



**Santa Cruz County
Regional Transportation Commission**

AGENDA

**Thursday, October 4, 2018
9:00 a.m.**

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

NOTE

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

En Español

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

AGENDAS ONLINE

To receive email notification when the RTC meeting agenda packet is posted on our website, please call (831) 460-3200 or visit scrtc.org/about/esubscriptions/

COMMISSION MEMBERSHIP

Caltrans (ex-officio)	Tim Gubbins
City of Capitola	Jacques Bertrand
City of Santa Cruz	Sandy Brown
City of Scotts Valley	Randy Johnson
City of Watsonville	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. Review of items to be discussed in closed session

CLOSED SESSION

3. CONFERENCE WITH LABOR NEGOTIATORS pursuant to Government Code 54957.6
Commission Negotiators: Lozano Smith and Yesenia Parra
Bargaining Units: RTC Association of Middle Managers (RAMM) and Community of RTC Employees (CORE)
4. CONFERENCE WITH LABOR NEGOTIATOR (SECTION 54957.6)
Agency negotiator: (RTC Commission)
Unrepresented employee: Executive Director
5. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION pursuant to Government Code Section 54956.9(d)(1) for Santa Cruz Superior Court Case No. 18CV02101
6. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION. Initiation of litigation pursuant to Government Code Section 54956.9(d)(4): one potential case

OPEN SESSION

7. Report on closed session
8. 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.

9. 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

10. Accept minutes of the June 11, 2018 Bicycle Advisory Committee meeting
11. Approve revised draft minutes of the August 16, 2018 Transportation Policy Workshop meeting
12. Approve draft minutes of the September 6, 2018 Regional Transportation Commission meeting
13. Accept draft minutes of the September 11, 2018 Special Elderly & Disabled Advisory Committee meeting
14. Approve draft minutes of the September 20, 2018 Transportation Policy Workshop meeting

POLICY ITEMS

No consent items

PROJECTS and PLANNING ITEMS

No consent items

BUDGET AND EXPENDITURES ITEMS

15. Accept status report on Transportation Development Act (TDA) revenues
16. Accept status report on Measure D revenues and distribution
17. Approve City of Capitola Article 8 Transportation Development Act (TDA) Claim **(Resolution)**

ADMINISTRATION ITEMS

18. Approve the Regional Transportation Commission meeting schedule for 2019
19. Approve the California Public Employees' Retirement System (CalPERS) health benefit contribution rates for plan year 2019 **(Resolutions)**
20. Approve Bicycle Advisory Committee membership appointments
21. Approve appointments to the Elderly and Disabled Transportation Advisory Committee
22. Approve Coast Rail Coordinating Council Memorandum of Understanding (MOU)

23. Approve 2018 Compensation Study Implementation

INFORMATION/OTHER ITEMS

24. Accept monthly meeting schedule

25. Accept correspondence log

26. Accept letters from RTC committees and staff to other agencies

- a. Letter to Matt Machado, County of Santa Cruz Director of Public Works, stating the Bicycle Advisory Committee's support for a countywide bikeshare system
- b. Letter to Steve Jesberg, City of Capitola Public Works Director, stating the Bicycle Advisory Committee's support for a countywide bikeshare system
- c. Letter to Steve Hammack, City of Scotts Valley Interim Public Works Director, stating the Bicycle Advisory Committee's support for a countywide bikeshare system
- d. Letter to Steve Palmisano, City of Watsonville Director of Public Works and Utilities, stating the Bicycle Advisory Committee's support for a countywide bikeshare system

27. Accept miscellaneous written comments from the public on RTC projects and transportation issues

- a. September 3, 2018 email from Wayne Thompson requesting more information on Measure D fund allocation

28. Accept information items

- a. Jonathan English, "Why did America Give Up on Mass Transit? (Don't Blame Cars.)", *City Lab University*, August 31, 2018

REGULAR AGENDA

29. Commissioner reports – oral reports

30. Unified Corridor Investment Study Review Committee – oral report
(*Commissioner Bertrand*)

31. Director's Report – oral report
(*George Dondero, Executive Director*)

32. 10:00 AM State Legislative Report from Assembly Member Mark Stone, 29th California Assembly District – oral report
(*George Dondero, Executive Director*)

33. Caltrans report

- a. District Director's report
- b. Santa Cruz County project updates

34. Unified Corridor Investment Study – Draft Step 2 Scenario Analysis
(*Ginger Dykaar and Grace Blakeslee, Sr. Transportation Planners*)
 - a. Staff report
 - b. Draft Step 2 Scenario Analysis of the Unified Corridor Investment Study – Performance Dashboard (*Full report is available at <https://sccrtc.org/projects/multi-modal/unified-corridor-study/>. A printed copy will be provided to the Commissioners at the meeting.*)
 - c. Unified Corridor Investment Study Project Area Map
 - d. UCS Goals, Criteria and Performance Measures
 - e. UCS Step 1 Analysis – (*Step 1 of the Scenario Analysis is available at <https://sccrtc.org/projects/multi-modal/unified-corridor-study/>.*)
 - f. UCS - Step 2 Scenarios for Analysis
35. Cruz 511 Program Update
(*Anais Schenk, Transportation Planner*)
 - a. Staff report
36. Next meetings

The next RTC meeting is scheduled for Thursday, November 1, 2018 at 9:00 a.m. at the Watsonville City Council Chambers, 275 Main Street, Ste 450, Watsonville, CA.

The next Transportation Policy Workshop meeting is scheduled for Thursday, October 18, 2018 at 9:00 a.m. at the Santa Cruz County Board of Supervisors Chambers, 701 Ocean St., 5th Floor, Santa Cruz, CA.

HOW TO REACH US

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

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

COMMENTS FROM THE PUBLIC

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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Broadcasts: Many of the meetings are broadcast live. Meetings are cablecast by Community Television of Santa Cruz. Community TV's channels and schedule can be found online (www.communitytv.org) or by calling (831) 425-8848.

Agenda packets: Complete agenda packets are available at the RTC office, on the RTC website (www.sccrtc.org), and at all Santa Cruz County public libraries.

For information regarding library locations and hours, please check online at www.santacruzpl.org or www.cityofwatsonville.org/public-library

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HOW TO REQUEST

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The Santa Cruz County Regional Transportation Commission does not discriminate on the basis of disability and no person shall, by reason of a disability, be denied the benefits of its services, programs, or activities. This meeting location is an accessible facility. If you wish to attend this meeting and require special assistance in order to participate, please contact RTC staff at 460-3200 (CRS 800/735-2929) at least three working days in advance of this meeting to make arrangements. People with disabilities may request a copy of the agenda in an alternative format. As a courtesy to those person affected, please attend the meeting smoke and scent-free.

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**Santa Cruz County Regional
Transportation Commission's**

BICYCLE ADVISORY COMMITTEE

MINUTES

**Monday, June 11, 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 6:00 pm.
2. Introductions

Members Present:

Amelia Conlen, City of Santa Cruz, Chair
Janneke Strause, District 1 (Alt)
Shea Johnson, District 2
Peter Scott, District 3
Will Menchine, District 3 (Alt.)
Murray Fontes, City of Watsonville
Kira Ticus, Ecology Action/Bike-to-Work
Leo Jed, CTSC

Staff:

Anais Schenk, Transportation Planner
Grace Blakeslee, Transportation Planner

Guests:

Kelly Bond
Mike Moore
Richard Masoner
Theresia Rogerson, CTSC
Tom Roberts

Unexcused Absences:

Excused Absences:

Grace Voss, District 1
Casey Beyer, District 2 (Alt.)
Rick Hyman, District 5
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

3. Announcements – Anais Schenk announced that she will no longer be printing the full packet for meetings but that she will provide extra copies of the agenda only.
4. Oral communications – Murray Fontes announced that the City of Watsonville has been conducting outreach for the Vision Zero program and that a Draft Action Plan would be prepared in the fall. Amelia Conlen announced that Ecology Action has kicked off the Complete Streets to Schools projects for Watsonville, Scotts Valley and the unincorporated areas of Santa Cruz County.
5. Additions or deletions to consent and regular agendas – None

CONSENT AGENDA

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

6. Approve draft minutes of the April 9, 2018 Bicycle Advisory Committee meeting (pages 5-8)
7. Accept summary of Hazard Reports (pages 9-16)

REGULAR AGENDA

8. North Coast Rail Trail: Project Update and Schedule for Release of Draft Environmental Impact Report (EIR) – Grace Blakeslee, RTC Transportation Planner provided an update on the North Coast Rail Trail EIR that included a review of the alternatives to be analyzed as part of the Draft EIR. Staff anticipates releasing the draft EIR in late July for a public review. Two public meetings are tentatively scheduled for August 14th and 15th in Davenport and the City of Santa Cruz, respectively. The Committee discussed the content of the alternatives including the crossings and trail width of the various alternatives. Grace Blakeslee explained that the alternatives will be evaluated at an equal level of detail as the Proposed Project. Committee members were encouraged to provide comments on the draft during the public review process. This item was for information only.
9. Measure D: Five-Year Programs of Projects for Regional Projects Update – Anais Schenk, RTC Transportation Planner provided an update of the Measure D regional projects funding estimates which will go to the RTC for consideration on June 14th. The Committee asked clarification questions regarding staffing cost estimates on active transportation projects and expenditures related to the Highway projects. This item was for information only.
10. Procedure for updating committee on ongoing projects – Anais Schenk, RTC Transportation Planner informed the Committee that once a majority of the vacancies were filled staff would organize an orientation session that would include discussion and clarification of the role and functions of the Committee and its individual members. She reminded Committee members that one of the basic functions of the Committee has been for individuals to bring forward projects, plans or programs occurring in the area s/he represents in order to keep the Committee informed of bicycle related issues around the county. This item was for information only.
11. Green Hills / Glen Canyon Paving Project – Anais Schenk, RTC Transportation Planner provided updated information on the project scope of the Green Hills / Glen Canyon Paving project which is scheduled to start June 18th and asked Committee members for their comments. Discussion included detailed comments regarding signage, striping and the connection between Green Hills Road and South Navarro Drive. A motion (Fontes/Scott) was made directing staff to compose a letter in coordination with the Chair outlining the recommendations as well as thanking the City of Scotts Valley for the opportunity to review the plans. The motion passed

unanimously with members Conlen, Strause, Johnson, Scott, Fontes, Ticus and Jed voting in favor.

12. Pending new member nominations – Anais Schenk, RTC Transportation Planner reviewed the current candidates and nominees for the Committee. A motion (Fontes/Jed) was made to approve the staff recommendation as outlined in the staff memo. The motion passed unanimously with members Conlen, Strause, Johnson, Scott, Fontes, Ticus and Jed voting in favor.
13. Updates related to Committee functions – Kira Ticus announced that Ecology Action will be working on a number of Active Transportation Program (ATP) applications throughout the county. She also mentioned that Ecology Action is very interested in finding funding for e-bike education and programs including an e-bike subsidy program. Committee members discussed the need for e-bike education. Murray Fontes announced that he would like to thank all the people who helped support Watsonville's Open Streets. He also let the Committee know that the City of Watsonville would be conducting public outreach on the Downtown Watsonville Complete Streets plan in August and would be at the Strawberry Festival demonstrating virtual reality renderings of the potential improvements. Watsonville has also started a plan line study for Freedom Boulevard between Green Valley and Buena Vista Drive. He also mentioned that the City of Watsonville would be applying for an ATP grant for a bicycle and pedestrian improvements over Highway 1 at Harkins Slough Road that would include a contra-flow bicycle lane on the north side of the bridge to provide better access to Pajaro Valley High School. Janneke Strause announced that the County of Santa Cruz would be having a budget study session on Tuesday June 12th at 1:30 pm that would include discussion of using Measure D funds for repaving projects. The Committee discussed supporting Bike Santa Cruz County's recommendation to include green lane and other bicycle facility improvements in the repaving projects.
14. Adjourn – 8:00 pm

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

Minutes respectfully prepared and submitted by:
Anais Schenk, Transportation Planner



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

REVISED DRAFT MINUTES

Thursday, August 16, 2018

9:00 a.m.

Watsonville City Council Chambers

275 Main Street, Suite 450

Watsonville, CA

The meeting was called to order at 9:10 a.m.

1. Introductions

Members present:

Jacques Bertrand
Ed Bottorff
Greg Caput
Cynthia Chase
Trina Coffman-Gomez
John Leopold

Aileen Loe (ex-officio)
Bruce McPherson
Patrick Mulhearn (alt.)
Randy Johnson
Mike Rotkin

Staff present:

George Dondero
Luis Mendez
Yesenia Parra
Sarah Christensen

Shannon Munz
Brianna Goodman
Fernanda Dias Pini

2. Oral Communications

Jack Nelson, Santa Cruz County resident, urged the Commission to plan transportation sustainably and to keep in mind the dangers of climate change.

Gail McNulty, Greenway, stated that Greenway supports freight rail service in South County and preserving future transit options for the rail corridor while ensuring safe routes for bicycle commuters.

Brett Garrett, Santa Cruz County resident, commented that innovations in suspended Personal Rapid Transit (PRT) is making it an increasingly more viable

option that could replace rail by providing a service that reduces carbon emissions, is less costly, with greater capacity, more convenient, and safer than rail.

Michael Saint, Campaign for Sustainable transportation, said that transportation induced pollution is rising and that there is a need to plan transportation to cut carbon emissions.

David Lieby, City of Santa Cruz resident, spoke on his positive experience riding the SMART train and supports keeping a rail option in the county.

Nick Bulaich, City of Santa Cruz resident, communicated that he supports the Capitola Greenway corridor initiative.

Steve Trujillo, City of Watsonville resident, stated that there is more enthusiasm for a rail and trail that would connect the county than a Highway 1 expansion.

Barry Scott, Aptos resident, commented on the potential benefits of having a rail line that would connect Santa Cruz County to the rest of the state and that trains would likely be powered by renewable energy.

Peter Stanger, City of Watsonville resident, commented on the need for greater funding for bike lanes in South County.

Lowell Hurst, City of Watsonville Mayor, noted the problematic traffic congestion affecting the county.

Commissioner Bertrand requested an agenda item to consider appointing a "side commission" of RTC commissioners to thoroughly review the Unified Corridor Investment Study (UCS). Commissioners noted that the UCS is an important document and all Commissioners should thoroughly review the UCS report.

3. Additions or deletions to consent and regular agenda - none

CONSENT AGENDA

No consent agenda items

REGULAR AGENDA

4. Innovators in Transportation Speakers Series: The State Rail Plan, Funding, and other Considerations for Rail in the Monterey Bay Area – Guest Speaker: Kyle Gradinger, Acting Division Chief, Caltrans Division of Rail and Mass Transit

George Dondero, Executive Director, introduced Kyle Gradinger the Acting Division Chief, Caltrans Division of Rail and Mass Transit.

Mr. Gradinger conducted an interactive presentation on the State Rail Plan, funding, and other considerations for rail in the Monterey Bay area.

Commissioners discussed: California State Rail Plan funding; CO2 emissions and climate change; bikes and trains; ADA accessibility; the high-speed rail project; changing transportation technologies and infrastructure; ridership; first and last mile planning; freight rail; and housing and transportation policy.

Jack Nelson, Sierra Club, stated that unlike highway expansion, trains would not create the problem of induced travel.

Peter Stanger, La Selva Beach, stated that certain sections of the rail corridor are not wide enough for both a rail and a trail; that there is no bus service in La Selva Beach; and that the Highway 17 Express Bus schedule should be synched with the train schedule at Diridon Station.

Mark Mesiti-Miller, Friends of the Rail and Trail, asked for accelerated integration of Santa Cruz County's rail planning with the State's Rail Plan. He also spoke on creative thinking around funding for transportation and housing.

Michael Saint, Campaign for Sustainable Transportation, discussed the impacts of rideshare in transportation planning and asked when commuter rail would be made available in the area.

Brett Garrett, Santa Cruz County resident, spoke on elevated train systems; high costs of high speed trains; and podcar transit systems.

Janneke Strause, Bike Santa Cruz County, stated that having a transit system would be a transformative opportunity for the county; that Jump bikes are a first and last mile solution; and asked the commission to continue to explore a passenger rail option in the county.

