AGENDA: August 2, 2018

TO: Regional Transportation Commission Transportation Policy Workshop

FROM: Yesenia Parra, Administrative Services Officer

RE: Reject Claim from Diana Varcados

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC) reject the claim from Diana Varcados.

BACKGROUND

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

DISCUSSION

On January 29, 2018 the RTC received a claim from Diana Varcados. Ms. Varcados has submitted a claim (Attachment 1) alleging damages to their property located at 406 Escalona Dr, Capitola CA. They allege that a Eucalyptus branch located on the Rail property fell onto their property causing some damage. Ms. Varcados did not contact the RTC immediately and proceeded to contract with Davey Tree Service to remove the branch without prior authorization from the RTC.

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

SUMMARY

On January 29, 2018 the RTC received a claim from Diana Varcados. Staff has reviewed the claim with its insurance carrier and recommends that the Commission reject the Varcados claim.

Attachments:

1. Claim from Diana Varcados

S:\RTC\TC\TC2018\TC0818\Consent\Rail Claim\2018-Rail-Claim-Varcados.Docx
CLAIM AGAINST THE SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
(Pursuant to Section 910 et seq., California Government Code)

TO: SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
ATTN: Executive Director of the Commission
1523 Pacific Avenue Santa Cruz, CA 95060
phone - (831) 460-3200

1. Claimant’s Name: Diana Varela
   Address: 406 Eucalyptus Dr, Capitola, CA 95010 (property address)
   Phone No: 916-545-7244
   P.O. Box to which notices are to be sent: 1405 Sherwood Ave, Sacramento, CA 95827
   my home address

2. Occurrence: Eucalyptus branch removal
   Date: 11-27-17
   Location Of Accident/Loss 406 Eucalyptus Dr, Capitola Ca 95010

3. Circumstances of occurrence or transaction giving rise to claim (attach pages as necessary):
   see attached

4. General description of indebtedness, obligation, injury, damage or loss incurred so far as is now known:
   $900 payment to Davey Tree

5. Name(s) of public employee(s) causing injury, damage or loss, if known: n/a

6. Amount claimed now .................................................. $ 900
   Estimated amount of future loss, if known ....................... $ 0
   TOTAL $ 900

7. Basis for above computations (Itemization): see attached invoice

CLAIMANT’S SIGNATURE: [Signature]
Date: 11-25-18

Please include all attachments which would support your claim (estimates, bills, receipts, photos, police reports, etc.)

NOTICE: Section 72 of the Penal Code provides:
“Every person who, with intent to defraud, presents for allowance or for payment to any state board or officer, or to any county, city or district board or officer, authorized to allow or pay the same if genuine, any false or fraudulent claim, bill, account, voucher, or writing, is punishable either by imprisonment in the county jail for a period of not more than one year, by a fine of not exceeding one thousand ($1,000), or by both such imprisonment and fine; or by imprisonment in the state prison, or by a fine not exceeding ten thousand ($10,000), or by both such imprisonment and fine.”
Circumstances of occurrence or transactions giving rise to claim

On Friday, November 24th, it was discovered that a sizable branch from a eucalyptus tree along the railroad tracks had fallen onto the roof of my dad’s study, a detached room in the back of the property. We were able to remove the branch without incident. Another larger limb fell over the weekend, this time landing on the other detached room (it’s used for storage) and lemon tree in the backyard. We called two companies on Monday, November 27th to provide bids for removing the limb since it was too big and heavy for us to move on our own.

Davey Tree was able to quickly remove the large limb with no damage to the structure. However, they noticed a dead and mostly detached limb wedged high up in the eucalyptus tree which was supporting a large mass of dead branches. If the limb were to become loose, not only would the large accumulation of debris be released, but the limb would likely flip and topple, causing great damage to the study, possibly the shed and also the main house. One of the Davey Tree staff called the dead limb a “widow-maker”. Davey Tree recommended the dead branch(es) and debris be removed as soon as possible to avoid further damage. Due to the height of the dead limb, Davey Tree was not able to remove it and the accumulated debris on the 27th and had to return on the 28th with a small crew.

The cost for removing the dead limbs and hauling away the debris was $900, $400 more than originally estimated. Our insurance company will not cover the cost since no damage was done to the property and the removal was preventative. There is no doubt that if the branches had not been removed, there would have been serious damage done to one or both of the backyard structures and the main house.
# Invoice

<table>
<thead>
<tr>
<th>Customer</th>
<th>Customer number</th>
<th>Invoice number</th>
<th>Invoice date</th>
<th>Payment due date</th>
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<tbody>
<tr>
<td>DIANA VARCADOS</td>
<td>6551524</td>
<td>911989784</td>
<td>November 30, 2017</td>
<td>December 30, 2017</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Current services</th>
<th>Date of service</th>
<th>Cost of service</th>
<th>Sales tax (if applies)</th>
<th>Service total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Storm Damage (Tree Surgery)</td>
<td>11/29/2017</td>
<td>900.00</td>
<td></td>
<td>900.00</td>
</tr>
<tr>
<td>(Contract #45379083)</td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Remove failed branch off the roof and remove 1 broken branch hanging in the eucalyptus tree $500.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Remove several more hanging branches from 1 Eucalyptus $400.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Total amount due 900.00

---

Thank you for your business!
Rate your experience: [www.davey.com/feedback](http://www.davey.com/feedback)

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Just Ask Us!
Have questions about our services?
Visit us online at [www.davey.com](http://www.davey.com)
or call your local arborist
Jeremy Nanna at (831) 462-8233.

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Your Local Office
5739 SOQUEL DR
Soquel, CA 95073-2811
(831) 462-8233

Page 1 of 1
TO: Regional Transportation Commission
FROM: Anais Schenk, Transportation Planner
RE: Bicycle Advisory Committee Membership Appointments

______________________________
RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission make the following appointments to the Santa Cruz County Regional Transportation Commission’s Bicycle Advisory Committee:

1. Theresia Rogerson (alternate) to represent District 5
2. Michael Moore (voting) to represent the City of Capitola;
3. Kelly Bond (voting) to represent the City of Santa Cruz; and
4. Richard Masoner (voting) to represent the City of Scotts Valley.

______________________________
BACKGROUND

Seats on the Regional Transportation Commission’s Bicycle Advisory Committee (Committee) correspond to City and Supervisorial District seats on the Regional Transportation Commission (RTC). Commissioners may nominate individuals for the consideration of the Committee and the RTC. Two additional seats for Bike to Work and the Community Traffic Safety Coalition also exist. Appointments for those seats are made by the respective agency. Seats for three-year terms on the Bicycle Committee expire on a rotating basis. The Bicycle Advisory Committee’s description, role and membership are in the 2017 RTC Rules and Regulations available on the RTC website.

______________________________
DISCUSSION

A number of vacancies exist for seats on the Committee including both the primary and alternate seats for District 4, the alternate seat for District 5, both the primary and alternate seats for the City of Capitola, the alternate seat for the City of Santa Cruz, both the primary and alternate seats for the City of Scotts Valley and the alternate seat for the City of Watsonville.

It is important to have diverse geographic representation on the Committee so that all the jurisdictions have an opportunity to weigh in on projects and programs that affect cyclists in Santa Cruz County. For this reason staff has been actively recruiting for interested volunteers to fill these vacancies. Recruitment has consisted of advertising on social media, the RTC website, on the radio and at outreach events. Staff welcomes recommendations from Commissioners. The application and more information are available on the RTC website at https://sccrtc.org/about/committee-rosters/bicycle-committee/.
From this recruitment effort a number of volunteers have applied for seats on the Committee and several Commissioners have made nominations for the Committee’s and RTC’s consideration. Applications for each nominee are included in this staff report as Attachment 1. The Committee reviewed the nominees at the June 11, 2018 meeting and recommends the RTC approve the member nominations as described below and in the draft roster (Attachment 2).

**District 5** - Commissioner McPherson nominated Theresia Rogerson as the alternate for the County of Santa Cruz District 5 seat. Ms. Rogerson staffs the Community Traffic Safety Coalition and has previously served on a similar advisory committee.

**City of Capitola** - Commissioner Bertrand nominated Michael Moore as the primary for the City of Capitola seat. Mr. Moore has previously served on the Committee and is currently the General Manager for Bicycle Trip. The City of Capitola prefers to review nominations at a meeting of the City Council prior to recommending nomination to the RTC. This nomination was considered and approved at the June 28, 2018 meeting of the Capitola City Council.

**City of Santa Cruz** - Amelia Conlen, was formerly the voting representative of the City of Santa Cruz and is currently the chair. However, she was recently employed by Ecology Action and was subsequently appointed to the voting seat for the Bike to Work program. Commissioner Brown has nominated Kelly Brown to step in as the voting representative for the City of Santa Cruz. Amelia Conlen will continue to serve as the chair.

**City of Scotts Valley** - Commissioner Johnson nominated Richard Masoner as the primary for the City of Scotts Valley seat. Mr. Masoner has previous volunteer experience with bicycle committees and organizations.

Staff recommends that the Regional Transportation Commission approve nominations submitted by Commissioners Bertrand, Brown, Johnson and McPherson as described above and shown in the draft roster (Attachment 2).

**SUMMARY**

Staff has been recruiting volunteers to fill vacant seats on the RTC’s Bicycle Advisory Committee. New applications were submitted and forwarded to the Commissioner representing the seat for which the volunteer applied. Commissioners made nominations as described in this report. Staff recommends that the Regional Transportation Commission appoint the individuals nominated by those Commissioners.