Gail McNulty, Greenway, stated that the Speaker's Series should offer a greater diversity in topics; that high-occupancy toll lanes and other transit options not being studied should have been studied in the Unified Corridor Investment Study (UCS) because they are might be the most equitable and climate friendly⁷ solutions for the region.

Barry Scott, Aptos resident, stated that the county should take advantage of the funding available for passenger rail service and hopes that a decision is made to move forward with a passenger and freight rail service for the county.

5. Highway 1 Bus on Shoulder Feasibility Study and Implementation

Consultant Bill Hurrell, CDM Smith gave a presentation on the Monterey Bay Area Feasibility Study of Bus Operations on the shoulders of Highway 1.

Sarah Christensen, Senior Transportation Engineer, discussed the proposed cooperative agreement between the RTC and the Santa Cruz Metropolitan Transit District (METRO) to implement buses on the shoulders of Highway 1 in coordination with the auxiliary lanes projects on Highway 1 in Santa Cruz County.

Commissioners discussed: funding; potential costs and need for capital improvements; auxiliary lanes on Highway 1; Measure D; specialized buses; constituent outreach; bus service volume and project timeframe.

Commissioners Chase and McPherson left the meeting.

Jack Nelson, Sierra Club, noted that the Bus-on-Shoulder (BOS) is a solution that has been hiding in plain sight and discussed potential additional funding sources for the project.

Michael Saint, Campaign for Sustainable Transportation, stated that widening the shoulder by 10 feet without adding auxiliary lanes until the Rio del Mar exit, could be a faster and cheaper solution.

Brett Garrett, Santa Cruz County resident, commented that some alternatives being studied in the Unified Corridor Investment Study (UCS) might be more efficient congestion relief solutions than the Bus-On-Shoulder project.

Gail McNulty, Greenway, stated that she hopes that this project does not preclude other transit options for Highway 1.

Mark Mesiti-Miller, Friends of the Rail and Trail, supports this project and stated that it might be worth keeping the focus on the highway shoulders instead of adding auxiliary lanes.

Commissioner Rotkin moved and Commissioner Leopold seconded the staff recommendation to authorize the Executive Director to enter into negotiations for a Cooperative Agreement with the Santa Cruz Metropolitan Transit District (METRO) to fund the preparation of the operating concept for the Bus on Shoulder facility on Highway 1 between Soquel Drive and 41st Avenue Interchanges. The motion carried unanimously with Commissioners Bertrand, Bottorff, Caput, Coffman-Gomez, Leopold, Johnson, Rotkin, and Commissioner Alternate Mulhearn voting "aye."

6. Items to be discussed in closed session

No comments given.

Commissioners adjourned to closed session at 12:09 p.m.

CLOSED SESSION

7. CONFERENCE WITH LABOR NEGOTIATORS pursuant to Government Code 54957.6

Commission Negotiators: Lozano Smith and Yesenia Parra
Bargaining Units: RTC Association of Middle Managers (RAMM) and Community of RTC Employees (CORE)

OPEN SESSION

Commissioners reconvened in open session at 12:30 p.m.

8. Report on closed session

No report.

9. Next meetings

The next RTC meeting is scheduled for Thursday, September 6, 2018 at 9:00 a.m. at the County Board of Supervisors Chambers, 801 Ocean Street, 5th floor, Santa Cruz, CA.

The next Transportation Policy Workshop is scheduled for Thursday, September 20, 2018 at 9:00 a.m. at the City of Santa Cruz Council Chambers, 809 Center Street, Santa Cruz, CA.

The meeting adjourned at 12:30 p.m.

Respectfully submitted,

Fernanda Dias Pini, Staff

Attendees:

Diana	Adamic	Santa Cruz County Resident
Nick	Bulaich	City of Watsonville Resident
Brett	Garrett	Santa Cruz County Resident
Kate	Giberson	Hams + Associates
Kyle	Gradinger	Caltrans DRMT
Paul	Hierling	AMBAG
Lowell	Hurst	City of Watsonville
Yvette	Iveta	Santa Cruz County Resident
Pat	Johnman	City of Watsonville
David	Lieby	Santa Cruz County Resident
Geri	Lieby	Santa Cruz County Resident
Gail	McNulty	Greenway
	Mesiti-	
Mark	Miller	Friends of the Rail and Trail
Jack	Nelson	Sierra Club
Rebecca	Raney	Santa Cruz County Resident
Mike	Saint	CFST

Peter	Stanger	La Selva Resident
Janneke	Strausse	Bike Santa Cruz County
Barry	Scott	Santa Cruz County Resident
Steve	Trujillo	City of Watsonville Resident



**Santa Cruz County
Regional Transportation Commission**

**DRAFT MINUTES
Thursday, September 06, 2018
9:00 a.m.**

**County Board of Supervisors Chambers
701 Ocean Street, 5th Floor
Santa Cruz, CA**

1. Roll call

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

Members present:

Jacques Bertrand
Ed Bottorff
Sandy Brown
Greg Caput
Cynthia Chase
Randy Johnson

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

Staff present:

George Dondero
Luis Mendez
Yessenia Parra

Sarah Christensen
Rachel Moriconi
Fernanda Dias Pini

2. Review items to be discussed in closed session

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

Veronica Rodriguez, SEIU 521, stated that the Community of RTC Employees (CORE) members felt that the proposed contract was fair and that they unanimously ratified it.

Commissioners adjourned to closed session at 9:07 a.m.

CLOSED SESSION

3. CONFERENCE WITH LABOR NEGOTIATORS pursuant to Government Code 54957.6

Commission Negotiators: Lozano Smith and Yesenia Parra
Bargaining Units: RTC Association of Middle Management (RAMM) and
Community of RTC Employees (CORE)

OPEN SESSION

Commissioners reconvened in open session at 9:51 a.m.

4. Report on closed session

No report.

5. Oral communications

Dean, Santa Cruz County resident, discussed a study which contended that adding rail transit to cities transportation systems has a net effect of less usage of public transit and asked the Commission to investigate this thesis.

Michael Saint, Campaign for Sustainable Transportation (CFST), invited Commissioners to an educational event. Mr. Saint clarified that CFST does not advocate for high-occupancy vehicle lanes, but that it primarily advocates for a no build option or a dedicated shoulder for mass transit on Highway 1. Mr. Saint also stated that highway widening for single-occupancy cars has a high environmental cost.

Barry Scott, Santa Cruz County resident, thanked the RTC for entering into a contract with Progressive Rail, for ensuring freight service in Watsonville, and for the Speakers Series. Mr. Scott hopes that the Speakers Series is continued because the public benefits from having greater access to information on transportation policy.

6. Additions or deletions to consent and regular agendas

Handout for Item 23.

CONSENT AGENDA

Commissioner comments: *Item 9* – Commissioner Schiffin noted that the RTC is paying for the Highway 1 project but Caltrans will make the decisions; therefore, RTC should still be very involved in the project. *Item 10* – Commissioner Schiffin noted that when advancing the design of a project prior to completion of the environmental document there is a risk that the design will change but it is understandable.

Chair Leopold moved Item 8 to the regular agenda as Item 25.1 at the request of Commissioner Bertrand.

Commissioner Alternate Schiffrin moved and Commissioner Rotkin seconded the motion to approve the modified consent agenda. The motion carried with Commissioners Bertrand, Bottorff, Brown, Caput, Chase, Johnson, Leopold, Rotkin, and Commissioner Alternates V. Johnson, Mulhearn, and Schiffrin voting "aye". Commissioner Johnson voted "nay" on Item 14.

MINUTES

7. Approved draft minutes of the August 2, 2018 Regional Transportation Commission meeting

POLICY ITEMS

No consent items

PROJECTS and PLANNING ITEMS

9. Approved Highway 1 41st/ Soquel Auxiliary Lanes PS&E Cooperative Agreement **(Resolution 01-19)**
10. Approved Highway 1 41st/ Soquel Auxiliary Lanes PS&E Consultant Selection **(Resolution 02-19)**

BUDGET AND EXPENDITURES ITEMS

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

ADMINISTRATION ITEMS

13. Approved Title VI Civil Rights Program & Language Assistance Plan **(Resolution 03-19)**
14. Approved the Memorandum of Understanding (MOU) Extensions

INFORMATION/OTHER ITEMS

15. Accepted monthly meeting schedule
16. Accepted correspondence log
17. Accepted letters from RTC committees and staff to other agencies
 - a. August 24, 2018 letter from George Dondero, Executive Director, to California Department of Transportation's Division of Local Assistance regarding the City of Santa Cruz's Cycle 9 application for the Santa Cruz Rail Trail Segment 7 Phase 2 Construction

18. Accepted miscellaneous written comments from the public on RTC projects and transportation issues
19. Accepted information items
 - a. Emily Badger, "Pave over Subway? Cities Face Tough Bets on Driverless Cars", *The New York Times*, July 20, 2018

REGULAR AGENDA

22. State Legislative and Funding Updates – Adopt Position Opposing Proposition 6
Chair Leopold introduced State Senator William Monning, 17th California Senate District.

State Senator William Monning, 17th California Senate District, updated the RTC on state legislation and transportation funding. Senator Monning urged the RTC and voters to oppose Proposition 6 on the November 2018 ballot, which would eliminate state funding for road repairs, transit service, buses, bicycle and pedestrian facilities, congestion relief, safety, and other transportation projects. He also noted that the gas tax is a user fee that is needed to address the huge backlog in road repairs and is a win-win for the transportation system and local economy. "The beauty of [Senate Bill] 1 is that it is a guaranteed source of revenue for roads, bridges, and safety projects. The money raised can only be used for transportation and benefits residents in every county in the state".

Janneke Straus, Bike Santa Cruz County, expressed support for the staff recommendation and appreciation for Senate Bill 1.

Commissioner Alternate Schiffrin moved and Commissioner Rotkin seconded staff recommendation to adopt an "oppose" position on Proposition 6. The motion carried unanimously with Commissioners Bertrand, Bottorff, Brown, Caput, Chase, Johnson, Leopold, Rotkin, and Commissioner Alternates V. Johnson, Mulhearn, and Schiffrin voting "aye".

20. Commissioner reports – oral reports

Commissioner Bertrand reported on the Climate Adaptation Forum noting that the Fourth Climate Assessment is available and may be of interest to Commissioners.

21. Director's Report – oral report

George Dondero, Executive Director, reported that the draft report of the Unified Corridor Investment Study (UCS) will be presented at the October 4, 2018 RTC meeting as an information item. Mr. Dondero noted that there will be several outreach events for public input on the UCS report throughout

October 2018. These will include meetings with stakeholders, partner agencies, focus group meetings with community organizations, public workshops in North and South County, RTC advisory committee meetings, and presentations at city council meetings. Email announcements of locations and times will be sent, information will also be available on the RTC website.

Mr. Dondero reported that the Thursday, November 15, 2018 Transportation Policy Workshop meeting will be held in the evening, starting at 6:00 p.m. The second draft of the UCS, along with the recommended preferred scenario, will be presented at this meeting as information items.

The final draft of the UCS will be presented at the December 6, 2018 RTC meeting where approval of a preferred scenario will be requested.

Mr. Dondero also noted that the final Innovators in Transportation Speakers Series event will happen on Wednesday, September 19, 2018 at 6:30 pm, at the Veterans Memorial Building in Santa Cruz. Becky Steckler, AICP, Program Manager for Urbanism Next at the University of Oregon, will be speaking on the impacts of emerging technologies on communities.

23. Caltrans report

Mr. Kelly McClendon reported that the California Transportation Commission will host a town hall meeting on September 19, 2018 at the Gonzales City Hall. Mr. McClendon also announced a call for projects from the California Strategic Growth Council as part of the Transformative Climate Communities Program.

Commissioners commented on: Litter control on Highway 1 north of the City of Santa Cruz; Highway 152 sidewalk project schedule and Highway 129 projects schedule.

24. Santa Cruz County Measure D Taxpayer Oversight Committee

Luis Mendez, Deputy Director, presented the staff report. Staff recommended that the Commission appoint Janet Edwards, Michael Machado, Abel Rodriguez, Carmen Herrera Mansir, and Todd Guin to the Measure D Taxpayer Oversight Committee.

Commissioners noted that the diversity of the appointees represents the county well.

Commissioner Rotkin moved and Commissioner Schiffrin seconded the staff recommendation to appoint Janet Edwards, Michael Machado, Abel Rodriguez, Carmen Herrera Mansir, and Todd Guin to the Measure D Taxpayer Oversight Committee and to authorize staff to work with the appointed members to convene the committee, provide orientation, and begin their work. The motion carried unanimously with Commissioners Bertrand, Bottorff, Brown, Caput, Chase, Johnson, Leopold, Rotkin, and Commissioner Alternates V. Johnson, Mulhearn, and Schiffrin voting "aye".

25. Innovators in Transportation Speakers Series: Measuring What Matters – Guest Speaker: Jeffrey Tumlin, Principal and Director of Strategy at Nelson/Nygaard – oral report

George Dondero, Executive Director, introduced Jeffrey Tumlin, Principal and Director of Strategy at Nelson/Nygaard.

Mr. Tumlin gave a presentation on how transportation planning affects communities.

Commissioners commented on: Challenges in changing social values to incentivize greater public transit usage; values consolidation; the economics and regulatory policies of parking; challenges of creating equitable transportation options; Level of Service vs. Vehicle Miles Traveled (VMT); VMT and housing density; suggestion that RTC actions be tied back to overarching policies and priorities established in the Regional Transportation Plan and other planning efforts; highway widening and auxiliary lanes; congestion reduction; housing and transportation equity; performance metrics; street cleaning; Accessory Dwelling Units.

Commissioners Caput, Chase, and Johnson left the meeting.

Brett Garrett, Santa Cruz County resident, supports the creation of a high-occupancy vehicle lane from existing lanes on Highway 1. He also stated that he voted for Measure D despite objecting to the proposed fund allocation for highway widening, and asked for the RTC to consider alternatives to highway widening.

- 25.1 Draft minutes of the August 16, 2018 Transportation Policy Workshop meeting

Commissioner Rotkin moved and Commissioner V. Johnson seconded a motion to direct staff to review the August 16, 2018 Transportation Policy Workshop meeting minutes for accuracy regarding Commissioner Bertrand's comments and revise accordingly, and to include an item on the next RTC agenda for consideration of an RTC committee to review the Unified Corridor Investment Study, if that was a request made by Commissioner Bertrand at the August 16, 2018 meeting. The motion carried unanimously with Commissioners Bertrand, Bottorff, Brown, Leopold, Rotkin, and Commissioner Alternates V. Johnson, Mulhearn, and Schiffrin voting "aye".

26. Next Meetings

The next RTC meeting is scheduled for Thursday, October 4, 2018 at 9:00 a.m. at the County Board of Supervisors Chambers, 701 Ocean Street, 5th floor, Santa Cruz, CA.

The next Transportation Policy Workshop meeting is scheduled for Thursday, September 20, 2018 at 9:00 a.m. at the Santa Cruz METRO Administrative Offices, 110 Vernon Street, Santa Cruz, CA.

Meeting adjourned at 12:15 p.m.

Respectfully submitted,

Fernanda Dias Pini, Staff

Attendees:

Heather Adamson	AMBAG
Rachel Bickert	Senator Monning
Candice Elliott	SCDTA
Todd Guin	Santa Cruz County Resident
Wendy Harris	Santa Cruz County Resident
Diana Hayden	Seacliff Improvement Association
Kelly Jacobs	Senator Monning
Lizann Keys	Santa Cruz County Resident
Geri Lieby	Santa Cruz County Resident
David Lieby	Santa Cruz County Resident
Senator Bill Monning	Santa Cruz County Resident
Lee Otter	California Coastal Commission
Mike Saint	Campaign for Sustainable Transportation
Barry Scott	Santa Cruz County Resident

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**Santa Cruz County Regional Transportation Commission
Elderly & Disabled Transportation Advisory Committee**
(Also serves as the Social Service Transportation Advisory Council)

DRAFT MINUTES

Tuesday, September 11, 2018

**Santa Cruz County Regional Transportation Commission Office
1523 Pacific Avenue, Santa Cruz, CA 95060**

1. Roll call

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

Members present:

Kirk Ance, CTSA – Lift Line
Pam Arnsberger, 2nd District
Jon Bailiff, Social Services
Provider – Disabled
Lisa Berkowitz, CTSA
John Daugherty, Metro
Veronica Elsea, 3rd District
Tara Ireland, Social Service
Provider – Persons of Limited
Means
Caroline Lamb, Potential Transit
User

Alternates present:

Tom Duncanson, 2nd District

Unexcused absences:

None

Excused absences:

Clay Kempf, Social Service
Provider – Seniors
Dulce Lizarraga-Chagolla, Social
Services Provider – Seniors
Lori Welch-Bettencourt,
4th District

RTC staff present:

Grace Blakeslee
George Dondero
Joanna Edmonds
Brianna Goodman
Rachel Moriconi

Others present:

Amelia Conlen, Ecology Action
Kailash Mozumder, City of
Capitola

2. Introductions

3. Oral communications

Tara Ireland shared information from a Seniors Council workshop organized by the Solutions Summit Loneliness and Isolation Team. Committee members discussed the impact transportation challenges can have on senior isolation and loneliness.

Kirk Ance communicated that Lift Line expanded their services to provide door-to-door transportation Monday-Saturday to Louden Nelson Community Center. The expanded service is funded by Measure D. This service is in addition to the existing service provided by Lift Line to the Meals on Wheels lunch site at Louden Nelson.

Jon Bailiff shared information from a webinar he attended which discussed transportation options during non-peak hours and to communities that are underserved by public transit.

Veronica Elsea, chair, thanked committee members for sharing and suggested members contact RTC staff if there are items they would like to add to a future E&D TAC agenda.

4. Additions or deletions to consent and regular agendas

Item 11 was moved to after item 15 and item 16 was moved to after item 10 to accommodate the presenter's schedules.

None

CONSENT AGENDA

5. Approved minutes from June 12, 2018

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 Information Items

A motion (Berkowitz/Ireland) was made to approve the consent agenda.

The motion passed with members Pam Arnsberger, Jon Bailiff, Lisa Berkowitz, Tom

Duncanson, Veronica Elsea, Tara Ireland, and Caroline Lamb voting in favor. Member Kirk Ance abstained, since he was not present at the June 12, 2018 meeting. Member John Daugherty was not present for this item.

REGULAR AGENDA

10. Received Program Updates

a. Volunteer Center – FY 17/18 TDA 4th Quarter Report

Tara Ireland reported that the Volunteer Center is conducting outreach to recruit volunteer drivers in San Lorenzo Valley and welcomed input on how to reach interested individuals.

b. Community Bridges – FY 17/18 TDA 3rd Quarter Report No discussion.

c. Santa Cruz Metro No discussion.

d. SCCRTC

Grace Blakeslee, Transportation Planner, announced that the Regional Transportation Commission (RTC) will be provided with the Draft Unified Corridor Investment Study (UCIS) at their October 4th meeting. Ms. Blakeslee gave an overview of the process and timeline for action on the UCIS. Joanna Edmonds, Transportation Planning Technician, announced that the revised Guide to Specialized Transportation has been printed in English and the Spanish version is forthcoming. Copies of the English version were distributed to committee members.

No action taken.

16. County of Santa Cruz Safe Routes to School Program – Ecology Action (taken out of order to accommodate the presenter's schedule)

Amelia Conlen, Ecology Action, provided information about the effort to develop two Safe Routes to Schools Plans, one in the City of Watsonville and one in unincorporated Santa Cruz County plus Scotts Valley. Ms. Conlen noted that there may be overlap between the needs identified to increase biking, walking and transit use to schools and the transportation needs of seniors and people living with disabilities. Ms. Conlen invited committee members to get involved by attending

public meetings and walking audits and welcomed input from the committee about how to best reach the disabled community. Committee members discussed strategies that could help reach disabled members of the public and parents of disabled school-aged children, as well as the opportunity to include safety messaging in the general outreach efforts.

No action taken.

12. Sonoma – Marin Area Rail Transit

George Dondero, Executive Director, presented information pertaining to the Sonoma-Martin Area Transit District (SMART) - Santa Cruz Chamber of Commerce organized educational field trip that he attended. Mr. Dondero explained that in 2017, SMART began regular passenger service on its 43-mile Initial Operating Segment, between the Sonoma County Airport in Santa Rosa and Downtown San Rafael, and will ultimately extend to serve a 70-mile corridor from Larkspur to Cloverdale. SMART is funded by Measure Q, a one-quarter cent sales tax approved by Sonoma and Marin voters in 2008. Committee members discussed how SMART has provided a new transportation option for seniors and people living with disabilities, helped reduce senior isolation and loneliness in the areas it serves, and provided individuals with more access to their health providers.

No action taken.

13. Highway 9 Complete Streets Plan Update

Brianna Goodman, Transportation Planner, provided an overview of the complete streets plan for the Highway 9 corridor through San Lorenzo Valley (SLV). The plan will identify, evaluate, and prioritize transportation projects that improve safety, access to schools, businesses, and bus stops, and traffic operations. Ms. Goodman explained that priority improvements have been identified based on public input, collision data, traffic conditions, land uses, Metro on-boarding data, and gaps in existing infrastructure. RTC staff will present the complete draft plan to the committee later this year. Committee members discussed the impact of this plan on ADA accessibility to transit stops, sidewalks, and crosswalks and made suggestions for audible crossing and flashing beacon improvements that would benefit elderly and disabled pedestrians, including those with visual impairments.

No action taken.

11. City of Capitola Park Avenue Improvement Project TDA Claim *(taken out of order to accommodate presenter's schedule.)*

Kailash Mozumder, City of Capitola, provided an overview of the City of Capitola's Park Avenue Improvement Project, for which the City of Capitola submitted a request for TDA funds totaling \$197,749. Mr. Mozumder provided a detailed map of the project area and explained that the City of Capitola proposes to construct improvements on the north side of Park Avenue from McCormick Avenue to Cabrillo Street to facilitate pedestrian access from the Cliffwood Heights neighborhood and New Brighton middle school to Capitola Village. Veronica Else, chair, thanked Mr. Mozumder for his presentation. Committee members shared suggestions for pedestrian lighting, audible crossings, and flashing beacons that would benefit elderly and disabled pedestrians, including those with visual impairments.

A motion (Daugherty/Lamb) was made for the Elderly and Disabled Transportation Advisory Committee to recommend that the Regional Transportation Commission approve the City of Capitola's Article 8 Transportation Development Act claim for \$197,749 for Park Avenue Sidewalk Project. The motion passed with members Kirk Ance, Lisa Berkowitz, John Daugherty, Tom Duncanson, Veronica Elsea, Tara Ireland, and Caroline Lamb voting in favor. Members Pam Arnsberger and Jon Bailiff were not present for this item.

14. Senate Bill 1 – Transportation Funding Update

Rachel Moriconi, Senior Transportation Planner, provided an update regarding Senate Bill 1, which provides transportation funding. Ms. Moriconi reported that Proposition 6, which will be on the November 2018 ballot, would eliminate funding for transportation projects by repealing Senate Bill 1 (SB1). Local agencies have been using SB1 funds to address some of the backlog of road repair, transit system maintenance, bicycle, pedestrian, and mobility projects in Santa Cruz County. John Daugherty added that METRO's ability to rebuild both its bus and ParaCruz fleet relies on SB1 funding.

No action taken.

15. SB 1376

Rachel Moriconi, Senior Transportation Planner, announced that the California state legislature has advanced Senate Bill 1376 (Hill) during the 2017-2018 legislative session. Ms. Moriconi shared that this bill aims to increase accessibility of Technology application-based ride hailing services, such as those services provided by transportation network companies (TNC) like Lyft and Uber, to people who need a wheelchair accessible vehicle (WAV). Ms. Moriconi reported that SB 1376 is on the governor's desk awaiting signature at the time of this meeting.

No action taken.

16. Item take out of order after item 10

17. Pedestrian Safety Workgroup Update

Veronica Elsea, E&D TAC Chair, informed E&D TAC members that the Pedestrian Safety Workgroup met on August 30th, 2018 and discussed the hazard reporting system, construction guidelines, and incorporating pedestrian safety messaging from the "What Pedestrians and Bicyclists Want Each Other to Know" brochure into Cruz511 outreach efforts and social media messages. Ms. Elsea announced that the next Pedestrian Safety Workgroup meeting is scheduled for September 25th from 2 to 4 pm at the RTC offices and is open to the public.

No action taken.

18. Adjourn

Meeting adjourned at approximately 3:51 p.m.

The next E&D TAC meeting is scheduled for Tuesday, October 9, 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
Transportation Policy Workshop**

DRAFT MINUTES

**Thursday, September 20, 2018
9:00 a.m.**

**Santa Cruz METRO Administrative Offices
110 Vernon Street
Santa Cruz, CA**

1. Roll call

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

Members present:

Jacques Bertrand
Ed Bottorff
Sandy Brown
Randy Johnson
John Leopold
Mike Rotkin

Bruch McPherson
Zach Friend
Ryan Coonerty
Tony Gregorio

Staff present: Yesenia Parra

2. Oral Communications

Mitchell, Santa Cruz resident urged the Commission to focus on mass transit, carpooling, computerized transportation, specifically for Highway 17; and the state transportation plan. He said these options were the only solution for congestion.

Eduardo Montesino, Santa Cruz METRO Driver, asked the Commission to ensure the new Executive Director had a vision for the community that ensures fairness for low income families.

3. Additions or deletions to consent and regular agenda – none

CONSENT AGENDA

No consent agenda items

REGULAR AGENDA

4. Review items to be discussed in closed session

Commissioners adjourned to closed session at 9:10 a.m.

CLOSED SESSION

5. PUBLIC EMPLOYMENT pursuant to Government Code Section 54957

TITLE: Executive Director

6. CONFERENCE WITH LABOR NEGOTIATOR (SECTION 54957.6)

Agency negotiator: (RTC Commission)

Unrepresented employee: Executive Director

Commissioner Zach Friend departed the meeting at 10:30 a.m.

OPEN SESSION

Commissioners reconvened in open session at 1:19 p.m.

7. Report on closed session

No report.

8. Next meetings

The next RTC meeting is scheduled for Thursday, October 4, 2018 at 9:00 a.m. at the County Board of Supervisors Chambers, 801 Ocean Street, 5th floor, Santa Cruz, CA.

The next Transportation Policy Workshop is scheduled for Thursday, October 18, 2018 at 9:00 a.m. at the County Board of Supervisors Chambers, 801 Ocean Street, 5th floor, Santa Cruz, CA.

The meeting adjourned at 1:20 p.m.

Respectfully submitted,

Yesenia Parra, RTC Staff

Attendees:

Mitchell

Eduardo Montesino

Community Member

Santa Cruz METRO driver

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
TDA REVENUE REPORT
FY 2018-2019**

MONTH	FY17 - 18 ACTUAL REVENUE	FY18 - 19 ESTIMATE REVENUE	FY18 - 19 ACTUAL REVENUE	DIFFERENCE	DIFFERENCE AS % OF PROJECTION	CUMULATIVE % OF ACTUAL TO PROJECTION
JULY	583,500	589,335	908,365	319,030	54.13%	154.13%
AUGUST	778,000	785,780	670,376	-115,404	-14.69%	114.81%
SEPTEMBER	1,146,538	1,158,003	886,090	-271,913	-23.48%	97.30%
OCTOBER	665,500	672,155				
NOVEMBER	887,300	896,173				
DECEMBER	959,017	968,607				
JANUARY	655,100	661,651				
FEBRUARY	873,500	882,235				
MARCH	855,723	929,364				
APRIL	564,300	638,787				
MAY	854,103	851,681				
JUNE	777,152	574,948				
TOTAL	9,599,733	9,608,719	2,464,831	-68,287	-0.71%	26%

Note:

\\RTCSESV2\Internal\FISCAL\TDA\MonthlyReceipts\FY2019\[FY2019 TDA Receipts.xlsx]FY2019

SCCRTC
TRANSPORTATION TAX REGIONAL TRANSPORTATION FUND (TTRTF) - MEASURE D
SUMMARY OF REVENUE ALLOCATION BY MONTH
FY2019 ENDING JUNE 30, 2019

	KEY/OBJEC	RATE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	O/H ADJUST	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	TOTAL	YEAR END ADJUSTMENT	ADJUSTED TOTAL
GROSS	729000/40186		1,873,758.57	1,528,778.68	1,904,968.80	-	-	-	0.00	-	-	-	-	-	-	5,307,506.05	0.00	5,307,506.05
BOE FEES			-	(71,380.00)	-	-	-	-	-	-	-	-	-	-	-	(71,380.00)	-	(71,380.00)
NET			1,873,758.57	1,457,398.68	1,904,968.80	-	-	-	0.00	-	-	-	-	-	-	5,236,126.05	0.00	5,236,126.05
ADMINISTRATION & IMPLEMENTATION - 729100/62315																		
ADMINISTRATION - SALARIES & BENEFITS		1%	18,737.59	14,573.99	19,049.69	-	-	-	0.00	-	-	-	-	-	-	52,361.26	0.00	52,361.26
O/H ADMIN			17,238.58	13,408.07	17,525.71	-	-	-	0.00	-	-	-	-	-	-	48,172.36	0.00	48,172.36
SALARIES & O/H IMPEME& OVERSIGHT			9,855.87	9,855.87	9,855.87	-	-	-	0.00	-	-	-	-	-	-	29,567.62	0.00	29,567.62
SERVICES & SUPPLIES			15,000.00	15,000.00	15,000.00	-	-	-	0.00	-	-	-	-	-	-	45,000.00	0.00	45,000.00
Subtotal			60,832.04	52,837.93	61,431.27	-	-	-	0.00	-	-	-	-	-	-	175,101.24	0.00	175,101.24
TO DISTRIBUTE TO INVESTMENT CATEGORIES			1,812,926.53	1,404,560.75	1,843,537.53	-	-	-	-	-	-	-	-	-	-	5,061,024.81	-	5,061,024.81
1. NEIGHBORHOOD - 729200/75232		30%	543,877.96	421,368.23	553,061.26	-	-	-	-	-	-	-	-	-	-	1,518,307.44	-	1,518,307.44
SLV SR9		Fixed \$	27,777.78	27,777.78	27,777.78	-	-	-	0.00	-	-	-	-	-	-	83,333.33	0.00	83,333.33
HWY 17 Wildlife		Fixed \$	13,888.89	13,888.89	13,888.89	-	-	-	0.00	-	-	-	-	-	-	41,666.67	0.00	41,666.67
			41,666.67	41,666.67	41,666.67	-	-	-	0.00	-	-	-	-	-	-	125,000.00	0.00	125,000.00
City of Capitola		5.6199%	28,223.77	21,338.85	28,739.86	-	-	-	-	-	-	-	-	-	-	78,302.49	-	78,302.49
City of Santa Cruz		22.7328%	114,166.69	86,316.80	116,254.31	-	-	-	-	-	-	-	-	-	-	316,737.79	-	316,737.79
City ofScotts Valley		4.8981%	24,598.81	18,598.16	25,048.62	-	-	-	-	-	-	-	-	-	-	68,245.59	-	68,245.59
City of Watsonville		15.1901%	76,286.40	57,677.05	77,681.35	-	-	-	-	-	-	-	-	-	-	211,644.79	-	211,644.79
County of Santa Cruz		51.5591%	258,935.62	195,770.71	263,670.45	-	-	-	-	-	-	-	-	-	-	718,376.78	-	718,376.78
		100%	502,211.29	379,701.56	511,394.59	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,393,307.44	0.00	1,393,307.44
2. HWY Corridors - 729300/62888		25%	453,231.63	351,140.19	460,884.38	-	-	-	-	-	-	-	-	-	-	1,265,256.20	-	1,265,256.20
3. TRANSIT/PARATRANSIT - 729400/75231		20%	362,585.31	280,912.15	368,707.51	-	-	-	-	-	-	-	-	-	-	1,012,204.96	-	1,012,204.96
Santa Cruz Metro (SCMTD) 16%		80%	290,068.25	224,729.72	294,966.00	-	-	-	-	-	-	-	-	-	-	809,763.97	-	809,763.97
Community Bridges - 4%		20%	72,517.06	56,182.43	73,741.50	-	-	-	-	-	-	-	-	-	-	202,440.99	-	202,440.99
4. ACTIVE TRANSPORTATION - 729500/62856		17%	308,197.51	238,775.33	313,401.38	-	-	-	-	-	-	-	-	-	-	860,374.22	-	860,374.22
5. RAIL CORRIDOR - 729600/62857		8%	145,034.12	112,364.86	147,483.00	-	-	-	-	-	-	-	-	-	-	404,881.99	-	404,881.99
DISTRIBUTED TO INVESTMENT CATEGORIES		100%	1,812,926.53	1,404,560.75	1,843,537.53	-	-	-	-	-	-	-	-	-	-	5,061,024.81	-	5,061,024.81
TOTAL ADMIN & IMPEM AND INVESTMENT CATEGORIES			1,873,758.57	1,457,398.68	1,904,968.80	-	-	-	0.00	-	-	-	-	-	-	5,236,126.05	0.00	5,236,126.05

Agenda: October 4, 2018

To: Santa Cruz County Regional Transportation Commission
From: Grace Blakeslee and Joanna Edmonds, RTC Staff
Re: City of Capitola Article 8 Transportation Development Act Claim

RECOMMENDATION

The Regional Transportation Commission's Elderly and Disabled Transportation Advisory Committee and staff recommend that the Regional Transportation Commission approve by resolution the City of Capitola Article 8 Transportation Development Act (TDA) Claim for \$197,749 in TDA funds for pedestrian and sidewalk improvements on Park Avenue.