**Attachments:**
1. Applications from nominees
2. Draft roster

\RTCSERV2\Shared\RTC\TC2018\TC0818\Consent\Bike Com nominations\SR_BikeCom_nominations_2018.docx
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: Theresa Rogerson
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 Santa Cruz - 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.)

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 Scotts Valley - Primary
City of Scotts Valley - Alternate
City of Santa Cruz - 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.)

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**

<table>
<thead>
<tr>
<th>Organization</th>
<th>Location</th>
<th>Position</th>
<th>Dates</th>
</tr>
</thead>
<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 &quot;Why I bike to work&quot; 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>
</tr>
</tbody>
</table>

Please see attached resume for additional 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:  4/24/18

**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.
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

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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 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
- 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 Capitola on Blue Committee previously. Not certain of exact term; 90's & early 00's.

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>Bicycle Trip</td>
<td>1001 Soquel Ave., 95062</td>
<td>General Manager</td>
<td>11/09 - current</td>
</tr>
<tr>
<td>Calfee Design</td>
<td>681 Beach Dr., La Selva</td>
<td>Sales Manager</td>
<td>5/08 - 11/16</td>
</tr>
<tr>
<td>CX Magazine Pacati Cycle Design</td>
<td>Independent Contractor</td>
<td>Business Operations Sales Manager</td>
<td>6/16 - 3/17</td>
</tr>
<tr>
<td>Spokesman 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

[Signature]

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

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: Richard Masoner
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 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
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.)

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

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>Silicon Valley Bicycle Coalition</td>
<td>San Jose, CA</td>
<td>Ride leader San Jose</td>
<td>2012 - present</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Bike Train / Lupe Bike Pool</td>
<td></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 ________________________________
Date 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
### Draft 2018 Bicycle Advisory Committee Roster

<table>
<thead>
<tr>
<th>Area of Representation / Seat</th>
<th>Members</th>
<th>Alternates</th>
</tr>
</thead>
<tbody>
<tr>
<td>County of Santa Cruz-District 1</td>
<td>Grace Voss</td>
<td>Janneke Strause</td>
</tr>
<tr>
<td>County of Santa Cruz-District 2</td>
<td>Shea Johnson</td>
<td>Casey Beyer</td>
</tr>
<tr>
<td>County of Santa Cruz-District 3</td>
<td>Peter Scott</td>
<td>William Menchine</td>
</tr>
<tr>
<td>County of Santa Cruz-District 4</td>
<td>Vacant</td>
<td>Vacant</td>
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<tr>
<td>County of Santa Cruz-District 5</td>
<td>Rick Hyman</td>
<td>Theresia Rogerson*</td>
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<tr>
<td>City of Capitola</td>
<td>Michael Moore*</td>
<td>Vacant</td>
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<tr>
<td>City of Santa Cruz</td>
<td>Kelly Bond*</td>
<td>Vacant</td>
</tr>
<tr>
<td>City of Scotts Valley</td>
<td>Richard Masoner*</td>
<td>Vacant</td>
</tr>
<tr>
<td>City of Watsonville</td>
<td>Murray Fontes</td>
<td>Vacant</td>
</tr>
<tr>
<td>Bike to Work</td>
<td>Amelia Conlen, Chair*</td>
<td>Kira Ticus*</td>
</tr>
<tr>
<td>Community Traffic Safety Coalition</td>
<td>Leo Jed</td>
<td>Jim Langley</td>
</tr>
</tbody>
</table>

* New appointments or reappointed individuals as requested by Commissioners Bertrand (Capitola), Brown (Santa Cruz), Johnson (Scotts Valley) and McPherson (District 5).

* Ecology Action appointed Amelia Conlen to represent the Bike to Work program since she is now an employee of their organization. Kira Ticus, formerly the primary is now the alternate for this seat.
RECOMMENDATION

The Elderly & Disabled Transportation Advisory Committee (E&D TAC) and staff recommend that the Regional Transportation Commission:

1. Approve Alex Weske, Hope Services staff, (Attachment 1) for the E&D TAC Social Service Provider- Disabled E&D TAC member alternate position;
2. Nominate members of their community for vacant positions as shown in the revised membership roster (Attachment 2).

BACKGROUND

The Elderly & Disabled Transportation Advisory Committee (E&D TAC) functions best when all committee membership and alternate positions are filled. Committee members, staff, Commissioners and the community are partners in this endeavor.

DISCUSSION

At the June 12, 2018 meeting, the E&D TAC recommended that the RTC approve Alex Weske (Attachment 1) for the E&D TAC member alternate position representing Social Service Provider- Disabled. Mr. Weske is a program coordinator at Hope Services in Santa Cruz County. Hope Services is an organization focused on improving the quality of life of people living with developmental disabilities.

Active recruitment is underway for vacant member positions representing:
- Social Service Provider Representing People with Disabilities (County)
- Potential Transit User (Disabled)
- 1st Supervisorial District
- 5th Supervisorial District

In addition, active recruitment is underway for vacant member alternate positions representing:
- Social Service Provider Representing Seniors (County)
- Social Service Provider Representing People with Disabilities (County)
- Potential Transit User (Disabled)
- Potential Transit User (60+)
- 2nd Supervisorial District
- 3rd Supervisorial District
- 4th Supervisorial District
- 5th Supervisorial District
Staff would appreciate assistance from commissioners filling the vacant positions, both member and alternative positions. An E&D TAC membership application can be found at www.sccrtc.org/edtac-app.

SUMMARY

The E&D TAC and staff recommend that the Santa Cruz County Regional Transportation Commission approve Alex Weske, Hope Services staff, (Attachment 1) for the E&D TAC Social Service Provider- Disabled E&D TAC member alternate position and assist with nominations for vacant positions.

Attachments:
1 Committee Appointment Applications for Alex Weske
2 E&D TAC Roster

I:\E&DTAC\MEMBERS\TC Member Reports\2018\SR_RTC_August2018-Alex.docx
COMMITTEE APPOINTMENT APPLICATION

Santa Cruz County Regional Transportation Commission (SCCRTC)
Elderly & Disabled Transportation Advisory Committee (E&D TAC)

Meetings are scheduled for the second Tuesday of every other month at 1:30 p.m. in the Santa Cruz County Regional Transportation Commission conference room, located at 1523 Pacific Avenue in downtown Santa Cruz. At least one meeting each year is scheduled for an alternate location. Please refer to the Committee description, bylaws and recruitment process for more information.

If you are interested in serving on this committee, please complete this application, and return it to the Regional Transportation Commission office.

PLEASE TYPE OR PRINT CLEARLY

Name: Alex Weske
Home address: 
Mailing address (if different): 

Phone: (home) [Redacted](business/message) (831) 600-1507
E-mail: [Redacted]

Length of residence in Santa Cruz County: N/A

Position(s) I am applying for: ☐ Any appropriate position
☐ Committee Member (to act as second for Jon Bailiff) ☐

Previous experience on a government commission or committee (please specify)

________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________

13-3
## Relevant Work or Volunteer Experience

<table>
<thead>
<tr>
<th>Organization</th>
<th>Town or Address</th>
<th>Position</th>
<th>Dates</th>
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</thead>
<tbody>
<tr>
<td>Hope Services</td>
<td>220 Lincoln St, Santa Cruz, CA 95060</td>
<td>Manager – Community Living Services</td>
<td>Nov 2013 – Present (other positions held in that time)</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: [signature]  
Date: 6/1/18

### How did you learn about this opportunity?

- [ ] newspaper  
- [ ] radio  
- [ ] internet  
- [ ] flyer  
- [ ] friend/family member  
- [ ] other

### Return Application to:
SCCRTC  
Elderly & Disabled Transportation Advisory Committee  
1523 Pacific Avenue  
Santa Cruz, CA 95060  
fax: 460-3215  email: gblakeslee@scrcrtc.org
Elderly and Disabled Transportation Advisory Committee

Application – Statement of Qualifications

Alex Weske- June 2018

I have worked directly with individuals with developmental disabilities in Santa Cruz County, both in a direct care and in a program management role, for the last 7 years. In this time, I have had an opportunity to develop a close knowledge of the needs of this community, including in regard to transportation and access to resources.
### Membership Roster

**August 2018**

(Year in Parentheses) = Membership Expiration Date

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<th>Members</th>
<th>Representing</th>
<th>Alternate</th>
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<td>Dulce Lizarraga-Chagolla (2020)</td>
<td>Social Services Provider - Seniors (County)</td>
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<tr>
<td>Jon Bailiff, Vice Chair (2020)</td>
<td>Social Service Provider - Disabled</td>
<td>Alex Weske (2020)</td>
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<td>vacant</td>
<td>Social Service Provider - Disabled (County)</td>
<td>vacant</td>
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<tr>
<td>Lisa Berkowitz (2019)</td>
<td>CTSA (Community Bridges)</td>
<td>vacant</td>
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<td>Kirk Ance (2020)</td>
<td>CTSA (Lift Line)</td>
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<td>John Daugherty (2019)</td>
<td>SCMTD (Metro)</td>
<td>Daniel Zaragoza (pending)</td>
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<td>Caroline Lamb (2018)</td>
<td>Potential Transit User (60+)</td>
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<tr>
<td>vacant</td>
<td>Potential Transit User (Disabled)</td>
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<tr>
<td><strong>Veronica Elsea, Chair (2019)</strong></td>
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<tr>
<td>Lori Welch (2019)</td>
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<tr>
<td>vacant</td>
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Grace Blakeslee, Staff, Regional Transportation Commission
Santa Cruz County Regional Transportation Commission
THREE MONTH MEETING SCHEDULE