BACKGROUND

The Transportation Development Act (TDA) was established by the State Legislature in 1971. The TDA provides one of the major funding sources for public, specialized, bicycle and pedestrian transportation in California. Each year the Regional Transportation Commission allocates Article 8 TDA funds for bikeway and pedestrian projects to local jurisdictions according to the RTC Rules & Regulations using a population formula. TDA funds allocated to a local jurisdiction may be rolled over from one fiscal year to the next. As stated in the Rules and Regulations, a TDA Article 8 claim from local jurisdictions shall include a description of the project adequate for review by the RTC and its advisory committees; justification for the project including a statement regarding its consistency and relationship with the Regional Transportation Plan; estimated cost of the project including other funding sources; and a statement agreeing to maintain the funded project in the condition outlined in the submitted plans for a period of 20 years. Allocation requests with pedestrian components must be reviewed by the Elderly and Disabled Transportation Advisory Committee (E&D TAC) and requests for bicycle facilities must be reviewed by the Bicycle Advisory Committee prior to consideration by the RTC.

DISCUSSION

The City of Capitola submitted an allocation request and Article 8 Transportation Development Act Claim (Exhibits A-B) for \$197,749 for the for pedestrian and sidewalk improvements on Park Avenue. The City of Capitola proposes to construct improvements on the north side of Park Avenue from McCormick Avenue to Cabrillo Street to facilitate pedestrian access from the Cliffwood Heights neighborhood and

New Brighton Middle School to Capitola Village. The project is consistent with the 2040 Regional Transportation Plan.

At the September 11, 2018 meeting, the Elderly and Disabled Transportation Advisory Committee reviewed the claim and recommended that the RTC approve the City's allocation request. The City has sufficient unallocated funds in the budget for this claim.

The Elderly and Disabled Transportation Advisory Committee and staff recommend that the RTC approve by resolution (Attachment 1) the City of Capitola's TDA claim for pedestrian and sidewalk improvements on Park Avenue.

SUMMARY

The City of Capitola submitted a TDA Article 8 allocation request and claim form for \$197,749 for pedestrian and sidewalk improvements on Park Avenue. The Elderly and Disabled Transportation Advisory Committee and staff recommend approval of the attached resolution.

Attachment 1: Resolution

Exhibits:

- A. Article 8 TDA Allocation Request Letter from the City of Capitola
- B. City of Capitola Allocation Claim Form

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RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of October 4, 2018
on the motion of Commissioner
duly seconded by Commissioner

A RESOLUTION ALLOCATING \$197,749 IN ARTICLE 8 TRANSPORTATION DEVELOPMENT ACT
(TDA) FUNDS TO THE CITY OF CAPITOLA FOR THE PARK AVENUE SIDEWALK PROJECT

WHEREAS, the City of Capitola submitted a letter (Exhibit A) for a claim for
\$197,749 for the Park Avenue Sidewalk Project;

WHEREAS, the City of Capitola has sufficient unallocated Article 8 TDA revenues;

WHEREAS, the Elderly and Disabled Transportation Advisory Committee has reviewed the
TDA project funding request pertaining to their charge and recommend approval; and

WHEREAS, the proposed projects are consistent with the *2040 Regional Transportation Plan*
and the claimant agrees to maintain funded projects for a period of 20 years;

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

1. Hereby allocates \$197,749 in TDA Article 8 funds to the City of Capitola for the Park
Avenue Sidewalk Project.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSENT: COMMISSIONERS

ABSTAIN: COMMISSIONERS

John Leopold, Chair

ATTEST:

George Dondero, Secretary

Exhibit A-B: TDA Article 8 Allocation Request Letter from the City of Capitola and Claim Form

Distribution: City of Capitola Public Works
RTC Fiscal
RTC Pedestrian Planner

S:\RESOLUTIONS\2018\RES1018\City_of_Cap_TDAClaim_2018_19.docx



Exhibit A

420 Capitola Avenue
Capitola, California 95010
Telephone: (831) 475-7300
FAX: (831) 479-8879

Website: <http://www.cityofcapitola.org>

August 30, 2018

Mr. George Dondero
1523 Pacific Avenue
Santa Cruz, CA 95060

Re: Transportation Development Act Claim for the Capitola Park Avenue Sidewalk Project

Dear Mr. Dondero,

The City of Capitola is requesting to make use of the \$197,749 Transportation Development Act (TDA) funding available to implement our Park Avenue Sidewalk Project. This project includes the installation of sidewalk along Park Avenue between McCormick Avenue to Cabrillo Street, resulting in continuous sidewalk along Park Avenue. The completion of this project will provide the residents of the Cliffwood Heights neighborhood, the students at New Brighton Middle School and visitors safe access from Park Avenue down towards Capitola Village and the surrounding network of sidewalks. The attached TDA claim form and accompanying documents provides the Regional Transportation Commission our most accurate estimate for the final design and costs associated with this project.

The City of Capitola is the project proponent and will be responsible for oversight of the design and construction of the project. The City commits to maintain this sidewalk for the life of the facility. The city will meet all California Environmental Quality Act (CEQA) requirements for this project prior to starting construction.

The use of the TDA funding will allow the City to move forward with the proposed improvements to Park Avenue. Should you have any questions or concerns or would like to have an on-site meeting to review the proposed activities please feel free to contact Kailash Mozumder in the Public Works Department at 831-475-7300.

Thank you for your consideration of this project.

Sincerely,

Kailash Mozumder
Public Works Project Manager

**Transportation Development Act (TDA) – Local Transportation Funds
CLAIM FORM
for Bike/Ped Projects**

Submit a separate form for each project.

This form has been developed in an effort to standardize information required from TDA recipients, based on TDA Statute, RTC Rules and Regulations, and/or RTC board requests. If you have any questions about this claim form or would like an electronic copy of the form, please contact the SCCRTC at 460-3200.

Project Information

1. Project Title: Park Avenue Sidewalk Project
2. Implementing Agency: City of Capitola
3. Sponsoring Agency (if different) – must be a TDA Eligible Claimant: City of Capitola
4. TDA funding requested this claim: \$197,749
5. Fiscal Year (FY) for which funds are claimed: FY 18/19
6. General purpose for which the claim is made, identified by the article and section of the Act which authorizes such claims: ☒ Article 8 Bicycle and/or Pedestrian Facility
7. Contact Person/Project Manager
Name: Kailash Mozumder
Telephone Number: 831-475-7300 E-mail: kmozumder@ci.capitola.ca.us

Secondary Contact (in event primary not available) : Steve Jesberg
Telephone Number: 831-475-7300 E-mail: sjesberg@ci.capitola.ca.us
8. Project/Program Description/Scope (use additional pages, if needed, to provide details such as work elements/tasks): The City of Capitola proposes to construct improvements on the north side of Park Avenue from McCormick Avenue to Cabrillo Street to facilitate pedestrian access from the Cliffwood Heights neighborhood and New Brighton middle school to Capitola Village. The project includes the installation of sidewalks, plus crosswalks at Cabrillo and Washburn to improve access to transit stops. Links Cliffwood Heights neighborhood to Capitola Village. Currently only 4 short segments of sidewalk exist. The new walkway will be 5 feet wide and all sidewalk and new curb ramps will be built in compliance with current ADA standards.
9. Project Location/Limits (attach a map and/or photos if available/applicable, include street names): The north side of Park Avenue between McCormick Avenue and Cabrillo Street with crosswalks proposed at Washburn Avenue and Wesley or Cabrillo Street. See attached figure for details.
10. Justification for the project. (Why is this project needed? Primary goal/purpose of the project; problem to be addressed; project benefits; importance to the community): The project will result in a continuous sidewalk and bike lane along Park Avenue to facilitate pedestrian access from the Cliffwood Heights neighborhood and New Brighton middle school to Capitola Village.

11. Project Productivity Goals for this fiscal year:

- a. Measures of performance, success or completion to be used to evaluate project/program (ex. increase use of facility/service, decrease collisions, etc.): Currently there are no sidewalks on either side of this section of Park Avenue. People avoid walking in the area or walk in the bicycle lane. Upon completion of the project there will be pedestrian access along the full stretch of Park Ave allowing the community of Cliffwood Heights, the students of New Brighton Middle School and visitors to walk safely along Park Avenue. Completion of this project will fill in a gap of sidewalk along Park Avenue. The measure of success will be the filling of the gap of sidewalk along Park Avenue.
- b. Number of people to be served/anticipated number of users of project/program (ex. number of new or maintained bike miles; number of anticipated users, number of people served/rides provided): The Cliffwood Heights neighborhood has approximately 1,300 households. According to recent census data our community averages 2 residents per household. Our conservative estimate is that this project will serve a population of 2,500 residents plus the use that it will provide to students at New Brighton Middle School (approximately 600 students) and visitors. Our estimated use is 20-40 pedestrians per day. Our estimated ADT for this stretch of Park Avenue is 9,200.

12. Consistency and relationship with the Regional Transportation Plan (RTP) - Is program/project listed in the RTP and/or consistent with a specific RTP Goal/Policy? If so, what is the RTP project number?
Yes, the project is listed in the 2040 Regional Transportation Plan. The project ID is CAP 15.

13. Impact(s) of project on other modes of travel, if any (ex. parking to be removed): The table below presents the existing vs planned lanes of travel along Park Ave .

	Drive Ways	Pedestrian Side Walk	North Side Bike Lane	North Side Travel Lane	South Side Travel Lane	South Side Bike Lane
Existing	10-16 feet	0 feet	4-6 feet	11 feet	11 feet	4-6 feet
Planned	5-10 feet	5 feet	5 feet	10.5 feet	10.5 feet	4-6 feet

14. Estimated Project Cost/Budget, including other funding sources, and Schedule: (*attach project budget*).**Capital Projects – Budget summary**

	Planning	Environmental	Design/Engineering	ROW	Construction	Other *	Contingency	Total
SCHEDULE (Month/Yr) Completion Date __/__/__	12/2018	12/2019	11/2018	N/A	9/2019	-	-	-
Total Cost/Phase	City Staff	City Staff	\$75,800	N/A	\$720,000	-	\$70,000	\$865,800
\$TDA Requested (this claim)	-	-	-	-	\$197,749	-	-	\$197,749
Prior TDA:	-	-	-	-	-	-	-	\$0
Source 3: General	-	-	\$75,800	-	\$140,000	-	-	\$215,800

Exhibit B

Fund								
Unsecured/ additional need**	-	-	\$0	-	\$382,251	-	\$70,000	\$452,251

**If project is not fully funded, explain plan to secure additional funds?

- Future general funds.
- Measure D formula funds.

15. Preferred Method and Schedule for TDA fund distribution (*see RTC Rules and Regulations for details*):

Bike/Ped: ☒ 100% upon project completion

16. TDA Eligibility:

	YES?/NO?
A. Has the project/program been approved by the claimant's governing body? Form of approval: This project has been included in the approved City Capital Improvement Program (CIP) since 2014. If "NO," provide the approximate date approval is anticipated. _____	YES
B. Has this project previously received TDA funding?	NO
C. For capital projects, have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility provide its name: _____)	YES
D. Has the project already been reviewed by the RTC Bicycle Committee and/or Elderly/Disabled Transportation Advisory Committee? (If "NO," project will be reviewed prior to RTC approval).	NO
E. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: http://www.dot.ca.gov).	N/A

Documentation to Include with Your Claim:

All Claims

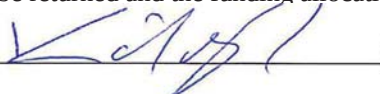
- ☐ **A letter of transmittal** addressed to the SCCRTC Executive Director that attests to the accuracy of the claim and all its accompanying documentation. See cover letter.
- ☐ **Statement from the TDA Eligible Claimant** indicating its role and responsibilities. See cover letter.

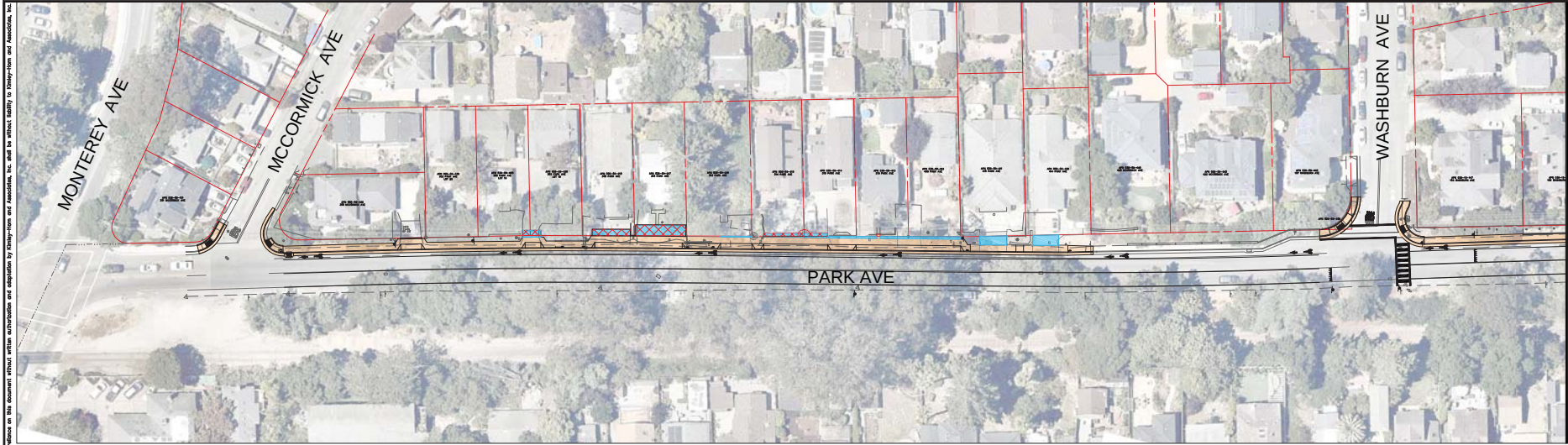
Article 8 Bicycle/Pedestrian Claims

- ☐ Evidence of environmental review for capital projects See cover letter.

Local Agency Certification:

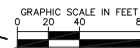
This TDA Claim has been prepared in accordance with the SCCRTC's Budget, SCCRTC's Rules and Regulations, and Caltrans TDA Guidebook (<http://www.dot.ca.gov/hq/MassTrans/State-TDA.html>). I certify that the information provided in this form is accurate and correct. I understand that if the required information has not been provided this form may be returned and the funding allocation may be delayed.

Signature  Title: Public Works Project Manager Date: 8-30-2018



LEGEND:

- PROPOSED CURB, GUTTER, AND SIDEWALK
- PROPOSED DRIVEWAY IMPROVEMENT
- PROPOSED PROPERTY IMPACT
- EXISTING PROPERTY LINE



No.	REVISIONS	DATE	BY

Kimley»Horn
© 2015 KIMLEY-HORN AND ASSOCIATES, INC.
100 WEST SAN FERNANDO STREET, SUITE 200, SAN JOSE, CA 95113
PHONE: 669-800-4130
WWW.KIMLEY-HORN.COM

KHA PROJECT 097763124
DATE 12/13/2017
SCALE AS SHOWN
DESIGNED BY DW
DRAWN BY DW
CHECKED BY DC

**PARK AVENUE SIDEWALK
IMPROVEMENTS**
PREPARED FOR
CITY OF CAPITOLA

SANTA CRUZ COUNTY

CA

**PROJECT IMPACTS EXHIBIT
OVERVIEW MAP**

SHEET NO. _____
OF XX SHEETS

XX

TO: Regional Transportation Commission (RTC)

FROM: Yesenia Parra, Administrative Services officer

RE: Regional Transportation Commission Meeting Schedule for 2019

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC) approve the proposed 2019 meeting schedule for the RTC's regular meetings and Transportation Policy Workshop (TPW) meetings.