August 2018
Through
October 2018

All meetings are subject to cancellation when there are no action items to be considered by
the board or committee
Please visit our website for meeting agendas and locations
www.sccrtc.org/meetings/

<table>
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<tr>
<th>Meeting Date</th>
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<th>Meeting Type</th>
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<td>8/02/18</td>
<td>Thursday</td>
<td>Regional Transportation Commission</td>
<td>9:00 am</td>
<td>Watsonville City Council Chambers</td>
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<tr>
<td>8/13/18</td>
<td>Monday</td>
<td>Bicycle Advisory Committee</td>
<td>6:00 pm</td>
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<td>8/16/18</td>
<td>Thursday</td>
<td>Transportation Policy Workshop</td>
<td>9:00 am</td>
<td>Watsonville City Council Chambers</td>
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<td>Special Date</td>
<td>Thursday</td>
<td>Interagency Technical Advisory Committee</td>
<td>1:30 pm</td>
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<td>8/23/18</td>
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<td>9:00 am</td>
<td>County Board of Supervisors Chambers</td>
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<tr>
<td>Special Date</td>
<td>Monday</td>
<td>Bicycle Advisory Committee</td>
<td>6:00 pm</td>
<td>Commission Offices</td>
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<td>9/10/18</td>
<td></td>
<td>Elderly &amp; Disabled Advisory Committee</td>
<td>1:30 pm</td>
<td>Commission Offices</td>
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<tr>
<td>Special Date</td>
<td>Tuesday</td>
<td>Budget &amp; Administration/Personnel Committee</td>
<td>3:00 pm</td>
<td>Redwood Room SC County</td>
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<td>9/9/18</td>
<td>Wednesday</td>
<td>TOS/ Safe on 17</td>
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<td>9/20/18</td>
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<td>9:00 am</td>
<td>City of Santa Cruz Council Chambers</td>
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<td>Pedestrian Safety Workgroup Meeting</td>
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<td>County Board of Supervisors Chambers</td>
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<tr>
<td>10/09/18</td>
<td>Tuesday</td>
<td>Elderly &amp; Disabled TAC</td>
<td>1:30 pm</td>
<td>Commission Offices</td>
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<td>Monday</td>
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<td>10/18/18</td>
<td>Thursday</td>
<td>Transportation Policy Workshop</td>
<td>9:00 am</td>
<td>Commission Offices</td>
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<tr>
<td>10/18/18</td>
<td>Thursday</td>
<td>Interagency Technical Advisory Committee</td>
<td>1:30 pm</td>
<td>Commission Offices</td>
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</table>

RTC Commission Offices – 1523 Pacific Ave. – Santa Cruz, CA
Board of Supervisors Chambers/Redwood Room – 701 Ocean St-5th floor – Santa Cruz, CA
Watsonville City Council Chambers – 275 Main Street, Suite 450, Watsonville, CA
City of Santa Cruz Council Chambers – 809 Center Street, Santa Cruz, CA
## Item 15 - Correspondence Log

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<td>SCCRTC</td>
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<td>6/7/2018</td>
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<td>Dan Dion</td>
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<td>06/07/18</td>
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<td>Outgoing</td>
<td>Seema Prasad</td>
<td>Metropolitan Transportation Commission-SAFE</td>
<td>Amy Naranjo</td>
<td>SCCRTC</td>
<td>Safe on 17 Invoice: January 1, 2018-March 31, 2018</td>
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<td>Anne Kennedy</td>
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<td>06/08/18</td>
<td>Email</td>
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<td>6/8/2018</td>
<td>VV</td>
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<td>Dale Hendsbee, S.E., LEED AP</td>
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<td>6/8/2018 GD</td>
<td>George Dondero</td>
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<td>Approve the Proposed Contract with Progressive Rail ASAP</td>
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## Item 15 - Correspondence Log

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## August 2, 2018 - RTC Meeting

### Item 15 - Correspondence Log

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<td>Re: June 14, 2018 RTC Special Meeting Highlights</td>
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<tr>
<td>06/15/18</td>
<td>Email</td>
<td>6/18/2018 VV</td>
<td>SCCRTC</td>
<td>Jackie McDow</td>
<td>Re: June 14, 2018 RTC Special Meeting Highlights</td>
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<td>06/16/18</td>
<td>Email</td>
<td>6/18/2018 VV</td>
<td>SCCRTC</td>
<td>Jennifer LaTourette Rehban</td>
<td>Another screaming match behind the houses on the tracks tonight</td>
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<tr>
<td>06/17/18</td>
<td>Email</td>
<td>6/18/2018 VV</td>
<td>SCCRTC</td>
<td>Brian Peoples Trail Now</td>
<td>History of Coastal Corridor / Never to use</td>
</tr>
<tr>
<td>06/18/18</td>
<td>Email</td>
<td>6/18/2018 VV</td>
<td>SCCRTC</td>
<td>Ron Perrigo</td>
<td>June 14 Vote/Progressive Rail Corp</td>
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<tr>
<td>06/20/18</td>
<td>Email</td>
<td>6/22/2018 VV</td>
<td>SCCRTC</td>
<td>Rachel Moriconi</td>
<td>FY18/19 State Transit Assistance Program Eligibility for PUC 99314</td>
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<td>06/21/18</td>
<td>Email</td>
<td>6/22/2018 VV</td>
<td>SCCRTC</td>
<td>Mary Connolly</td>
<td>From Mary Connolly June 21: ALERT! Noise, loitering, thefts behind Seaciff Garden Apartments</td>
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<td>06/21/18</td>
<td>Email</td>
<td>6/22/2018 VV</td>
<td>SCCRTC</td>
<td>Mary Connolly</td>
<td>From Mary Connolly June 21: ALERT! Noise, loitering, thefts behind Seaciff Garden Apartments</td>
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<td>06/21/18</td>
<td>Email</td>
<td>6/22/2018 SC</td>
<td>SCCRTC</td>
<td>Sarah Christensen</td>
<td>Call to Dispatch and Request for Sheriff Deputy patrols behind North Ave homes</td>
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<tr>
<td>06/21/18</td>
<td>Letter</td>
<td></td>
<td></td>
<td>George Dondero</td>
<td>FY2017-18 Invoice #3 for Rural Planning Assistance funds (State Hwy Acct.)</td>
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<td>06/22/18</td>
<td>Letter</td>
<td></td>
<td>SC Monterey Bay Air Resources District</td>
<td>George Dondero</td>
<td>AB2766 Grant Application, UCSC SCOOP Carpool Pilot Program</td>
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<tr>
<td>06/22/18</td>
<td>Telephone Call</td>
<td></td>
<td>SCCRTC</td>
<td>Lawerence Freitas</td>
<td>Called to voice his support for the recent decision to accept the ACL agreement.</td>
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<tr>
<td>06/22/18</td>
<td>Letter</td>
<td></td>
<td>CalTrans District 5</td>
<td>George Dondero</td>
<td>FY2017-18 Invoice #3 for Rural Planning Assistance funds (State Hwy Acct.)</td>
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<td>06/23/18</td>
<td>Email</td>
<td></td>
<td>SCCRTC</td>
<td>Mark Mesiti-Miller</td>
<td>July/August edition of SCCCC Roadrunner features three rail / trail stories</td>
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<td>Date</td>
<td>Type</td>
<td>From/To</td>
<td>Subject</td>
<td>City/Program</td>
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<tr>
<td>06/25/18</td>
<td>Letter</td>
<td>George Dondero</td>
<td>Sam Farr Retired Congressman</td>
<td>Rail Trail</td>
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<tr>
<td>06/26/18</td>
<td>Email</td>
<td>Luis Mendez</td>
<td>Tuka Handcar.net</td>
<td>Rail line question to Luis Mendez</td>
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<td>06/27/18</td>
<td>Email</td>
<td>6/28/2018 SM</td>
<td>SCCRTC Lee Abramson</td>
<td>Measure D Oversight Committee Application</td>
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<tr>
<td>07/01/18</td>
<td>Email</td>
<td>Lowell Hurst</td>
<td>Veronica Elsea, Chair E&amp;D TAC</td>
<td>City of Watsonville’s Vision Zero Program and Pedestrian Safety Improvements</td>
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<tr>
<td>07/02/18</td>
<td>Letter</td>
<td>cc: Jim Reed</td>
<td>Veronica Elsea, Chair E&amp;D TAC</td>
<td>City of Watsonville’s Vision Zero Program and Pedestrian Safety Improvements</td>
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<tr>
<td>07/02/18</td>
<td>Letter</td>
<td>cc: Zach Friend</td>
<td>Veronica Elsea, Chair E&amp;D TAC</td>
<td>City of Watsonville’s Vision Zero Program and Pedestrian Safety Improvements</td>
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<td>07/02/18</td>
<td>Letter</td>
<td>cc: David Terrazas</td>
<td>Veronica Elsea, Chair E&amp;D TAC</td>
<td>City of Watsonville’s Vision Zero Program and Pedestrian Safety Improvements</td>
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<tr>
<td>07/03/18</td>
<td>Letter/Invoice</td>
<td>Jon Bombaci</td>
<td>Luis Mendez SCCRTC</td>
<td>Rental of Santa Cruz Branch Rail Line premises with assigned Lease Audit No. 209914 for storage of lumber and wharf pilings</td>
<td></td>
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<tr>
<td>07/03/18</td>
<td>Email</td>
<td>7/3/2018 VV</td>
<td>VV Vicki Koch Dodge Data &amp; Analytics Data &amp; Analytics Specialist</td>
<td></td>
<td></td>
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<tr>
<td>07/05/18</td>
<td>Email</td>
<td>Sarah Christensen</td>
<td>SCCRTC Ed Bulicz</td>
<td>Another unsafe incident from the RR tracks in Aptos.</td>
<td></td>
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<tr>
<td>07/05/18</td>
<td>Email</td>
<td>Ed Bulicz</td>
<td>Rebecca Downing</td>
<td>Another unsafe incident from the RR tracks in Aptos.</td>
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<td>07/05/18</td>
<td>Email</td>
<td>7/5/2018 VV</td>
<td>SCCRTC Douglas Hawes</td>
<td>Rail Corridor-Progressive Rail</td>
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<td>07/05/18</td>
<td>Email</td>
<td>07/17/2018 SC</td>
<td>Sarah Christensen SCCRTC Mary Connolly</td>
<td>Ticket number needed for 6/21 incident, and another unsafe incident from the RR tracks in Aptos.</td>
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<tr>
<td>07/05/18</td>
<td>Email</td>
<td>Tommy Travers</td>
<td>SCCRTC Mark Sanchez</td>
<td>Campers and Trash</td>
<td></td>
</tr>
<tr>
<td>07/06/18</td>
<td>Letter</td>
<td>Michael Termin, Mayor</td>
<td>City of Capitola George Dondero SCCRTC</td>
<td>Capitola Trestle</td>
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<td>07/07/18</td>
<td>Email</td>
<td>Tommy</td>
<td>SCCRTC Christy Martin</td>
<td>Campers and Trash on Rail Corridor at Bay and California Streets</td>
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<td>07/07/18</td>
<td>Email</td>
<td>07/07/18 - Claire Fliesler, SCPW</td>
<td>SCCRTC Rachel Kliger</td>
<td>Jump Bikes or Red Bikes Pose a Hazard to Pedestrians</td>
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<td>07/09/19</td>
<td>Email</td>
<td>George Dondero</td>
<td>SCCRTC Michael Termin City of Capitola</td>
<td>Capitola Trestle</td>
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<tr>
<td>07/10/18</td>
<td>Letter</td>
<td>Susan Brensen</td>
<td>California Transportation Commission George Dondero SCCRTC</td>
<td>Santa Cruz County Rail Project Updates</td>
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<td>07/10/18</td>
<td>Email</td>
<td>SCCRTC</td>
<td>Ginger Dykaar</td>
<td>Set up a meeting to discuss UCIS Greenway</td>
<td>07/11/18</td>
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<td>07/12/18</td>
<td>Email</td>
<td>SCCRTC</td>
<td>Rick Longinotti</td>
<td>Innovators in Transportation Speaker Series</td>
<td>07/13/18</td>
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<tr>
<td>07/14/18</td>
<td>Email</td>
<td>SCCRTC</td>
<td>Todd Graham</td>
<td>I support Greenway</td>
<td>07/15/18</td>
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<td>07/17/18</td>
<td>Email</td>
<td>SCCRTC</td>
<td>Dr. Carey Pico</td>
<td>Misuse of public funds in Santa Cruz County per FEMA</td>
<td>07/18/18</td>
</tr>
<tr>
<td>07/18/18</td>
<td>Email</td>
<td>SCCRTC</td>
<td>Mary Connolly</td>
<td>Update on Rail Construction on North Ave.</td>
<td></td>
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<tr>
<td>07/19/18</td>
<td>Letter</td>
<td>Matt Machado</td>
<td>Public Works</td>
<td>Aptos Village Improvements</td>
<td>07/20/18</td>
</tr>
<tr>
<td>07/23/18</td>
<td>Letter Outgoing</td>
<td>Melanie Clark</td>
<td>Roaring Camp</td>
<td>George Dondero SCCRTC Repair of SC Branch Line near Watsonville Junction</td>
<td></td>
</tr>
</tbody>
</table>
June 14, 2018

Steve Hammack
Interim Public Works Director
1 Civic Center Drive
Scotts Valley, CA 95066

Dear Mr. Hammack:

The Bicycle Advisory Committee (Committee) of the Regional Transportation Commission would like to thank the City of Scotts Valley for providing us with the plans for the Green Hills / Glen Canyon paving project. We recognize that the City of Scotts Valley is not required to solicit our input for this project and greatly appreciate staff’s willingness to take our comments.

The Committee would like to express its support of the improvements at the Green Hills Road and South Navarro connection which include removing the gate and replacing it with bollards spaced 8 feet apart. It has come to our attention that the Scotts Valley Fire Department has concerns about access due to the proposed improvements. However, the planned improvements are important for addressing bicycle connectivity and the Committee would like the City to move forward with the improvement as shown in the construction plans. We ask that if the gate needs to remain in place due to Fire Department access requirements, that the City of Scotts Valley construct an alternative path around the gate that is wider than the current configuration. A smaller gate or moving the gate a few feet to the west could accomplish this.

We also noticed that the improvements include resurfacing the path between Green Hills Road and South Navarro Drive. We support this improvement which would smooth the transition between the two roadways. However, we would like the City to also consider improvements on the South Navarro side of the path to smooth the transition from the path to the roadway. Currently a cyclist is faced with the decision of making a hard turn or riding over the curb, both of which present access constraints.

The improvements to Green Hills Road will improve the bicycle network and we thank the City for making these improvements. We would like to ask that the City include “Bike Lane Ends” and “Bikes May Use Full Lane” signage where the bicycle facilities transition from a Class II (bicycle lane) to a Class III (bicycle route). This provides an important cue to both the bicyclists and motorists that there is a transition in facility type and that the bicyclist has a right to be in the motor vehicle lane. The placement of sharrows is also critical for a similar reason. Sharrows that are placed to the right side of a travel way may imply to the motorist that the bicyclist should not be in the center of the travel way. However, in order to avoid “dooring” from parked vehicles and improve visibility cyclists often “take the lane” which is a safer position than riding to the right. The Committee requests that the City of Scotts Valley ensure placement of the sharrows in the center of the travel way.

We applaud the City of Scotts Valley for including green bike lanes at the intersection of Green Hills Road and Glen Canyon Road, which is a great improvement to increase bicyclist visibility. We request that the green be dashed instead of continuous approaching the intersection to signal an upcoming conflict zone. The dashed treatment has been used by other jurisdictions in similar conflict areas, and our goal is to send a consistent message to drivers and cyclists.

We are happy to see green backed sharrows on Glen Canyon as well. However, we have concerns with
using “Bikes Share Road” signage. This verbage can be construed differently by motorists and bicyclists indicating to motorists that bicyclists should yield to vehicles. In general the bicycling community is moving away from this signage and towards “Bikes May Use Full Lane” signage which is more clear to both audiences about the bicyclists rights to be in the roadway. We request that the City include “Bikes May Use Full Lane” signage where there are sharrows or Class III facilities in the project area.

At the intersection of Glen Canyon Road and Mount Hermon Road we noticed signage that states “Bike Route: Use Crosswalk to Cross Road.” However, this is a non standard sign that may be construed by cyclists that it’s okay to ride in the crosswalk. Additionally, a bicyclist completing a left turn has the right to be in the roadway per California Vehicle Code 21202. We request that this signage be removed from the project.

Again we thank you for the opportunity to provide comments on this important project. Please keep our Committee informed of the status of this project and whether or not these changes will be implemented. You can contact the RTC’s Bicycle Advisory Committee staff person, Anais Schenk at (831) 460-3209 or by email at aschenk@sccrtc.org, for this and any other committee related matters.

Sincerely,

Amelia Conlen
Chair, Bicycle Advisory Committee

CC:
Scotts Valley City Council
Jessica Kahn, Civil Engineer
Santa Cruz County Regional Transportation Commission
Santa Cruz County Regional Transportation Commission’s Bicycle Committee
July 2, 2018

Lowell Hurst, Mayor
City of Watsonville
250 Main Street
Watsonville, CA 95076

Re: City of Watsonville’s Vision Zero Program and Pedestrian Safety Improvements

Dear Mayor Hurst,

The Elderly & Disabled Transportation Advisory Committee (E&D TAC) advises the Santa Cruz County Regional Transportation Commission (RTC), the Santa Cruz Metropolitan Transit District (Metro), and other service providers on transportation needs for people with disabilities, seniors and persons of limited means.

At its meeting on June 12, 2018, the Committee received an update detailing ongoing pedestrian and bicycle safety efforts in the City of Watsonville from City of Watsonville Principal Engineer Murray Fontes. Mr. Fontes detailed the many current and future projects designed to improve safety for pedestrians navigating the most widely used intersections in the City of Watsonville, as well as the plans for the rail trail. Theresia Rogerson, Community Traffic Safety Coalition (CTSC) staff, provided information about how the CTSC is working with the City of Watsonville to implement their Vision Zero program and to improve pedestrian and bicycle safety. Ms. Rogerson also provided information about the pedestrian safety training programs, which have been initiated in schools and in senior centers.

We are writing to thank you and the City of Watsonville for being the first in Santa Cruz County to adopt Vision Zero and for making such a tremendous effort to improve the safety and travel experience for all pedestrians, especially for those pedestrians who are seniors or living with a disability. Thank you for your outreach efforts focused on improving safety and your commitment to improving pedestrian facilities, including support for private property owners to repair sidewalks through the City of Watsonville sidewalk maintenance program. We would welcome updates on results from the City of Watsonville pedestrian and bicycle education and training programs and Vision Zero implementation. We hope that you will actively encourage the other four jurisdictions in Santa Cruz County to join you in adopting a Vision Zero program and implementing programs that support the Vision Zero goals.

Thank you for your commitment to active transportation in your community.