BACKGROUND

Every year the RTC approves the schedule of RTC and TPW meetings for the following year. Three RTC meetings and one TPW meeting are scheduled to take place in the City of Watsonville in order to provide a greater opportunity for those who live and work in the southern part of the county to participate in RTC meetings. One RTC meeting is scheduled to take place in each of the other cities in the county. The remaining five RTC meetings are scheduled to take place at the County Board of Supervisors Chambers. This is consistent with the RTC meeting schedules of the past several years.

DISCUSSION

RTC meetings are generally held on the first Thursday of the month and TPW meetings are held on the third Thursday of the month. Due to the end of the year holidays, the January RTC meeting is generally on the second or third Thursday of the month.

The proposed RTC meeting schedule for 2019 is as follows:

RTC meeting schedule for 2019

Meeting Date	Meeting Location
January 17 <i>*Special Meeting Date</i>	Santa Cruz City Council Chambers
February 7	Watsonville City Council Chambers
March 7	County Board of Supervisors Chambers
April 4	County Board of Supervisors Chambers
May 2	Capitola City Council Chambers
June 6	Watsonville City Council Chambers

July	No Meeting
August 1	Scotts Valley City Council Chambers
September 5	County Board of Supervisors Chambers
October 3	County Board of Supervisors Chambers
November 7	Watsonville City Council Chambers
December 5	County Board of Supervisors Chambers

The proposed TPW meeting schedule for 2019 is as follows:

TPW meeting schedule for 2019

Meeting Date	Meeting Location
January	<i>Cancelled due to holiday schedule</i>
February 21	RTC Offices, Santa Cruz
March 21	RTC Offices, Santa Cruz
April 18	RTC Offices, Santa Cruz
May 16	RTC Offices, Santa Cruz
June 20	RTC Offices, Santa Cruz
July	No Meeting
August 15	Watsonville City Council Chambers
September 19	RTC Offices, Santa Cruz
October 17	RTC Offices, Santa Cruz
November 21	RTC Offices, Santa Cruz
December 19	RTC Offices, Santa Cruz

All RTC and TPW meetings start at 9:00 a.m. Agenda packets are posted on the RTC website <http://sccrtc.org/meetings/commission/agendas/> one week prior to the meeting. TPW meetings are tentative until confirmed at the prior regular RTC meeting.

Staff recommends that the RTC approve the proposed RTC and TPW meeting schedules.

SUMMARY

Every year the RTC approves a schedule for RTC and TPW meetings for the following year. For 2019 three RTC meetings and one TPW meeting will be held in the City of Watsonville, to provide more opportunities for people who live or work in the southern part of the county to participate. Staff recommends that the RTC approve the proposed RTC and TPW meeting schedules for 2019.

TO: Regional Transportation Commission (RTC)

FROM: Yesenia Parra, Administrative Services Officer 

RE: California Public Employees' Retirement System (CalPERS) health benefit contribution rates for plan year 2019

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission approve resolutions (Attachment 1) to continue providing CalPERS Health Benefits to RTC employees pursuant to the approved Memoranda of Understanding (MOUs).

BACKGROUND

Medical insurance is currently offered to all RTC active and retired employees through the CalPERS Health Benefits Program as established in the Memoranda of Understanding (MOUs) with the RTC's two bargaining groups and in the Executive Director's employment agreement. As per these agreements, the RTC contributes to the cost of the employee's health insurance premiums at levels established by each Memoranda of Understanding with the Community of RTC Employees (CORE), the RTC Association of Middle Management (RAMM), and the Executive Director's employment contract. Currently, all of the RTC bargaining agreements are identical in terms of the amounts that the RTC contributes toward employee and dependent health premiums. The amount contributed by RTC for retired employees and their dependents is set at a lower amount than for active employees with annual increases as required by law.

The CalPERS Health Benefits Program is governed by PEMHCA, the Public Employees Medical and Hospital Care Act. To offer employee benefits through this program, the RTC must abide by PEMHCA rules and annually adopt and file resolutions with CalPERS regarding health insurance contribution rates for the upcoming year. Resolutions must be filed by November of the preceding year to establish the following year's contribution amounts.

DISCUSSION

The current Memoranda of Understanding for both the Community of RTC Employees (CORE) and the RTC Association of Middle Management (RAMM) specify the percentage of health insurance premiums to be paid by the RTC and by employees respectively based on the premium costs set each year by CalPERS. Premium and contribution rates for 2019 are included in Attachment 2. Premium payments made for the Executive Director are consistent with those provided to employees in the bargaining units.

The attached resolutions (Attachment 1) reflect the contribution levels and provisions established in the MOUs currently in effect until March 2021.

SUMMARY

To continue in the CalPERS Health Insurance program governed by the Public Employees Medical and Hospital Care Act (PEMCHA), the RTC must comply with the rules and regulations set forth by PEMCHA and submit a resolution by November 2018 that sets the contribution rates for health insurance premiums for the upcoming year. The resolution before you today fulfills this commitment to meet the PEMHCA rules. Staff recommends that the RTC approve the attached resolutions (Attachment 1) outlining the RTC's health insurance contribution amounts for RTC active employees and retirees for calendar year 2019.

Attachments:

1. Resolutions for CalPERS Health Benefits – All Employees
2. CalPERS/RTC Health Plan Rates for 2019 and MOU excerpt

S:\RTC\TC2018\TC1018\Consent\Calpers\2019 Calpers Health Benefits-SR.Docx

RESOLUTION NO. Number
FIXING THE EMPLOYER CONTRIBUTION AT UNEQUAL AMOUNTS FOR EMPLOYEES AND ANNUITANTS
UNDER THE PUBLIC EMPLOYEES' MEDICAL AND HOSPITAL CARE ACT
WITH RESPECT TO A RECOGNIZED EMPLOYEE ORGANIZATION

- WHEREAS, (1) Santa Cruz County Regional Transportation Commission is a contracting agency under Government Code Section 22920 and subject to the Public Employees' Medical and Hospital Care Act (the "Act") for participation by members of General Rep/Mid Mgr./ Unrep; and
and
- WHEREAS, (2) Government Code Section 22892(a) provides that a contracting agency subject to Act shall fix the amount of the employer contribution by resolution; and
- WHEREAS, (3) Government Code Section 22892(b) provides that the employer contribution shall be an equal amount for both employees and annuitants, but may not be less than the amount prescribed by Section 22892(b) of the Act; and
- WHEREAS, (4) Government Code Section 22892(c) provides that, notwithstanding Section 22892(b), a contracting agency may establish a lesser monthly employer contribution for annuitants than for employees, provided that the monthly employer contribution for annuitants is annually increased to equal an amount not less than the number of years the contracting agency has been subject to this subdivision multiplied by 5 percent of the current monthly employer contribution for employees, until the time that the employer contribution for annuitants equals the employer contribution paid for employees; and
- RESOLVED, (a) That the employer contribution for each employee shall be the amount necessary to pay the full cost of his/her enrollment, including the enrollment of family members in a health benefits plan up to a maximum of \$922.36 per month with respect to employee enrolled for self alone, \$1,747.62 per month for employee enrolled for self and one family member, and \$2,271.91 per month for employee enrolled for self and two or more-family members; and be it further
- RESOLVED, (b) That the employer contribution for each annuitant shall be the amount necessary to pay the full cost of his/her enrollment, including the enrollment of family members in a health benefits plan up to a maximum of \$922.36 per month with respect to employee enrolled for self alone, \$1,157.00 per month for employee enrolled for self and one family member, and \$1,263.00 per month for employee enrolled for self and two or more-family members; and be it further
- RESOLVED, (c) That the monthly employer contribution for annuitants is annually increased to equal an amount not less than the number of years the contracting agency has been subject to this subdivision multiplied by 5 percent of the current monthly employer contribution for employees, until the time that the employer contribution for annuitants equals the employer contribution paid for employees;

And that the contributions for employees and annuitants shall be in addition to those amounts contributed by the Public Agency for administrative fees and to the Contingency Reserve Fund; and be it further

RESOLVED, (d) Santa Cruz County Regional Transportation Commission has fully complied with any and all applicable provisions of Government Code Section 7507 in electing the benefits set forth above; and be it further

RESOLVED, (e) That the participation of the employees and annuitants of Santa Cruz County Regional Transportation Commission shall be subject to determination of its status as an “agency or instrumentality of the state or political subdivision of a State” that is eligible to participate in a governmental plan within the meaning of Section 414(d) of the Internal Revenue Code, upon publication of final Regulations pursuant to such Section. If it is determined that Santa Cruz County Regional Transportation Commission would not qualify as an agency or instrumentality of the state or political subdivision of a State under such final Regulations, CalPERS may be obligated, and reserves the right to terminate the health coverage of all participants of the employer.

RESOLVED, (f) That the executive body appoint and direct, and it does hereby appoint and direct, Administrative Services Officers to file with the Board a verified copy of this resolution, and to perform on behalf of Santa Cruz County Regional Transportation Commission all functions required of it under the Act.

Adopted at a regular meeting of the Santa Cruz County Regional Transportation Commission at Santa Cruz, this 4 day of october, 2018.

Signed: _____
John Leopold, Chair

Attest: _____
George Dondero, Secretary

RESOLUTION NO. Number
FIXING THE EMPLOYER CONTRIBUTION AT UNEQUAL AMOUNTS FOR EMPLOYEES AND ANNUITANTS
UNDER THE PUBLIC EMPLOYEES' MEDICAL AND HOSPITAL CARE ACT
WITH RESPECT TO A RECOGNIZED EMPLOYEE ORGANIZATION

- WHEREAS, (1) Santa Cruz County Regional Transportation Commission is a contracting agency under Government Code Section 22920 and subject to the Public Employees' Medical and Hospital Care Act (the "Act") for participation by members of Executive Director and and
- WHEREAS, (2) Government Code Section 22892(a) provides that a contracting agency subject to Act shall fix the amount of the employer contribution by resolution; and
- WHEREAS, (3) Government Code Section 22892(b) provides that the employer contribution shall be an equal amount for both employees and annuitants, but may not be less than the amount prescribed by Section 22892(b) of the Act; and
- WHEREAS, (4) Government Code Section 22892(c) provides that, notwithstanding Section 22892(b), a contracting agency may establish a lesser monthly employer contribution for annuitants than for employees, provided that the monthly employer contribution for annuitants is annually increased to equal an amount not less than the number of years the contracting agency has been subject to this subdivision multiplied by 5 percent of the current monthly employer contribution for employees, until the time that the employer contribution for annuitants equals the employer contribution paid for employees; and
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- RESOLVED, (b) That the employer contribution for each annuitant shall be the amount necessary to pay the full cost of his/her enrollment, including the enrollment of family members in a health benefits plan up to a maximum of \$922.36 per month with respect to employee enrolled for self alone, \$1,157.00 per month for employee enrolled for self and one family member, and \$1,263.00 per month for employee enrolled for self and two or more-family members; and be it further
- RESOLVED, (c) That the monthly employer contribution for annuitants is annually increased to equal an amount not less than the number of years the contracting agency has been subject to this subdivision multiplied by 5 percent of the current monthly employer contribution for employees, until the time that the employer contribution for annuitants equals the employer contribution paid for employees;

And that the contributions for employees and annuitants shall be in addition to those amounts contributed by the Public Agency for administrative fees and to the Contingency Reserve Fund; and be it further

- RESOLVED, (d) Santa Cruz County Regional Transportation Commission has fully complied with any and all applicable provisions of Government Code Section 7507 in electing the benefits set forth above; and be it further
- RESOLVED, (e) That the participation of the employees and annuitants of Santa Cruz County Regional Transportation Commission shall be subject to determination of its status as an “agency or instrumentality of the state or political subdivision of a State” that is eligible to participate in a governmental plan within the meaning of Section 414(d) of the Internal Revenue Code, upon publication of final Regulations pursuant to such Section. If it is determined that Santa Cruz County Regional Transportation Commission would not qualify as an agency or instrumentality of the state or political subdivision of a State under such final Regulations, CalPERS may be obligated, and reserves the right to terminate the health coverage of all participants of the employer.
- RESOLVED, (f) That the executive body appoint and direct, and it does hereby appoint and direct, Administrative Services Officer to file with the Board a verified copy of this resolution, and to perform on behalf of Santa Cruz County Regional Transportation Commission all functions required of it under the Act.

Adopted at a regular meeting of the Santa Cruz County Regional Transportation Commission at Santa Cruz, this 4 day of October, 2018.

Signed: _____
John Leopold, Chair

Attest: _____
George Dondero, Secretary

RTC Employees and Retirees
 Medical Plan Rates - 2019
 Coverage Effective: January 1 2019 through December 31, 2019

	Plan Code	Monthly Premium	RTC Contribution	EE Monthly Costs			EE PAY PERIOD COST
				EE Cost For Plan	EE Cost Admin 0.23% of Premium	Total EE Cost	
BSC Access+ (BLUE SHIELD HMO)							
EE	102.1	970.90	922.36	48.55	2.23	50.78	25.39
EE+1	102.2	1,941.80	1,747.62	194.18	4.47	198.65	99.32
EE+2	102.3	2,524.34	2,271.91	252.43	5.81	258.24	129.12
Anthem Select HMO							
EE	454.1	831.44	831.44	0.00	1.91	1.91	0.96
EE+1	454.2	1,662.88	1,662.88	0.00	3.82	3.82	1.91
EE+2	454.3	2,161.74	2,161.74	0.00	4.97	4.97	2.49
Anthem HMO Traditional							
EE	450.1	1,111.13	922.36	188.78	2.56	191.33	95.67
EE+1	450.2	2,222.26	1,747.62	474.64	5.11	479.75	239.88
EE+2	450.3	2,888.94	2,271.91	617.03	6.64	623.68	311.84
HealthNet SmartCare							
EE	375.1	901.55	901.55	0.00	2.07	2.07	1.04
EE+1	375.2	1,803.10	1,747.62	55.48	4.15	59.63	29.81
EE+2	375.3	2,344.03	2,271.91	72.12	5.39	77.52	38.76
KAISER HMO							
EE	104.1	768.25	768.25	0.00	1.77	1.77	0.88
EE+1	104.2	1,536.50	1,536.50	0.00	3.53	3.53	1.77
EE+2	104.3	1,997.45	1,997.45	0.00	4.59	4.59	2.30
PERS CHOICE PPO							
EE	106.1	866.27	866.27	0.00	1.99	1.99	1.00
EE+1	106.2	1,732.54	1,732.54	0.00	3.98	3.98	1.99
EE+2	106.3	2,252.30	2,252.30	0.00	5.18	5.18	2.59
PERS Select* PPO							
EE	126.1	543.19	543.19	0.00	1.25	1.25	0.62
EE+1	126.2	1,086.38	1,086.38	0.00	2.50	2.50	1.25
EE+2	126.3	1,412.29	1,412.29	0.00	3.25	3.25	1.62
PERSCare PPO							
EE	122.1	1,131.68	922.36	209.33	2.60	211.93	105.96
EE+1	122.2	2,263.36	1,747.62	515.74	5.21	520.95	260.47
EE+2	122.3	2,942.37	2,271.91	670.46	6.77	677.23	338.62
Western Health Advantage							
EE	179.1	767.01	767.01	0.00	1.76	1.76	0.88
EE+1	179.2	1,534.02	1,534.02	0.00	3.53	3.53	1.76
EE+2	179.3	1,994.23	1,994.23	0.00	4.59	4.59	2.29
PORAC							
EE	207.1	774.00	774.00	0.00	1.78	1.78	0.89
EE+1	207.2	1,623.00	1,623.00	0.00	3.73	3.73	1.87
EE+2	207.3	2,076.00	2,076.00	0.00	4.77	4.77	2.39
Retirees*							
EE		Max	922.36				
EE+1		Max	1,157.00				
EE+2		Max	1,263.00				

TO: Regional Transportation Commission

FROM: Anais Schenk, Transportation Planner

RE: Bicycle Advisory Committee Membership Appointment

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission appointment Anna Kammer as the voting member to represent District 4 on the Santa Cruz County Regional Transportation Commission's Bicycle Advisory Committee.

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 Committee expire on a rotating basis. The Committee's description, role and membership are in the 2017 RTC Rules and Regulations available on the RTC website.

DISCUSSION

In March, 2018 there were a number of vacancies for seats on the Committee. 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 started 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 been appointed to the Committee and there are only a few remaining vacancies as shown in the draft roster (Attachment 1). Staff received an application and subsequent nomination from Commissioner Caput for Anna Kammer to fill one of these remaining vacancies: the District 4 voting member seat. Her application is included as Attachment 2. The Committee reviewed her nomination at the September 10, 2018 meeting and recommends the RTC approve her nomination.

Staff recommends that the Regional Transportation Commission approve the nomination submitted by Commissioner Caput as described above and shown in the draft roster (Attachment 1).

SUMMARY

Staff has been recruiting volunteers to fill vacant seats on the RTC's Bicycle Advisory Committee. A new application was submitted and forwarded to Commissioner Caput for the District 4 voting seat who subsequently nominated the applicant, Anna Kammer. Staff recommends that the Regional Transportation Commission appoint the individual nominated by Commissioner Caput.

Attachments:

1. Draft roster
2. Application from nominee

\\RTCSEV2\Shared\RTC\TC2018\TC1018\Consent\Bike Comm Nomination\SR_BikeCom_nomination_10.2018.docx

Draft Bicycle Advisory Committee Roster: September 2018

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

* New appointment as requested by Commissioner Caput.

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: **Anna Kammer**

Home address: [REDACTED]

Mailing address (if different):

Phone: (home) [REDACTED]

(business/message/mobile):

E-mail: [REDACTED]

Length of residence in Santa Cruz County: **20 Years**

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

City of Capitola - Primary

City of Watsonville - Alternate

City of Capitola - Alternate

***County District 4 – Primary – This One!**

City of Scotts Valley - Primary

County District 4 - Alternate

City of Scotts Valley - Alternate

County District 5 - Alternate

City of Santa Cruz - Alternate

I would consider a different position - either a different location or alternate versus primary (circle one): Yes / No

Previous experience on a government commission or committee: (Please describe):

- 1) **Current Chair of the Watsonville planning Commission – a one year term;**
- 2) **Member of the Watsonville planning Commission since 2014**

Other Relevant Work or Volunteer Experience:

- 1) **Member of South (Santa Cruz) County Bicycle/Pedestrian Work Group representing the Watsonville and South County viewpoint since June 2016**
- 2) **Board Member of Friends of the Rail and Trail representing South (Santa Cruz) County since May 2018**

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: **Anna Kammer**

Date: **17 August 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.

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.

Name: Anna Kammer

Applying for: Bicycle Advisory Committee

Position: County District 4 Representative

Statement:

As an avid bicyclist, and community activist for safer and more accessible active transport in South Santa Cruz County, I would like to be more involved in policy decisions that will improve bicycle infrastructure to promote bicycling as a safe and healthy alternative form of transportation. Through being a member of the South County Bicycle/Pedestrian Work Group I have learned about the various grants and safety programs available to improve bicycle safety and infrastructure.

South County, including the City of Watsonville, needs education about, and advocates for, transportation options that will serve this diverse and mostly low income community. The bicycling community in South County runs the gamut from those whose sole mode of transportation is the bicycle, to athletic recreational cyclists. If I am chosen to be on the SCCRTC Bicycle Advisory Committee, I would like to represent the interests of South Santa Cruz County bicyclists as a whole, so that the various voices of residents from all parts of the county are heard.

TO: Regional Transportation Commission
FROM: Grace Blakeslee and Joanna Edmonds, RTC Staff
RE: Appointments to the Elderly & Disabled Transportation Advisory Committee

RECOMMENDATION

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

1. Approve, Jesus Bojorquez, Community Bridges Lift Line staff, ([Attachment 1](#)) for the E&D TAC Coordinated Transportation Services Agency (CTSA) member alternate position;
 2. Approve Daniel Zaragoza, Santa Cruz Metropolitan Transit District (METRO) staff, ([Attachment 2](#)) for the E&D TAC METRO member alternate position
-

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 September 11, 2018 meeting, the E&D TAC recommended that the RTC approve Jesus Bojorquez ([Attachment 1](#)) for the E&D TAC member alternate position representing Coordinated Transportation Services Agency (CTSA) and Daniel Zaragoza ([Attachment 2](#)) for the E&D TAC member alternate position representing METRO. Mr. Bojorquez is an operations manager at Community Bridges Lift Line in Santa Cruz County, which provides transportation to seniors and people with disabilities. Community Bridges Lift Line is the Consolidated Transportation Service Agency (CTSA) for Santa Cruz County. Mr. Zaragoza is an operations manager for the paratransit division at METRO.

SUMMARY

The E&D TAC and staff recommended that the RTC approve Jesus Bojorquez ([Attachment 1](#)) for the E&D TAC member alternate position representing Coordinated Transportation Services Agency (CTSA) and Daniel Zaragoza ([Attachment 2](#)) for the E&D TAC member alternate position representing METRO.

Attachments:

- 1 Committee Appointment Applications for Jesus Bojorquez and Daniel Zaragoza
- 2 E&D TAC Roster

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: Jesus Bojorquez

Home address: [REDACTED]

Mailing address (if different): Lift Line Office 521 Main St ste. H Watsonville CA
95076

Phone: (home) [REDACTED] (business/message) [REDACTED]

E-mail: [REDACTED]

Length of residence in Santa Cruz County: 3 years 3 months

Position(s) I am applying for: ☐ Any appropriate position

☒ Alternate member for community Bridges Lift Line CTSA ☐

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

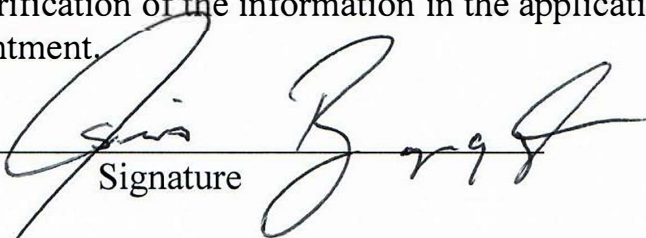
None

Relevant Work or Volunteer Experience

Organization	Town or Address	Position	Dates
Community Bridges Lift Line Santa Cruz County CTSA	521 Main Street Ste H Watsonville, CA 95076	Operations Manager	11/2017

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.

 6/18/2018
Signature Date

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@sccrtc.org

Questions or Comments: (831) 460-3200

I:\E&DTAC\MEMBERS\Application\COMMITTEE APPOINTMENT APPLICATION.doc

Hello Grace

I will like to be part of this committee because I want to make a change and support for elderly and disable residents of Santa Cruz County. I had been working in the past 3.5 years at Community Bridges Lift Line Santa Cruz county CTSA agency my work give me the opportunity to help elderly and disable people with their medical transportation needs.

I had the opportunity of attending a couple meetings by the committee and it really fascinates me all the work and how this group makes valuable decisions that really make a positive change in so many Santa Cruz county residents. I will like to thank everyone on the committee for giving me the opportunity to apply for the commite.

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: Daniel L. Zaragoza

Home address: [REDACTED]

Mailing address (if different): 2880 Research Park Drive Suite 160 Soquel CA.
95073

Phone: (home) [REDACTED] (business/message) [REDACTED]

E-mail: dzaragoza@scmtd.com

Length of residence in Santa Cruz County: 43 years

Position(s) I am applying for: ☒ Any appropriate position

☐ _____ ☐ _____

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

None. _____

Relevant Work or Volunteer Experience

Organization	Town or Address	Position	Dates
Community Bridges Liftline	236 Santa Cruz Ave. Aptos, CA	Paratransit Driver	2000- 2003
Santa Cruz METRO	110 Vernon St. Santa Cruz CA.	Paratransit Operator. Bus Operator. Asst. Paratransit Superintendent. Operations Mgr.: Paratransit Division.	2004 to Present.

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

How did you learn about this opportunity?

___ newspaper
___ radio
___ internet

___ flyer
___ friend/family member
X other

I am interested in becoming a member of the E&D TAC, this will allow me to of some assistance in addressing the transportation needs of our community, I believe that my years of experience in the Transit and Paratransit industry and working with the elderly and disabled community on a daily basis can be useful and will also allow me to learn some more of what the needs of people with disabilities are and how these needs can be met.

Thank you,

Daniel L. Zaragoza



Santa Cruz County Regional Transportation Commission
ELDERLY & DISABLED TRANSPORTATION ADVISORY COMMITTEE (E&D TAC)
SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC)

Membership Roster
September 2018

(Year in Parentheses) = Membership Expiration Date

Members	Representing	Alternate
Clay Kempf (2019)	Social Services Provider - Seniors	Patty Talbot (2019)
Dulce Lizarraga-Chagolla (2020)	Social Services Provider - Seniors (County)	vacant
Jon Bailiff, Vice Chair (2020)	Social Service Provider - Disabled	Alex Weske (2020)
vacant	Social Service Provider - Disabled (County)	vacant
Tara Ireland (2020)	Social Service Provider - Persons of Limited Means	Donna Patter (2018)
Lisa Berkowitz (2019)	CTSA (Community Bridges)	vacant
Kirk Ance (2020)	CTSA (Lift Line)	Jesus Bojorquez (pending)
John Daugherty (2019)	SCMTD (Metro)	Daniel Zaragoza (pending)
Caroline Lamb (2018)	Potential Transit User (60+)	vacant
vacant	Potential Transit User (Disabled)	vacant

Supervisory District Representatives		
Members	Representing	Alternate
vacant	1st District (Leopold)	vacant
Pam Arnsberger (2018)	2nd District (Friend)	Tom Duncanson (2019)
Veronica Elsea, Chair (2019)	3rd District (Coonerty)	vacant
Lori Welch (2019)	4th District (Caput)	vacant
vacant	5th District (McPherson)	vacant

Grace Blakeslee, Staff, Regional Transportation Commission

TO: Regional Transportation Commission

FROM: George Dondero, Executive Director

RE: Coast Rail Coordinating Council (CRCC) MOU

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission approve the attached Memorandum of Understanding with the Coast Rail Coordinating Council.

BACKGROUND

Coast Rail Coordinating Council (CRCC)

The CRCC only meets every 3 months ([Attachment 1](#)). The CRCC is composed of the Caltrans Rail Program, Amtrak and counties along the coast rail corridor between Los Angeles and San Francisco (San Luis Obispo, Santa Barbara, Monterey, Santa Cruz and Ventura counties). The CRCC advocates for increased passenger rail service along this route, including the initiation of a new Coast Daylight train which would connect northern and southern California. The RTC has been a member of the CRCC since it began. Commissioner John Leopold is the current RTC Policy Representative, and RTC staff attends technical meetings.

The MOU is a vehicle to elevate recognition of the coastal corridor within the state rail program, and to qualify future projects in the corridor for state funding. Recently the California State Rail Plan was adopted by Caltrans, and it designates the Corridor as eligible for State-supported rail service. Currently none exists between San Luis Obispo and San Jose.

One member agency will be designated as the facilitating Agency, and will provide staff time to organize schedules, assemble agendas, prepare notices and conduct meetings. Each member agency has agreed to contribute nominal annual financial contribution to offset CRCC costs such as meeting rooms, communication casts, support materials and other incidental expenses. Currently the RTC contributes \$1500 annually.

SUMMARY

The RTC is a member of the California Coast Rail Coordinating Council. Member agencies have expressed interest in signing an MOU.

Attachments:

1. CRCC Memorandum of Understanding



**MEMORANDUM OF UNDERSTANDING
AMONG**

**SAN LUIS OBISPO COUNCIL OF GOVERNMENTS
SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS
SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
TRANSPORTATION AGENCY FOR MONTEREY COUNTY
VENTURA COUNTY TRANSPORTATION COMMISSION**

**TO WORK TOGETHER AS THE COAST RAIL COORDINATING COUNCIL (CRCC)
TO IMPROVE THE RAIL CORRIDOR BETWEEN LOS ANGELES AND THE SAN
FRANCISCO BAY AREA ALONG THE CENTRAL COAST**

This Memorandum of Understanding (MOU) is entered into by and between the San Luis Obispo Council of Governments (SLOCOG), the Santa Barbara County Association of Governments (SBCAG), the Santa Cruz County Regional Transportation Commission (SCCRTC), the Transportation Agency for Monterey County (TAMC), and the Ventura County Transportation Commission (VCTC), referred to herein as “AGENCY” or collectively, as “AGENCIES”.

R E C I T A L S

WHEREAS, each of the AGENCIES is either a regional transportation district or a public corporation established under the laws of the State of California;

WHEREAS, California Government Code Section 14036.9 defines the California Coast Passenger Rail Corridor as consisting of the Counties of Los Angeles, Monterey, San Benito, San Francisco, San Luis Obispo, San Mateo, Santa Barbara, Santa Clara, Santa Cruz and Ventura;

WHEREAS, the California Coast Passenger Rail Corridor functions as an essential north/south corridor connecting California’s Central Coast and the greater Los Angeles and San Diego Metropolitan Areas to the south, and the greater San Jose and San Francisco Metropolitan Areas to the north, serving as: a critical goods movement corridor; the primary alternative north/south route when Interstate 5 is periodically closed due to storms or accidents or when the rail line over the Tehachapi Mountains is closed; and an emergency escape route upon any natural or manmade accident or

disaster occurring along the coast including wildfire, earthquake, tsunami, or critical man-made incident, including those at energy-related facilities;

WHEREAS, the AGENCIES wish to work together to raise awareness of the California Coast Passenger Rail Corridor as a major passenger and freight rail asset to the state and nation, encourage investment in the corridor, and otherwise facilitate the improvement of the California Coast Passenger Rail corridor from Los Angeles/San Diego to the San Francisco Bay Area;

WHEREAS, in August 1992, California Senate Resolution No. 44 and California House Resolution No. 39 requested regional transportation planning agencies (RTPAs) comprising the California Coast Passenger Rail Corridor work with the California Department of Transportation (Caltrans) to prepare a rail corridor upgrade study for the California Coast Passenger Rail Corridor to enhance the speed and reliability of the rail system;

WHEREAS, the California Coast Rail Passenger Corridor is designated as an eligible route for State-supported rail services, although none exist between San Luis Obispo and San Jose;

WHEREAS, AGENCIES recognize other regional transportation districts and public corporations within the California Coast Rail Passenger Corridor, including, but not necessarily limited to: Los Angeles Metropolitan Transportation Authority (LA METRO), Caltrans, National Railroad Passenger Corporation (Amtrak), Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN), Capitol Corridor Joint Powers Authority (CCJPA), Caltrain Peninsula Joint Powers Board (JPB), Santa Clara Valley Transportation Authority (VTA), San Francisco County Transportation Authority (SFCTA), San Mateo County Transit District (SamTrans), Association of Monterey Bay Area Governments (AMBAG), and San Benito COG (collectively, ASSOCIATED AGENCIES); and,

WHEREAS, ASSOCIATED AGENCIES are welcome to attend and fully participate, except in voting matters; and, such ASSOCIATED AGENCIES may opt to join CRCC through a duly executed amendment to this MOU, as set forth below.

NOW, THEREFORE, the AGENCIES hereby set forth their mutual understanding and actions required for the agreed upon scope of work:

I. ROLES AND RESPONSIBILITIES

A. Under this MOU, the AGENCIES agree to work together to:

- (1) Raise the awareness of the importance of the California Coast Rail Passenger Corridor (the "Corridor") as an important north-south link, supporting mobility at statewide and national levels;

- (2) Cooperate in developing and distributing information about the Corridor including but not limited to improvement needs, funding options and strategies, economic impacts and benefits;
 - (3) Identify funding that AGENCIES may pursue or obtain for improvements along the Corridor;
 - (4) Coordinate with Caltrans and the California State Transportation Agency (CalSTA) to develop projects to support the Corridor;
 - (5) Seek support from other public and private partners to raise awareness about the importance of the Corridor and encourage investments in Corridor improvements; and
 - (6) Highlight the importance of the Corridor on the California Central Coast with the California Transportation Commission and state legislative and congressional representatives.
- B. The name for the working body under this mutual understanding will be known as the “Coast Rail Coordinating Council” or “CRCC”.
- C. AGENCIES agree CCRC is a multi-jurisdictional recommending agency that is not a separate legal entity and does not have powers of a decision making body. CRCC cannot enter contracts, employ staff, apply for grants or other funding, incur debts, sue or be sued.
- D. The CCRC shall initially consist of one standing committee known as the Policy Committee. Other committees and subcommittees may be created as the CCRC deems appropriate. The Policy Committee shall select an AGENCY to serve a three-year term as the “Facilitating Agency” to facilitate the work of the CCRC, as set forth below.