Veronica Elsea, Chair
Elderly and Disabled Transportation Advisory Committee

CC:
Santa Cruz County Board of Supervisors Chair Zach Friend
City of Scotts Valley Mayor Jim Reed
City of Capitola Mayor Michael Termini
City of Santa Cruz Mayor David Terrazas
July 13, 2018

State of California  
Department of Transportation  
Division of Local Assistance  
P.O. Box 942874, MS-1  
Sacramento, CA 94274-0001

RE: Active Transportation Program (ATP) Grant Application for the Santa Cruz Rail Trail Segment 8 and 9 Construction Project

Dear ATP Grant Selection Committee,

On behalf of the Santa Cruz County Regional Transportation Commission (RTC), I wish to extend our agency’s enthusiastic support for the City and County of Santa Cruz’s Santa Cruz Rail Trail Segment 8 and 9 Construction Active Transportation Program application. This project comprises two segments of the 32-mile Coastal Rail Trail spine of the Monterey Bay Sanctuary Scenic Trail Network (MBSST). As the owners of the Santa Cruz Branch Rail Line right-of-way and agency responsible for overall implementation of the rail-with-trail project, the RTC completed the MBSST Master Plan in 2013 and has won multiple awards for this planning effort. The RTC will work with the City and County on all necessary approvals to complete this project as the RTC committed in the adopted MBSST Master Plan.

The two miles of completely separated multi-use trail will increase active transportation use in a densely populated area of our county. The Santa Cruz Rail Trail Segment 8 and 9 Construction project supports our objectives to construct the rail trail as soon as possible. The trail will transform transportation in Santa Cruz County by offering safer, greener, and healthier options for bicycling and walking. Residential areas will be connected to employment districts, schools, downtown areas, parks, beaches, and community centers that line the coast. The Coastal Rail Trail will help us advance the state and local sustainability measures of improved access, mobility, environment, safety, economic vitality and health as well as reduce greenhouse gas emissions.

I am pleased to offer my support of this valuable project and urge you to approve the Active Transportation Program grant application. If you have any further questions, please contact Cory Caletti, MBSST Program Manager, at 831-460-3201 or by email at ccaletti@sccrtc.org.

Sincerely,

George Dondero  
Executive Director

cc: Santa Cruz County Regional Transportation Commission  
Santa Cruz County Regional Transportation Commission’s Bicycle Advisory Committee
State of California  
Department of Transportation  
Division of Local Assistance  
P.O. Box 942874, MS-1  
Sacramento, CA 94274-0001  

July 19, 2018  

Dear ATP Grant Selection Committee,

I am writing to express the Elderly and Disabled Transportation Advisory Committee support for the City of Santa Cruz’s Active Transportation Program application for the Westside Safe Routes to School and Gap Closure Project. The Elderly and Disabled Transportation Advisory Committee advises the Santa Cruz County Regional Transportation Commission on transportation projects that serve the needs of elderly and disabled individuals. The Westside Safe Routes to School and Gap Closure Project will improve sidewalk infrastructure utilized by the most vulnerable pedestrians on these routes, including students traveling to school and elderly and disabled individuals accessing nearby services. The number of seniors age 70 and greater in Santa Cruz County will more than double over the next twenty years and many seniors will rely upon safe pedestrian facilities to connect to services, avoid isolation and stay connected, and maintain independence and health.

Additionally, the partnership between the City of Santa Cruz and a non-infrastructure consultant provides for an active transportation education program that will improve safety for all pedestrians by reducing conflicts between students and other transportation system users.

The Elderly and Disabled Transportation Advisory Committee strongly supports funding this project to improve active transportation in the City and County of Santa Cruz.

Sincerely,

Veronica Elsea, Chair  
Elderly and Disabled Transportation Advisory Committee
State of California  
Department of Transportation  
Division of Local Assistance  
P.O. Box 942874, MS-1  
Sacramento, CA 94274-0001

July 19, 2018

Dear ATP Grant Selection Committee,

I am writing to express the Elderly and Disabled Transportation Advisory Committee’s support for the City of Santa Cruz’s Active Transportation Program application for *Santa Cruz Rail Trail Segment 8 and 9 Construction*. The Elderly and Disabled Transportation Advisory Committee advises the Santa Cruz County Regional Transportation Commission on transportation projects that serve the needs of elderly and disabled individuals. This project will construct over two miles of a separated multiuse trail to provide a safe connection for pedestrians, including elderly and disabled pedestrians. Elderly and disabled individuals are some of Santa Cruz County’s most vulnerable transportation users and are less likely to drive a vehicle and more likely to rely on pedestrian facilities and pedestrian connections to transit. The number of seniors age 70 and greater in Santa Cruz County will more than double over the next twenty years and many seniors will rely upon safe pedestrian facilities to connect to services, avoid isolation and stay connected, and maintain independence and health.

Furthermore, the *Santa Cruz Rail Trail Segment 8 and 9 Construction* project will take the next step in advancing construction of the 32-mile separated rail trail facility, which will be a significant step towards connecting seniors and disabled pedestrians to activity centers countywide. The Elderly and Disabled Transportation Advisory Committee continues to support the 32 mile separated rail trail facilities and supports funding for the *Santa Cruz Rail Trail Segment 8 and 9 Construction* to improve active transportation in the City and County of Santa Cruz.

Sincerely,

Veronica Elsea, Chair  
Elderly and Disabled Transportation Advisory Committee
California hit its climate goal early — but its largest source of pollution keeps rising

By Tony Barboza and Julian H. Lange Los Angeles Times
Jul 22, 2018 | 3:00 AM

California met its 2020 greenhouse gas emissions goal early. (Julian H. Lange / Los Angeles Times)

California hit its target to reduce greenhouse gas emissions below 1990 levels four years early, a milestone regulators and environmentalists are cheering as more proof that you can cut pollution while growing the economy.

But a closer look at data released by the state Air Resources Board shows California’s planet-warming emissions aren’t declining across the board.

While emissions from electricity generation have plunged, transportation pollution is rising, and other key industries are flat.

That uneven progress shows the big challenges that loom as California advances toward its more ambitious goal: slashing greenhouse gas emissions another 40% by 2030.
Growth in renewable energy was the main reason California met its 2020 climate goal in 2016, the emissions report released this month shows.

“We’ve seen a substantial increase in solar and wind power, particularly rooftop solar installations,” says Dave Edwards, chief of the Air Resources Board’s greenhouse gas and toxics emissions Inventory branch.

Driving the shift is early compliance with the state’s mandate that 33% of electricity come from renewable sources by 2020 and the falling cost of solar panels, which has spurred more commercial and rooftop installation. By 2016, the state was already at 46% renewable electricity. Solar electricity grew 33% in 2016, while natural gas decreased by more than 15%.

California also got an assist from the weather. After five years of punishing drought, rains swelled rivers and generated more hydroelectric power. During drier years, the state relied more on natural gas.
Overall, the growth in renewables combined with waning imports of coal power to send emissions from electricity generation plunging 18% in 2016 compared to 2015.

**Car and truck pollution is rising again**

(Tons of greenhouse gas emissions*)

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<th>Year</th>
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<td>2013</td>
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<td>2016</td>
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* In metric tons of CO₂ equivalent

Source: California Air Resources Board

(Julian H. Lange / Los Angeles Times)

Now for the downside.

Emissions from cars and trucks, already California’s biggest source of greenhouse gases, have been on the rise for the past few years in step with post-recession economic growth. Increased driving is the main reason why transportation pollution ticked up another 2% in 2016.

“The deep reductions from electric power generation are compensating for lackluster performance in other sectors of the economy, including an uptick in the transportation sector where we know we have our work cut out for us,” said Alex Jackson, senior attorney at the Natural Resources Defense Council who tracks California climate policy.

To blame for the increase in vehicle pollution is a combination of low gas prices, a growing economy, consumers’ preference for roomier, less efficient vehicles and a slower-than-anticipated transition to electric models. Those factors are essentially wiping out gains from the state’s emissions-cutting regulations.
Other key sectors of the economy, such as oil refineries, residential heating and agriculture, saw greenhouse gas emissions remain relatively flat or even rise slightly in 2016. State regulators say that in itself is a triumph. Pollution from transportation and industry, they contend, would have been much higher without California’s climate change policies, which functioned as a lid keeping emissions in check even as its economy grew.

Air Resources Board officials played down the significance of rising car and truck pollution. Instead they are crediting measures such as cap-and-trade and the low-carbon fuel standard — market-based programs the state is using to push industry to cut pollution and shift to cleaner transportation fuels — with preventing emissions from rising even higher.

“All the indicators we’re looking at are moving in the right direction,” Edwards said. “We think that we’re on the right trajectory right now toward 2030.”
For now, California’s reductions in greenhouse gas emissions remain modest, and are broadly consistent with a nationwide decrease in recent years. The trend across the U.S. is the result of an economic shift: We’re getting less electricity from dirty, coal-fired power plants and more from cheaper, lower-polluting natural gas.

Yet while California’s greenhouse emissions dipped below 1990 levels in 2016, the national rate remained 2.4% above 1990 levels, according to the Environmental Protection Agency.

And though California’s electricity grid is powered increasingly by renewables, it was cleaner than the nation’s to begin with. California’s per-capita greenhouse gas emissions today are about half that of the nation as a whole. And they keep dropping, from a peak of 14 metric tons per person in 2001 to 10.8 in 2016.

That was viewed as an obstacle when California adopted its landmark 2006 climate law, AB 32, which enshrined the goal of cutting greenhouse gases below 1990 levels by the year 2020. At the

(Julian H. Lange / Los Angeles Times)
time, industry and other critics argued that California’s relatively clean power grid would make its climate goals painful and prohibitively costly to reach. That fear, regulators and environmentalists say, has now been proven wrong.

To reach its tougher 2030 goal, however, California will have to pick up the pace and roughly double its greenhouse gas reductions. That feat, environmentalists say, will require not only a cleaner electrical grid but a rapid shift to zero-emission vehicles powered by it.

“Looking at the electricity sector 10 years ago, solar in that time went from exotic to conventional,” says Jimmy O’Dea, senior vehicles analyst for the Union of Concerned Scientists. “And that’s where we’re at with electric vehicles going forward. They’re going to go from exotic to conventional in a short period of time.”

Transit agencies tackle first- and last-mile challenges

LA Metro launched Metro Bike Share as a first-and-last-mile option for transit riders. Photo – LA Metro

[Editor's note: This story has been updated to include a link to the sidebar.]

By Julie Sneider, Senior Associate Editor

U.S. transit ridership has been on the decline in recent years, with industry experts offering a number of reasons for the trend. Among them: relatively stable gas prices; an improving economy enabling more people to own cars; transportation network companies (TNCs) such as Uber and Lyft attracting customers who otherwise might take transit; and public frustration with train and bus services not running on time.

Last year, transit ridership dropped 2.9 percent to 10.1 billion trips compared with ridership in 2016, which was down 3.1 percent compared with 2015, according to the American Public Transportation Association (APTA). Although much of the ridership dip occurred on bus services, rail ridership also took a hit. In 2017, U.S. heavy-rail ridership fell 2 percent to 3.8 billion trips, while commuter- and light-rail figures slipped 0.19 percent and 0.83 percent, respectively, APTA reported. Those decreases occurred even as several U.S. cities opened new light- and commuter-rail lines, built extensions and launched streetcar routes.

The impact of TNCs on transit ridership was cited as a key factor in a recent New York City Economic Development Corp. (NYCEDC) report on the decline of bus and subway ridership in New York City. While ridership was down, car driving — fueled in part by app-based services — is increasing, according to the New York Post's report on the NYCEDC’s assessment.
“Growth in subway ridership began to fall as app-based companies took to the streets. This trend is especially apparent after lower-cost ride sharing services, including Via and UberPOOL, launched in the city,” the NCEDC stated. “Uber, Lyft, Via, Juno and Gett provided roughly 93 million trips in 2016, up from 41 million in 2015.”

**Competition or collaboration?**

The popularity of TNCs — as well as the potential for autonomous vehicles to transport people more efficiently — has led some transportation industry observers to predict that mass transit ridership will only continue to fall.

Of course, APTA officials and transit industry executives don’t see it that way. If anything, the Ubers and Lyfts of the world have helped push agencies into a bigger-picture conversation about how they’ll serve as the go-to manager of passengers’ day-to-day transportation options and needs.

In 2014, Metro adopted a first-and-last mile strategy and guidelines calling for infrastructure improvements that create “easy, safe and efficient access” to Metro stations and stops.

*Gina Power/Shutterstock.com*

For the past several years, U.S. transit agencies have been grappling with the “first-mile, last-mile” challenge — that is, helping riders travel that short distance to or from a train station or bus stop. To help close that transportation gap, agencies have adopted a number of strategies, such as partnering with Uber and Lyft to subsidize transit riders who use those services to get to and from stations. Agencies also made it easier for riders to bring bicycles and skateboards on board trains and buses; launched their own bike-share programs; installed easier-to-follow signage directing pedestrians to transit stations; and created neighborhood shuttle or van services to pick up riders at their doorsteps.

**Next step: Manage mobility**
Moreover, many agencies are embracing the concept of “mobility management” — designing or providing transportation that begins and ends with the rider, according to APTA. Agency execs say mobility management is the next step in solving the first-and-last-mile dilemma.

“Transit agencies across the country are focused on their next step in the overall progression of being isolated agencies and more toward this mobility management role,” says Ben Limmer, assistant general manager at Metropolitan Atlanta Rapid Transit Authority (MARTA). “They’re really trying to get customers to the most effective mobility option in real time in order to make their trip to and from wherever that might be.”

A recent report by mobile ticketing and software company Masabi illustrates why transit agencies should work in partnership with TNCs and other entities to address passengers’ daily transportation needs. In a survey of more than 1,000 U.S. residents with access to public transit services, the firm found that:

- 70 percent of respondents drive themselves on at least a weekly basis;
- 40 percent never use public transit despite having access to it;
- Convenience is the top motivator for passengers who choose to ride transit;
- 35 percent of respondents combine ride-sharing with public transit at least occasionally;
- 7 percent of respondents combine ride-sharing with public transit at least weekly;
- Up to 25 percent of potential riders said convenience features — such as combining transit modes through an app, mobile ticketing and location tracking — would cause or have caused them to use public transit service more often; and
- 95 percent of weekly rideshare customers use public transit, which researchers suggest points to a future of reduced car ownership in favor of public/private urban mobility options.

“By implementing the types of convenience features found in ridesharing and other transportation alternatives and integrating multiple transit modes to deliver full first-last mile mobility, the emerging mobility ecosystem is set to provide a viable alternative to car ownership,” said Masabi CEO Brian Zanghi in a press release. “Getting there, however, will require public/private partnerships between the agencies and mobility services that Americans already depend on every day.”

For its part, MARTA has been “very busy” figuring out how to provide safe and efficient first-and-last mile connections, according to Limmer.

MARTA has been improving way-finding initiatives for pedestrians and motor vehicle drivers; installing ADA-compliant pedestrian infrastructure; and creating a bicycle infrastructure to connect to the transit system, he says. For example, MARTA cooperates with the city’s initiative to make Atlanta a friendly place for bike riders. In 2017, the agency completed a partnership with the city to install Relay Bike Share kiosks at 16 MARTA rail stations. Plans call for MARTA to expand Relay to rail stations outside the city, says Limmer. “We’ve done a partnership with bikeshare organizations and car-share companies. And we work with a lot of what I call hyper-local transit organizations; these are focused on private buses or shuttles that take patrons to and from MARTA bus and rail systems,” he says.

One click, one pay, one journey
In the future, MARTA plans to launch a new “MARTA On the Go” app that will provide riders a one-stop source for information and choices for their mobility options. The agency is beta-testing the technology, which would enable riders to use the app to plan, book and pay for their entire journey starting from their homes, Limmer says.

Combining technology with the plethora of mobility options is how transit agencies will evolve in the future, Limmer believes.

“That’s really where we see transit agencies going — toward being mobility managers,” he says. “More specifically, they’ll be migrating toward a one call, one click, one play, one pay transportation network overall. You’ll be able to use the same app to make a variety of trips.”

Meanwhile, the Los Angeles County Metropolitan Transportation Authority (Metro) has been applying a comprehensive approach to its first-and-last-mile predicament. In 2014, Metro adopted a first-last mile strategy and guidelines calling for infrastructure improvements that create “easy, safe and efficient access” to Metro stations and stops. In 2015, the agency’s first-and-last-mile guidelines won a national planning excellence award for a best practice from the American Planning Association.

“At its core, the strategic plan is a planning method, so it allows us to look at any location, station or bus stop, figure out the difficulties that our passengers are encountering and proceed toward improving those conditions,” says Jacob Lieb, senior director of Metro’s first-and-last-mile planning.

Many transit users live close enough to get to the Metro system by foot or bike, skateboard, scooter, skates or wheelchair. However, they may face challenges getting there, such as long blocks, freeways to cross, broken sidewalks and safety concerns. As a result, many of Metro’s first-and-last-mile efforts have involved planned improvements to streetscapes, sidewalks, crosswalks and signals, as well as adding wayfinding signage, bike lanes and lighting near and around stations. Planning is underway to improve existing stations, while station-access issues are being addressed in all new transit development plans.

Other elements in the first-and-last-mile “toolbox” include Metro’s own bike share program that it operates in Los Angeles, Venice and Pasadena — with more locations to come. And later this year, the agency will launch a microtransit pilot project that will offer shuttle bus or an “Uber-type” curb-to-curb service, says Metro spokesman Rick Jager.

The results of an annual ridership survey will help the agency determine what else to put in the toolbox, says Lieb. Metro also is researching why people living in a metropolitan area known for motor vehicle gridlock are not using the local transit system. (Rail ridership has grown as the agency has opened new lines; it’s primarily the bus service that has declined, Metro officials say.) For example: Are they not riding because getting to a station is difficult and, if yes, how so?

Ultimately, tackling Metro’s first-and-last-mile challenges will require tighter relationships between the agency and the neighborhoods where transit stations are located.
Metro planners learned that lesson earlier this year when they used the agency’s new strategic plan to conduct a comprehensive study of first-and-last-mile issues on the Blue Line, the system’s oldest rail route. The 22-mile light-rail line runs between Los Angeles and Long Beach.

“The Blue Line travels through heavily low income and transit-dependent communities, and has the most challenging existing conditions in terms of safety and access around the stations, particularly because it’s sharing space in the corridor with goods and freight movements,” says Lieb.

Cast a wide net for solutions

Metro’s planning team cast a wide net to come up with solutions for improving access to each station, as well as proposing improvements in neighborhoods via transit-oriented development. The entire Blue Line effort could result in up to $1 billion in potential investment, according to Lieb.

The team partnered with community-based organizations (CBOs) to help ascertain first-and-last-mile challenges and needed infrastructure improvements along the line. The report, which came out in March, features recommendations specific to each station and its community.

Efforts to draw up the plan included walk “audits” of neighborhoods, as well as discussion groups that addressed neighborhood issues such as redlining, gentrification, policing and security.