II. POLICY COMMITTEE: AGENCY REPRESENTATION & LEADERSHIP

- A. Each AGENCY shall appoint one (1) Policy Committee member and, if they chose, an alternate. The committee members may be selected from the member AGENCY’s sitting or former board or council members without regard to the number of years since they have become former members.
- B. The Policy Committee shall adopt bylaws for CRCC. The Policy Committee shall conduct meetings in accordance with the Ralph. M. Brown Act (California Government Code Section 54950, et seq.).
- C. A quorum of the Policy Committee must be present to conduct business. A quorum shall consist of a simple majority of the total Policy Committee. Only appointed members shall be counted as part of the quorum.
- D. Chair and Vice Chair of the Policy Committee shall be elected at the first meeting of each calendar year.

- E. Only recommendations or support letters approved by the Policy Committee shall be made to another agency or entity under the CRCC name.

III. FACILITATING AGENCY

- A. The Facilitating Agency, as selected by the Policy Committee, shall facilitate meetings, prepare agendas, prepare notices, set the calendar, and conduct Policy Committee meetings in accordance with the Ralph. M. Brown Act (California Government Code Section 54950, et seq.).
- B. The Facilitating Agency may convene meetings of member agency staff as needed. The Facilitating Agency shall be responsible for record keeping.

IV. MEETINGS & SCHEDULE

- A. The staff of the AGENCIES may meet periodically on an adhoc basis, and the Policy Committee will endeavor to meet quarterly.
- B. The meeting schedule will be maintained by the Facilitating Agency by setting meetings one year in advance.
- C. Policy Committee meetings shall be conducted in accordance with the Ralph. M. Brown Act (California Government Code Section 54950, et seq.) and other applicable statutes.

V. AGENCY CONTRIBUTIONS

- A. Each AGENCY agrees to consider an annual financial contribution to offset CRCC costs (i.e., meeting rooms, communication costs, support materials, outside agency support, and other incidental expenses).

VI. LIABILITY AND INDEMNIFICATION

- A. Each AGENCY agrees to defend, indemnify and hold harmless other AGENCIES, its officers and employees from all claims, demands, damages, costs, expenses, judgments, attorney fees, or other losses that may be asserted by any person or entity, including the CRCC that arise out of, or are related any act or omission of the CRCC relating to this MOU. The obligation to indemnify shall be effective and shall extend to all such claims or losses in their entirety.

VII. EFFECTIVENESS AND AMENDMENT

- A. This MOU may be executed in counterparts, and becomes effective when fully executed by all parties.

- B. The terms and conditions of this MOU remain in effect until the goals of the MOU have been achieved or until one of the parties notifies the others, in writing with 30 days' notice that it wishes to withdraw from the MOU.
- C. This MOU can be modified or amended by mutual written consent of all parties.
- D. This MOU does not replace or modify any other preexisting MOUs or Agreements between any or all parties. Likewise, future MOUs or Agreements may be entered into between the parties notwithstanding this MOU.
- E. Each AGENCY shall comply with the Civil Rights Act of 1964, as amended, and shall not discriminate on the basis of race, color, national origin, or sex in the performance of this MOU.
- F. AGENCIES shall not assign, transfer or subcontract this MOU or any of its rights or obligations without the prior written consent of each AGENCY and any attempt to so assign, transfer, or subcontract without such consent shall be void and without legal effect.
- G. The headings of the several sections shall be solely for convenience of reference and shall not affect the meaning, construction or effect hereof.
- H. If any one or more of the provisions contained herein shall for any reason be held to be invalid, illegal or unenforceable in any respect, then such provision or provisions shall be deemed severable from the remaining provisions hereof, and such invalidity, illegality or unenforceability shall not affect any other provision hereof, and this MOU shall be construed as if such invalid, illegal or unenforceable provision had never been contained herein.
- I. Each AGENCY shall, at its sole cost and expense, comply with all State and federal ordinances and statutes, including regulations now in force or which may hereafter be in force with regard to this MOU. The judgment of any court of competent jurisdiction, or the admission of any AGENCY in any action or proceeding against an AGENCY, whether any other AGENCY is a party thereto or not, that an AGENCY has violated any such ordinance statute, or regulation, shall be conclusive of that fact.
- J. This Agreement shall be governed by the laws of the State of California. Any litigation regarding this Agreement or its contents shall be filed in the County of Santa Barbara, if in State court, or in the federal district court nearest to San Luis Obispo County, if in federal court.

IN WITNESS WHEREOF, the parties hereto have executed this MOU as set forth below:

Ronald L. DeCarli, Executive Director
SAN LUIS OBISPO COUNCIL OF GOVERNMENT

DATE

Marjie Kirn, Executive Director
SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS

DATE

George Dondero, Executive Director
SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

DATE

Debbie Hale, Executive Director
TRANSPORTATION AGENCY FOR MONTEREY COUNTY

DATE

Darren Kettle, Executive Director
VENTURA COUNTY TRANSPORTATION COMMISSION

DATE

AGENDA: September 6, 2018

TO: Regional Transportation Commission (RTC)

FROM: Yesenia Parra, Administrative Services Officer *Y. Parra*
Thomas R. Manniello, Lozano Smith, Agency Negotiator

RE: 2018 Compensation Study Implementation

RECOMMENDATIONS

Agency negotiator and staff recommend that the Santa Cruz County Regional Transportation Commission (RTC) approve:

1. The implementation of the 2018 Compensation Study as outlined in (Attachment 1) for The Community of RTC Employees (CORE) and the RTC Association of Middle Managers (RAMM) MOU; and
 2. Authorize the Executive Director to amend the memoranda of understanding (MOUs) accordingly through side letters (Attachments 2 & 3) on behalf of the RTC with the CORE and RAMM bargaining units and take all necessary administrative actions including signing the appropriate documents to implement the 2018 Compensation Study.
-

BACKGROUND

The memoranda of understanding (MOU's) of the RTC bargaining units, Community of RTC Employees (CORE) and the RTC Association of Middle Managers (RAMM), were approved by the RTC at its RTC September 6, 2018 meeting. Because the 2018 Compensation study was not yet included the MOU's include provisions to consider implementation of the 2018 Compensation Study once it was completed.

DISCUSSION

The 2018 Compensation Study has now been completed and the recommendations of the study have been presented to the RTC. The RTC provided direction to its negotiators and tentative agreements for implementation of the 2018 Compensation Study have been reached with both bargaining units. The tentative agreements are for implementation of the 2018 Compensation Study recommendations through pay parity adjustments retroactive to July 1, 2018 (Attachments 2 & 3) minus the 3.5% cost of living adjustment (COLA) implemented in 2018 through the MOU approvals.

SUMMARY

The RTC has reached tentative agreements with both RTC bargaining units, CORE and RAMM, for implement of the 2018 Compensation Study through parity adjustments in accordance with the recommendations of the 2018 Compensation Study conducted by CPS HR (Attachment 1). Staff recommends that the RTC adopt the attached side letters (Attachments 2 and 3) to implement parity adjustments retroactive to July 1, 2018; and authorize the Executive Director to take all necessary actions including signing the appropriate documents to implement the provisions of the side letters.

Attachments:

1. Compensation Study
2. Community of RTC (CORE), SEIU Local 521 Side Letter
3. RTC Association of Middle Manager (RAMM) Side Letter

August 20, 2018



Santa Cruz County Regional Transportation Commission

Total Compensation Report

SUBMITTED BY:

Project Manager

Christi Tenter, Principal Consultant
t: 916-471-3125

Project Consultants

Joua Yang

Support Staff

Sarah Williams
Lynda Guerra

CPS HR Consulting

2450 Del Paso Road, Suite 220
Sacramento, CA 95834
www.cpshr.us

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I. Introduction

CPS HR Consulting was retained by the Santa Cruz County Regional Transportation Commission (SCCRTC) to conduct a total compensation study for nine (9) benchmark classifications. The objective of the study was to determine the competitiveness of the Commission's base salary and total compensation in the labor market. To achieve this, a labor market of twelve (12) comparable agencies were collected and base salary and total compensation data was analyzed.

This Total Compensation Report contains the project scope and work plan, describes the methodologies utilized in data collection and analysis, and provides the total compensation results for all survey classifications. The data for this report was collected during the months of April through June 2018. All salary and benefit data represented is as of July 1, 2018.

Agency-wide averages and classification specific results are summarized in Section IV of this report. Survey results for each classification are presented in [Appendix A](#). In addition, other benefits and premium pay elements of interest to the SCCRTC were collected and are summarized in Section V and details presented in [Appendix B](#). [Appendix C](#) provides base salary recommendations based on market results and [Appendix D](#) represents the actual changes based on the recommendations.

II. Project Scope and Work Plan

To complete the total compensation study, CPS HR Project Team completed the following tasks:

- Reviewed SCCRTC background materials including classification specifications, salary schedules, position control documents, organization charts, and internal alignment documentation.
- Developed a data collection method and survey instrument.
- Received confirmation from SCCRTC regarding the twelve (12) labor market agencies and nine (9) benchmark classifications to be surveyed.
- CPS HR determined that the most expeditious way of obtaining data was to gather as much information as possible from online sources and then follow-up with the surveyed agency to validate data and complete missing information.
- Researched salary and benefits data from the respective labor market agencies, including salary schedules, classification specifications, budgets, benefits summaries, MOU's and position control documents where available. The Project Team followed through with agencies to request further information or clarification on job matching and/or benefits levels.

- Prepared and delivered a draft report for client review and comment on June 26, 2018.
- Prepared and delivered this final report for on August 20, 2018.

III. Compensation Study Parameters

The first step in conducting a total compensation survey is to determine the basic parameters for the survey. These parameters included:

- Confirmation of the labor market position
- Labor market agencies (comparable agencies)
- Survey classifications (benchmark classifications)
- Survey scope

Labor Market Position

CPS HR provides a labor market data analysis based on the median of the market. The labor market median, which is described as the “middle” of the market, is the data point at which half of the complete range of data (excluding the SCCRTC’s data) is higher, and half of the complete range of data (excluding the SCCRTC’s data) is lower. The median is a common market position, particularly in smaller data sets, because the data is less likely to be skewed by high and low payers in the market.

Labor Market Agencies

The agencies surveyed comprise the twelve (12) labor market agencies for all 9 classifications surveyed; the final labor market agencies are listed below. The labor market agencies were selected by the SCCRTC; CPS HR proposed a list and reviewed the agencies selected based on population, area size, and proximity to the SCCRTC. A revised list was presented to the Board on April 19, 2018.

The determination of an appropriate labor market involves the application of the selection criteria outlined below.

- **Agency size** – In general, agencies that employ relatively similar numbers of employees may have similar economic demographics. Since it is rare to find agencies that are exactly the same, the goal is to provide a balanced mix of larger and smaller agencies, thereby minimizing the “skewing” effect when either of these are used exclusively.

- **Geographic proximity** – When considering a labor market, it is important to consider the geographic proximity of potential agencies, since they may be competitors in the recruitment market. If there are not enough agencies within the local market with which to conduct a study, then the geographic area may be expanded to include agencies in other closer counties which are similar in other aspects.
- **Industry** – In general, agencies that provide the same types of services are more likely to have similar types of job classifications and are to recruit from the same applicant pool.
- **Competing agencies** – Information regarding the agencies that SCCRTC frequently competes with for talent (i.e. has lost employees to or recruited employees from) is also useful in selecting the labor market agencies.

After review of the criteria outlined, SCCRTC finalized the labor market. The final labor market included:

- | | |
|--|---|
| ■ Alameda County Transportation Commission | ■ San Mateo County (C/CAG Congestion Management) |
| ■ Association of Monterey Bay Governments | ■ Santa Clara Valley Transportation Authority (VTA) |
| ■ Contra Costa Transportation Authority | ■ Santa Cruz Metropolitan Transit District (METRO) |
| ■ Metropolitan Transportation Commission | ■ Transportation Agency for Monterey County |
| ■ Orange County Transportation Authority | ■ Transportation Authority of Marin |
| ■ San Diego Association of Governments | |
| ■ San Luis Obispo Council of Governments | |

Survey Classifications

The survey benchmark classifications for the study are presented below, with the classifications in alphabetical order. Summary descriptions for all survey benchmark classifications were based on the current job description provided by SCCRTC and supplemented, as needed, by information provided by current incumbents on a position description questionnaire (PDQ) form.

- Accountant II
- Administrative Assistant III
- Administrative Service Officer (ASO)
- Deputy Director
- Fiscal Officer
- Transportation Engineer
- Transportation Planner II
- Transportation Planner IV
- Transportation Planning Technician

Survey Data Collection Scope

Comparable Classifications – Classification Matching

When conducting a salary survey, the intent is to provide general market trends by comparing the span of control, duties and responsibilities, and knowledge, skill and ability requirements to determine whether these are comparable enough to utilize as a match. With a balanced labor market and the use of whole job analysis, it is reasonable to assume that while some matches will have slightly higher responsibilities and some matches will have slightly lower responsibilities, the overall scope of duties and responsibilities of the combined matches will be balanced.

In the process of matching comparable classifications from other agencies, CPS HR does not rely only on classification specifications. CPS HR references position control documents, where available, to specifically identify which classification, and level of classification, perform the duties of the SCCRTC's classification. This is particularly relevant to non-supervisory, non-management classifications where there are multi-level classifications within the series matched from the other agencies. This level of analysis is important because classification specifications may describe a certain level of work, for example, as the journey level, when the use of the classification series demonstrates that the majority of duties are assigned to a higher level, which may be described in the classification specification as an advanced level in the classification series. In addition, block budgeting or other fiscal tools facilitating series progression through multiple levels, may provide greater flexibility in the use of the classification structure than is evident in the content of the classification specification. To the extent possible, CPS HR identifies the operational use of a classification in determining whether it is a comparable job match.

Comparable Classifications – Required Number of Comparable Classifications

CPS HR's best practice is that benchmark positions must have a minimum of three classification matches to be analyzed. In most studies, it is common to have some classes for which limited market data exists.

There are many reasons a benchmark class may not have enough comparable data including:

- Differences in the delivery of services
- Differences in span of control
- Differences in organizational structure
- Differences in operational size
- The classification is not commonly found in other agencies
- Agency does not provide that service

Internal Equity Considerations – Insufficient Number of Comparable Classifications

Because a compensation plan is developed through the analysis of external market data and internal relationships, the absence of sufficient labor market data for a particular classification does not mean that no salary recommendation can be developed, since many salary recommendations are ultimately based upon internal equity with other classes.

Labor Market Benefits Collected

CPS HR collected numerous benefits and compensation practices, in addition to base salary, to complete the total compensation evaluation of SCCRTC in the labor market. When measuring the market, the goal is to identify an agency's competitive position in the labor market to attract and retain talent, in addition to promoting internal equity. This is done by measuring those benefits that new employees would currently receive upon their date of hire. In addition, reported benefits and premium pay are those which all employees in the group would qualify for, versus premium pay provided to a limited group of employees, such as shift differentials, or assignment pay.

The benefits data collected for the study is presented in Table 2 below.