MARTA is testing a future “MARTA On the Go” app that will give riders a one-stop source of information and choices for their mobility options.

“By [its] very nature, first-last mile infrastructure can be the most neighborhood oriented element of a transportation system that a person uses,” the final report states. “As a consequence, identifying first-last mile challenges and improvements becomes part of a much larger canvas of how a community
defines its character. And that means the community needs to be engaged in early first-last mile planning, and the actual implementation of a plan’s recommendations.”

Lieb says working directly with CBOs and neighborhood groups to dig deeper into issues that define their communities gave Metro planners a “different perspective” from what the agency has done in the past to address station-specific problems.

“Our real point of emphasis is to expand our sphere of interest into the public right-of-way around our stations,” he says. “And what we’ve seen to this point is pretty great enthusiasm from the jurisdictions in wanting to maximize the value of transit stations in their cities, and in working with transit agencies to improve their streets.”

Other transit agencies have adopted various solutions to their first-and-last-mile challenges. For more examples, read the related article, “The Ongoing Search for First/Last Mile Solutions,” on ProgressiveRailroading.com.

Email questions or comments to julie.sneider@tradepress.com

Storm Damage Recovery Ongoing

Catastrophic winter spurs travel options

Caltrans continues recovery work from major storm damages in January that buried portions of US 101 in Santa Barbara and Ventura counties while also rendering Highways 192, 33 and 150 impassable. Major work includes rebuilding four bridges and repairing two others, and removing heavy boulders and debris from creek beds and culverts. Completion for most bridge construction, estimated at $30 million, is expected in spring 2019. Some highway segments remain closed. Caltrans is accelerating work where possible on all impacted highways.

During the two-week closure of US 101, various transportation options became available for the traveling public. Amtrak’s Pacific Surfliner added rail cars from Northern and Southern California to meet high travel demands. Santa Barbara Airbus featured daily LAX shuttle trips (five-hours duration) via Interstate 5 and Highway 166. Condor Express also offered daily round-trip emergency ferry services between the Santa Barbara and Ventura harbors. The deadly Montecito mudslide—which took the lives of at least 21 people—followed the December 2017 Thomas Fire that destroyed many structures and burned 300,000 nearby acres.

SB 1 Investment Supports Central Coast

The California Transportation Commission (CTC) is recommending $183.8 million for Santa Barbara County Association of Governments’ (SBCAG) US 101 Multimodal Corridor project, which will improve the highway for nearly 16 miles from Ventura County to Santa Barbara. Major work includes completing a High Occupancy Vehicle Lane, filling gaps along the California Coastal Trail, providing peak-hour rail service from Ventura County, enhancing transit services, adding Transportation Demand Management and Intelligent Transportation Systems, and installing new, 40-year highway pavement. The CTC recently adopted both the 2018 State Highway Operation and Protection Program ($18 billion) and the State Transportation Improvement Program ($3.28 billion) for projects covering the next five years. This includes $197 million for improving Highway 46 East, a major east/west trade corridor, in San Luis Obispo County. SB 1, the Road Repair and Accountability Act of 2017, invests $54 billion over the next decade to rebuild streets, freeways and bridges in local communities statewide while funding transit and congested trade/commute corridors. More information: http://rebuildingca.ca.gov/

New Acting District Director

Richard Rosales is now acting District 5 Director. He has 31 years of Caltrans civil engineering experience, including two years as Deputy District Director of Program Project Management; 15 years as a project manager in four of the District’s five counties; and capital delivery, including encroachment permits, construction, design and hydraulics. He holds a Bachelor’s degree in civil engineering from California State University-Cal Poly, Pomona.

Rosales will serve as District Director until Timothy Gubbins returns from San Diego where he is now interim District 11 Director while recruitment is under way to fill that position—formerly held by the new Caltrans Director Laurie Berman before her appointment to Chief Deputy last fall. Rochelle Vierra, PLS, PMP is acting Deputy District 5 Director of Program Project Management. She has 31 years of Caltrans experience, including Project Management Support Unit and Project Resources Chief and Schedule Management (PRSM) Manager, project manager and land surveyor.
**Freight Mobility Plan**

Caltrans seeks early public input on the 2019 California Freight Mobility Plan. The statewide long-range plan will provide a framework for safe, sustainable, reliable and efficient movement of freight, people and services over the next 20 years. The freight system contributes about $2.2 trillion annually to the economy and growth is expected. Major challenges include addressing congestion and making the network more environmentally and economically sustainable.

Caltrans is developing the plan in partnership with the California State Transportation Agency, California Freight Advisory Committee and multiple stakeholders. Focus group sessions are scheduled statewide April through June 2018 in the South/North Central Valleys, Sacramento, San Diego, Los Angeles, and San Bernadino and the Inland Empire. The plan’s completion is scheduled in December 2019. More information: http://www.dot.ca.gov/hq/tpp/offices/ogm/

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**Truck Parking Survey**

The Caltrans is implementing the 2016 California Sustainable Freight Action Plan.

The plan cites truck parking shortages and related issues as top priorities. As such, Caltrans is asking local government agencies and industry representatives to provide input on a 7-question survey now being distributed statewide.

Caltrans will incorporate the survey results, compiled by each District, into its upcoming Statewide Truck Parking Study. The scheduled release date is not yet determined.

More information: http://dot.ca.gov/hq/tpp/offices/ogm/cs_freight_action_plan/theplan.html

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**User-Oriented Transit Travel Planning Project**

Santa Cruz County Regional Transportation Commission (SCCRTC) recently completed its joint transit planning grant project with Santa Cruz Metropolitan Transit District. The $150,000 project developed an individualized marketing toolkit to increase transit ridership and decrease solo-driving. The federally funded (FTA 5304) grant project targeted high-activity employment centers and neighborhoods near major transit stops. The successful plan is applicable in Santa Cruz County and statewide. More information: https://sccrtc.org/

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**Halcyon Road Complete Streets Plan**

The City of Arroyo Grande recently completed its Halcyon Road Complete Streets Plan. The $150,000 Caltrans Sustainable Transportation Planning grant project developed a Complete Streets blueprint for the Halcyon Road corridor located within the city limits and San Luis Obispo County. The plan focuses on improving safety, mobility and accessibility for all users. It also included extensive public outreach to help identify and prioritize both deficiencies and needed improvements. More information: http://halcyoncompletestreets.com/

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**May is Bike Month**

Caltrans will host a commuter station from 7 to 9 a.m. on Friday, May 18, at the District Office in San Luis Obispo. Refreshments will be provided on a first-come, first-serve basis and free giveaways are subject to availability. The event, one of a dozen planned throughout San Luis Obispo County, supports bicycling and greenhouse gas emission reduction for cleaner air, healthier lifestyles and more sustainable transportation. More information: https://rideshare.org/program/btwd/

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**Call for Projects Coming**

Caltrans expects a call for projects for the 2019 Active Transportation Program (ATP) Cycle 4 in May 2018. An estimated $440 million in federal and SB 1 funding is anticipated for this grant round. In 2013, California created the ATP to encourage more walking and bicycling throughout the state. The program supports both infrastructure and education projects to further these goals. The California Transportation Commission is scheduled to adopt the ATP Guidelines and Fund Estimate on May 16, 2018. Applications are due to Caltrans July 31, 2018. More information: http://www.dot.ca.gov/hq/LocalPrograms/atp/cycle-4.html
## CONSTRUCTION PROJECTS

<table>
<thead>
<tr>
<th></th>
<th>Project</th>
<th>Location/ Post Mile (PM)</th>
<th>Description</th>
<th>Construction Timeline</th>
<th>Construction Cost</th>
<th>Funding Source</th>
<th>Project Manager (Resident Engineer)</th>
<th>Contractor</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Highway 17 Storm Water Mitigation (0Q600)</td>
<td>Slightly north of the fishhook to Sims Road (PM 0.7-1.4)</td>
<td>Construct multiple storm water mitigation improvements</td>
<td>Winter 2017-Summer 2019</td>
<td>$7.4 million</td>
<td>SHOPP</td>
<td>Doug Hessing (DP)</td>
<td>Graniterock, Watsonville, CA</td>
<td>Periodic closures will occur in the right southbound lane mostly during overnight hours. Work is expected daily from 6 a.m. to 5 p.m. from September 2017 through August 2018. Erosion control establishment and vegetation began May 10 and will continue through next Summer, 2019.</td>
</tr>
<tr>
<td>2.</td>
<td>Highway 129 Open Grade Overlay and Metal Beam Guardrail Upgrade (1F030)</td>
<td>From just east of Watsonville to School Road (PM 1.8/9.9 &amp; SBt PM 0.0/0.4)</td>
<td>Place open graded friction course and replace, raise, and update the existing metal beam guardrail and end treatments</td>
<td>Fall 2017 - Summer 2018</td>
<td>$5.5 million</td>
<td>SHOPP</td>
<td>Doug Hessing (KB)</td>
<td>Graniterock, Watsonville, CA</td>
<td>The majority of work has been completed. Additional signage will be placed before completion by end of July.</td>
</tr>
<tr>
<td>3.</td>
<td>Highway 129/ Carlton Road Intersection Improvements (1F350)</td>
<td>Near Watsonville from slightly west to slightly east of Carlton Road (PM 3.2-3.5)</td>
<td>Realign Carlton Road and construct a new intersection with left-turn channelization</td>
<td>Summer 2018 - Fall 2018</td>
<td>$2 million</td>
<td>SHOPP</td>
<td>Doug Hessing (KB)</td>
<td>Graniterock, Watsonville, CA</td>
<td>Contract was awarded on June 22 and approved on July 16.</td>
</tr>
</tbody>
</table>

## PROJECTS IN DEVELOPMENT

<table>
<thead>
<tr>
<th></th>
<th>Project</th>
<th>Location/ Post Mile (PM)</th>
<th>Description</th>
<th>Construction Timeline</th>
<th>Estimated Construction Cost</th>
<th>Funding Source</th>
<th>Project Manager</th>
<th>Phase</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.</td>
<td>Highway 1 Pavement Overlay (1C850)</td>
<td>From North Apts underpass to State Route (SR) 9 (PM 10.2-17.5)</td>
<td>Pavement overlay</td>
<td>Spring 2019</td>
<td>$14.9 million</td>
<td>SHOPP</td>
<td>Luis Duazo</td>
<td>Design</td>
<td>Project is in final design.</td>
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</tbody>
</table>
### Projects in Development (Cont'd.)

<table>
<thead>
<tr>
<th>Project</th>
<th>Location/Post Mile (PM)</th>
<th>Description</th>
<th>Construction Timeline</th>
<th>Estimated Construction Cost</th>
<th>Funding Source</th>
<th>Project Manager</th>
<th>Phase</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>5.</td>
<td>Highway 1/Highway 17 Ramp Safety Improvements (1H060)</td>
<td>From just south of the fishhook to just south of Pasatiempo overcrossing (PM 16.7)</td>
<td>Construct ramp safety improvements</td>
<td>Spring 2020</td>
<td>$5.8 million</td>
<td>SHOPP</td>
<td>Luis Duazo</td>
<td>Design</td>
</tr>
<tr>
<td>6.</td>
<td>Highway 9 San Lorenzo River Bridge and Kings Creek Bridge Replacement (1H470)</td>
<td>Near Boulder Creek, at San Lorenzo River Bridge and at Kings Creek Bridge (PM 13.6/15.5)</td>
<td>Replace Bridges</td>
<td>Spring 2023</td>
<td>$11.9 million</td>
<td>SB-1 Funding</td>
<td>Doug Hessing</td>
<td>PA&amp;ED</td>
</tr>
<tr>
<td>7.</td>
<td>Highway 9 Shoulder Widening, Guardrail Upgrades, and Center Rumble Strips (1C650)</td>
<td>In Castle Rock State Park, from 5 miles south of SR 35 to 3.3 miles south of SR 35 (PM 22.1-23.8)</td>
<td>Shoulder widening, guardrail upgrades, and center rumble strips</td>
<td>Spring 2019</td>
<td>$7.7 million</td>
<td>SHOPP</td>
<td>Doug Hessing</td>
<td>PS&amp;E</td>
</tr>
<tr>
<td>8.</td>
<td>Highway 17 Wildlife Habitat Crossing (1G260)</td>
<td>From Laurel Road to just north of Laurel Road (PM 9.442-9.692)</td>
<td>Construct wildlife undercrossing</td>
<td>2020</td>
<td>TBD</td>
<td>SHOPP</td>
<td>Aaron Henkel</td>
<td>PS&amp;E</td>
</tr>
<tr>
<td>9.</td>
<td>Highway 129/Lakeview Road Intersection Improvements (1G990)</td>
<td>Near Watsonville, at Lakeview Road (PM 1.4)</td>
<td>Construct roundabout and improve street lighting</td>
<td>2020</td>
<td>$4.5 million</td>
<td>SHOPP</td>
<td>Luis Duazo</td>
<td>Design</td>
</tr>
<tr>
<td>10.</td>
<td>Highway 152 Americans with Disabilities Act (ADA) (1E020)</td>
<td>Near Watsonville from Wagner Avenue to south of Holohan Road (PM 1.3-R2.0)</td>
<td>Install sidewalks for ADA compliance</td>
<td>Winter 2018/2019</td>
<td>$1.9 million</td>
<td>SHOPP</td>
<td>Mike Lew</td>
<td>Design</td>
</tr>
</tbody>
</table>
TO: Regional Transportation Commission
FROM: George Dondero, Executive Director
RE: The Evolution of SMART

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC) receive a presentation and engage in discussion with Farhad Mansourian and Debora Fudge on the Evolution of SMART.

BACKGROUND

The Santa Cruz County Regional Transportation Commission (RTC) is pleased to continue its Innovators in Transportation Speaker Series. Through this series of educational and informative talks and workshops, commissioners and members of the community will have the opportunity to hear transportation experts from around the country discuss innovations and trends that are shaping the future of transportation in Santa Cruz County and beyond.

DISCUSSION

The second presentation in the series will focus on the Evolution of the Sonoma Marin Area Rail Transit. Guest presenters are Farhad Mansourian, General Manager of SMART, and Debora Fudge, Chair of the SMART Board of Directors and Mayor of the town of Windsor, California.

Ms. Fudge is the only six-time Mayor in Windsor’s history. She was excited to be on the board during startup of passenger rail service in Marin and Sonoma Counties. She is working hard to extend the train north to Windsor, Healdsburg and Cloverdale. She has undergraduate and graduate degrees in community development and environmental planning. Creating greenbelts, transit oriented development and now commuter rail service are her life’s work which she has been pleased to contribute to Sonoma County.

Mr. Mansourian has worked for Marin county for 31 years, most recently as the head of the Department of Public Works. He also managed the Marin County Transit Agency for 12 years and served as executive director of Marin County’s Congestion Management Agency for 14 years. In addition, Mansourian was a key figure in the 2008 effort to pass Measure A, a quarter-cent sales tax approved to fund SMART service. In 2011, the SMART board reached a unanimous agreement with interim...
Executive Director Farhad Mansourian to become the agency’s new permanent general manager.

The SMART line shares several characteristics in common with the Santa Cruz Branch line. Both rail lines parallel highways that are congested many hours of the day, in a context that offers few alternative routes. Both lines are single track, have existing freight service, and serve multiple established communities that continue to grow. Both lines are building parallel bicycle-pedestrian trails to serve a growing population of bike users. Both corridors host heavy visitor traffic in addition to many commuters going to work and school. And both corridors have a substantial number of seniors who want alternatives to driving a car.

On May 11, 2018 the Santa Cruz Area Chamber led a group of community leaders to experience the SMART service first hand. While two RTC commissioners did join the trip, it was felt that SMART’s experience is rich with content that could help inform RTC members as they make some major decisions in the months ahead that will shape the future of our community for decades to come. SMART staff faced many obstacles and problems throughout the nine years it took to build and initiate service.

SUMMARY

Presenters Debora Fudge and Farhad Mansourian will make a presentation and lead discussion on the evolution of the SMART rail service in Sonoma and Marin Counties.

Attachments:
1. System Map
SMART PASSENGER RAIL & MULTI-USE PATH
Project Length: 70 Miles

- SMART Stations
- SMART Phase 1
- SMART Larkspur
- SMART North
- SMART Owned Railroad Right-of-Way
- Urban Areas

**SMART Stations:**
- Larkspur
- Novato Hamilton
- Marin Civic Center
- San Rafael
- Larkspur (planned)
- Novato San Marin
- Petaluma North (planned)
- Cotati
- Rohnert Park
- Santa Rosa Downtown
- Santa Rosa North
- San Rafael Downtown
- Sonoma County Airport
- Windsor (planned)
- Cloverdale (planned)

** presidente:**
- Sonoma County
- Petaluma Downtown
- Novato Downtown (planned)
- Healdsburg (planned)
- Windsor
- Sonoma County Airport
- Sebastopol
- Guerneville
- Russian River
- Healdsburg
- Geyserville
- Bodega Bay
- Point Reyes
- Drake's Bay
- Pacific Ocean

**Connections:**
- San Francisco Bound Ferry Connection
- San Francisco
- Oakland

**Urban Areas:**
- Marin County
- Sonoma County

**Phase:**
- Phase 1 2016
- Phase 2 - North
- 22-3
RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC) receives a presentation and engage in discussion with Kurt Triplett on Implementing Trail and Transit Corridors – Creating Community Connections, not Conflicts.

BACKGROUND

The Santa Cruz County Regional Transportation Commission (RTC) is pleased to continue its Innovators in Transportation Speaker Series. Through this series of educational and informative talks and workshops, commissioners and members of the community will have the opportunity to hear transportation experts from around the country discuss innovations and trends that are shaping the future of transportation in Santa Cruz County and beyond.

DISCUSSION

The third presentation in the series will focus on the Interim Trail in the Cross Kirkland Corridor. Guest presenter Kurt Triplett is City Manager of Kirkland, Washington. Mr. Triplett oversees the operation of 12 departments, over 600 employees, and a $695 million biennial budget. Mr. Triplett has a Master’s Degree in Public Administration from Harvard University’s Kennedy School of Government and a Bachelor of Arts in Political Science from Stanford University.

The Cross Kirkland Corridor (CKC) interim trail is a ten-foot-wide, 5.75-mile crushed gravel trail that runs from the South Kirkland Park & Ride through the Totem Lake Business District. The current trail is “interim” because the CKC master plan calls for future improvements such as paving and other amenities that will be installed as funding becomes available. The master plan also includes the possibility of future high-capacity transit and existing and future regional utilities on the corridor (Sound Transit, Puget Sound Energy, and King County Wastewater own easements).

Mr. Triplett will present an overview of how the trail was acquired and developed, how it is being used today, and future plans for the corridor.
SUMMARY

Presenter Kurt Triplett, City Manager of Kirkland, Washington will present an overview of the Cross Kirkland Corridor, and the city’s vision of how trails and transit can create better transportation and connections in a community.