Table 2: Total Compensation Benefit Data Collected

Benefit or Pay Practice	Description
<i>Allowance Pay Practices</i>	These amounts reflect general policies on vehicle, phone, or other allowances. The amounts may not be universally applicable to all positions within a unit or may be a discretionary policy.
<i>Comparable Classification Title</i>	CPS HR matched the SCCRTC's benchmark classifications to those in the labor market agencies. The methods used by CPS HR for matching classifications is discussed in the previous section. The term "No Comparable Class" is used if CPS HR did not find a comparable classification within an agency to a specific benchmark classification. No compensation data will be presented for the benchmark classification for that agency. The term "Data Not Available" is used when CPS HR did find a comparable classification, but it is either unfunded or no salary could be obtained.
<i>Deferred Compensation Contribution</i>	The amount(s) the agency pays into a deferred compensation plan; in many cases, this is a voluntary employee benefit. CPS HR calculates non-matching employer contributions only as matching funds are "elective."
<i>Education Incentive Pay Practice</i>	The amounts the agency reimburses expenses for the acquisition of higher education, licenses, or certifications. CPS HR did not calculate incentive pay for any benchmark classifications
<i>Leave Practices</i>	For standards purposes, leave practices reflect leave accrual rates and maximums at one, five, ten, 15 and 20 years; sick leave accrual rates and maximums; holiday hours, and any administrative leave allotted to employees.

Benefit or Pay Practice	Description
Longevity Pay Practice	The amount(s) the agency pays for years of service with the agency. For this analysis, CPS HR has used the 10-year level for eligible employees, as this is a more common achievement. Longevity pay at the 10-year mark was calculated into total compensation only if it was an increase to base pay, not a one-time payout.
Medical Plan Contributions	Medical Insurance plan – For standards purposes, the family rate for the <i>most expensive</i> plan is measured in the market. In some agencies, a flat employer contribution rate is utilized, regardless of the plan selected by employees. Dental Insurance plan – For standards purposes, the family rate for the <i>most expensive</i> used plan is measured in the market. If no amount is entered in the datasheets, the cost may be included in the medical plan costs or the agency does not offer or contribute towards a dental benefit (the benefits summary tables will provide more detail on this). Vision Insurance plan – For standards purposes, the family rate for the <i>most expensive</i> plan is measured in the market. If no amount is entered in the datasheets, the cost may be included in the medical plan costs or the agency does not offer or contribute to a vision benefit (the benefits summary tables will provide more detail on this). Life Insurance – Whether the employer provides a Life Insurance policy, and if so, whether it is paid for by the employer or employee. Long-Term Disability – Whether the employer provides a Long-Term Disability policy, and if so, whether it is paid for by the employer or employee.
Minimum and Maximum Base Salary	The minimum and maximum <i>monthly</i> base salary. Where salary range was not available.
Retirement Contribution	Employer's contribution to mandated retirement plans, such as the CalPERS. For the purposes of this study, the applicable contribution rate has been utilized in the total compensation calculations, although all tier rates (when applicable) have been captured in the benefits summary tables. For CalPERS agencies, the PEPR rate is calculated.
Social Security (Medicare and FICA) Contributions	These amounts reflect the cost of the employer's contributions to Medicare (1.45%) and FICA (6.20% to maximum of \$128,700 for FY 2018), if the agency participates.

IV. Survey Results

Compensation Results

SCCRTC's overall position within the labor market, and the averages for each classification, are presented in this section. Appendix A and B provide detailed results as described below.

- Appendix A presents all study classifications with total compensation results.
 - *Note:* The designation of “No Comparable Classifications” is used if an agency reported no comparable classification, or if a review of the duties and responsibilities assigned to the classification indicated that it was not comparable, or if the duties were significantly split among more than a single classification. The designation of “Data Not Available” indicates a match was identified but salary could not be obtained.
- Appendix B presents the collected benefit information for all employee groups. An analysis of these benefits is presented in Section V.
 - *Note:* The designation of “Not Applicable” (N/A) is used if an agency does not provide a benefit; the designation of “Data Not Available” (DNA) is used if an agency did not provide the needed information.

Benchmark Comparable Classification Requirement

One classification did **not** meet the requirement of a minimum of three comparable matching classifications and thus are individually calculated and excluded from the overall results. This includes the classification of:

- Administrative Service Officer (ASO)

The insufficient matches are the result of organizational structures within the comparable labor market agencies. While many had administrative services function the services were centralized to finance roles or distinct specialized classifications (e.g., Human Resources). Most agencies did not have an independent title with the preponderance of duties similar to the class in SCCRTC's structure.

Labor Market Position by Classification

This section provides a summary of the SCCRTC's position within the labor market by employee group and classification. Table 3 illustrates the following information for each classification:

- The SCCRTC's classification title
- Number of comparable classifications
- The SCCRTC's maximum monthly salary for the survey classification
- The labor market median and mean monthly maximum salary which is calculated using the maximum monthly salary for each of the comparable classes; that range of data is then computed to provide the median or mean amount.
- The percentage the SCCRTC's maximum monthly salary is above or below the median and mean of the labor market; this number indicates what percentage of the SCCRTC's salary is required to move it up or down to the market median or mean.

**Table 3: Agency Percent (%) Above/Below Labor Market Medians and Means
by Classification**

Classification	# of matches	Base Salary					Total Compensation				
		Max Base	Market Median	% to Market Median	Market Mean	% to Market Mean	Agency Max	Market Median	% to Market Median	Market Mean	% to Market Mean
Accountant II	9	\$6,985	\$4,631	-9.25%	\$7,533	-7.85%	\$9,615	\$10,563	-9.86%	\$10,801	-12.33%
Transportation Engineer	5	\$8,975	\$10,478	-16.74%	\$10,235	-14.03%	\$11,894	\$14,010	-17.80%	\$13,458	-13.16%
Transportation Planning Technician	6	\$5,497	\$6,324	-15.03%	\$6,547	-19.09%	\$7,911	\$8,953	-13.16%	\$8,548	-8.04%
Transportation Planner II	11	\$7,443	\$7,936	-6.62%	\$8,022	-7.77%	\$10,139	\$11,105	-9.53%	\$11,315	-11.59%
Transportation Planner IV	10	\$9,511	\$10,341	-8.73%	\$10,129	-6.50%	\$12,507	\$13,637	-9.04%	\$13,684	-9.41%
Deputy Director	11	\$12,873	\$15,346	-19.21%	\$14,915	-15.86%	\$16,392	\$19,812	-20.86%	\$19,375	-18.20%
Fiscal Officer	8	\$9,219	\$11,045	-19.81%	\$11,119	-20.60%	\$12,208	\$14,113	-15.61%	\$13,618	-11.55%
Administrative Assistant III	9	\$6,043	\$5,968	1.23%	\$5,808	3.89%	\$8,536	\$8,935	-4.67%	\$8,882	-4.06%
Average				-11.77%		-10.98%			-12.57%		-11.04%

Labor Market Position

The data included in this report reflects that the SCCRTC is below in the labor market when comparing base salary and total compensation categories. The percentage in the labor market varies based on whether the reference is the market mean (average) or market median (mid-point). When looking at the mean, SCCRTC is trending below of the market by -10.98% for base salary and -11.04% for total compensation. When looking at the median, SCCRTC is trending below of the market by -11.77% for base salary and -12.57% for total compensation. The market median tends to be a more stable representation of trends in the market since it eliminates high and low payers which can skew data and outcomes. For this reason, CPS HR's methodology is to use the market median for compensation considerations.

Labor Market Recommendations

Using labor market median data CPS HR provided salary recommendations to the current base salary structure. In general, where the SCCRTC classification was "under-market" the percentage difference was applied to the survey classification (with the exception of the ASO classification which did not produce validated results.). Classifications not surveyed were provided a salary recommendation based on internal equity to the survey classification, ensuring no compaction within the series and/or structure hierarchy. [Appendix C](#) illustrates the salary recommendations and rationale utilized for the salary change. [Appendix D](#) represents the actual changes based on the recommendations.

V. Benefits Summary Tables

In addition to the base salary and total compensation data presented in the datasheets provided within [Appendix A](#), CPS HR presents additional benefit information for all surveyed classifications displayed in table format in [Appendix B](#).

A summary of each table is provided below:

■ Table B-1 – Retirement Contribution Practices

- Seven (7) agencies contribute to Medicare only; four (4) agencies contribute to both Medicare and FICA.
- Ten (10) agencies hold membership in the California Public Employees' Retirement System (CalPERS) with two (2) in alternate defined pension plans.

- Level of benefits are provided in tiers, determined by hire date, consisting of Classic tiers and a PEPRAs tier.
- CalPERS’s rates range for “Classic” tier from 8.817% to 31.290%; PEPRAs rates range from 7.557% to 29.260%.
- Four (4) agencies continue to “pick-up” and pay for a portion of the employee portion of the pension contribution in addition to the required employer Classic contribution; 5.0%-7.0%. No additional contributions were made for PEPRAs plans.

■ **Table B-2 – Deferred Compensation, Longevity Practices, and Education/Certification Reimbursement Practices**

- All agencies offered voluntary enrollment to a deferred compensation plan. Two (2) agencies were making non-matching contributions and two (2) were making a matching contribution to one (1) or more employee groups and the remainder were making no contributions.
- Three (3) agencies provide Longevity compensation.
- Nine (9) agencies provide various levels of annual tuition reimbursement, ranging from \$250 to \$2,000.

■ **Table B-3 – Miscellaneous/Other Premium Pay and Certification Pay**

- One (1) agency confirmed auto allowances in the amount of \$765 for specific classifications or employee groups.
- Two (2) agencies confirmed a cell phone allowance, \$35-\$65, for specific classifications or employee groups.
- Many agencies have policies which provide allowance pay at the discretion of the SCCRTC. For this reason, allowance pay reflected in the summary tables is reflective only of what the agencies provided.

■ **Table B-4 – Employee and Employer Contribution to Medical, Dental, Vision, Long Term Disability and Life Insurance**

- Contributions related to medical, dental and vision are based on the most expensive plan for each coverage offered for employee and 2+ dependents (family) coverage. Rates varied from \$584.90-\$3,384.44 per month.

- All agencies provided Medical, Dental, and Vision (or a Cafeteria flat dollar amount). All agencies provide basic employee life insurance to all employees at either a set dollar amount or a percentage of base salary except for one agency which does not provide the benefit to the General employee group.
- All agencies provided Long Term Life Insurance to all employees.

■ **Table B-5 – Vacation Accrual Practices**

- Vacation accrual rates for years 1, 5, 10 and 20 are displayed for all employee groups; the table also provides for a maximum accrual for each of these years.
- Generally, agencies allowed Vacation Leave to be cashed out at separation/retirement.

■ **Table B-6 – Sick Leave, Holidays and Other Leave Practices**

- Sick Leave accrual rates for years are displayed for all employee groups; the table also provides for a maximum accrual for each of these years.
- The number of holidays varied from 7-13 with 0-3 floating holidays.
- Four (4) agencies provide Administrative Leave to Exempt, Management and/or Executive employees.
- Several agencies allowed annual cash-out or conversion to vacation or service credit or cash-out upon retirement policies.

VI. Next Steps

This report provides detailed information concerning the scope of the project, the methodologies used to complete the total compensation study, as well as the results of the study which show where SCCRTC is positioned in comparison to the labor market.

Should you require any further information or have questions and comments with respect to this report, please do not hesitate to contact Christi Tenter at 916-471-3387 or via email at ctenter@cpshr.us.

Appendix A: Datasheets

CPS HR CONSULTING		Accountant II										
Surveyed Agency	Classification Title	Monthly Min.	Monthly Max.	Deferred Comp	Longevity	Health	Dental	Vision	Other	Retirement	Social Security	Monthly Total Compensation
Santa Cruz Regional Transportation Agency	Accountant II	\$5,521	\$6,985			\$1,518	\$100			\$478	\$534	\$9,615
Alameda County Transportation Authority	Accountant	\$6,143	\$7,986			\$2,564				\$546	\$611	\$11,707
Association of Monterey Bay Governments	No Comparable Class											
Contra Costa Transportation Authority	Senior Accountant	\$6,418	\$8,669			\$585				\$593		\$9,847
Metropolitan Transportation Commission	Accountant II	\$5,962	\$7,631			\$3,388			\$255	\$785	\$111	\$12,171
Orange County Transportation Authority	Senior Accountant	\$5,413	\$7,953			\$2,600				\$1,989	\$115	\$12,657
San Diego Association of Governments	Accountant II	\$3,811	\$6,343			\$1,621	\$17	\$165		\$678	\$92	\$8,916
San Luis Obispo Council of Governments	Accountant II	\$5,557	\$6,916	\$429		\$1,603				\$523	\$100	\$9,571
San Mateo County (C/CAG Congestion Management)	No Comparable Class											
Santa Clara Valley Transportation Authority (VTA)	Accountant II	\$5,989	\$7,247			\$2,028	\$41	\$17		\$676	\$554	\$10,563
Santa Cruz METRO	Accountant II	\$5,287	\$6,744		\$337	\$2,311	\$147	\$26		\$621	\$98	\$10,284
Transportation Agency for Monterey County	No Comparable Class											
Transportation Authority of Marin	Senior Accountant	\$6,822	\$8,312	\$665		\$1,850				\$543	\$121	\$11,491
	Base Salary Median		\$7,631							Total Compensation Median		\$10,563
	Base Salary Mean		\$7,533							Total Compensation Mean		\$10,801
	Percentage Above or Below Median		-9.25%							Percentage Above or Below Median		-9.86%
	Percentage Above or Below Mean		-7.85%							Percentage Above or Below Mean		-12.33%
Total Matches:		9										

Transportation Engineer (Assocaite)											
Classification Title	Monthly Min.	Monthly Max.	Deferred Comp	Longevity	Health	Dental	Vision	Other	Retirement	Social Security	Monthly Total Compensation
Transportation Engineer (Associate)	\$6,698	\$8,975			\$1,518	\$100			\$614	\$687	\$11,894
Associate Transportation Engineer	\$8,060	\$10,478			\$2,564				\$717	\$802	\$14,560
No Comparable Class											
Senior Engineer	\$8,231	\$11,112			\$585				\$760		\$12,457
No Comparable Class											
No Comparable Class											
Associate Engineer	\$5,108	\$8,500			\$1,621	\$17	\$165		\$908	\$123	\$11,334
No Comparable Class											
No Comparable Class											
Assocaite Transporation Engineer	\$8,389	\$10,194			\$2,028	\$41	\$17		\$951	\$780	\$14,010
No Comparable Class											
Transportation Engineer	\$6,066	\$10,892			\$3,134				\$745	\$158	\$14,930
No Comparable Class											
Base Salary Median		\$10,478								Total Compensation Median	\$14,010
Base Salary Mean		\$10,235								Total Compensation Mean	\$13,458
Percentage Above or Below Median		-16.74%								Percentage Above or Below Median	-17.80%
Percentage Above or Below Mean		-14.03%								Percentage Above or Below Mean	-13.16%

CPS HR CONSULTING		Transportation Planning Technician										
Surveyed Agency	Classification Title	Monthly Min.	Monthly Max.	Deferred Comp	Longevity	Health	Dental	Vision	Other	Retirement	Social Security	Monthly Total Compensation
Santa Cruz Regional Transportation Agency	Transportation Planning Technician	\$4,347	\$5,497			\$1,518	\$100			\$376	\$421	\$7,911
Alameda County Transportation Authority	No Comparable Class											\$0
Association of Monterey Bay Governments	Planner	\$4,943	\$6,648			\$1,306				\$491	\$509	\$8,953
Contra Costa Transportation Authority	Administrative Assistant	\$4,437	\$5,999			\$585					\$410	\$6,994
Metropolitan Transportation Commission	Planning Technician	\$5,405	\$7,631			\$3,388			\$255	\$785	\$111	\$12,171
Orange County Transportation Authority	No Comparable Class											
San Diego Association of Governments	No Comparable Class											
San Luis Obispo Council of Governments	No Comparable Class											
San Mateo County (C/CAG Congestion Management)	C/CAG Transportation Programs Specialist II	\$6,479	\$8,096		\$121	\$2,913	\$87	\$16		\$2,369	\$619	\$14,222
Santa Clara Valley Transportation Authority (VTA)	Transportation Planning Aide	\$4,427	\$5,348			\$2,028	\$41	\$17		\$499	\$409	\$8,342
Santa Cruz METRO	No Comparable Class											
Transportation Agency for Monterey County	Assistant Transportation Planner	\$4,312	\$5,556			\$3,134				\$380	\$81	\$9,151
Transportation Authority of Marin	No Comparable Class											
		Base Salary Median	\$6,324							Total Compensation Median	\$8,953	
		Base Salary Mean	\$6,547							Total Compensation Mean	\$8,548	
		Percentage Above or Below Median	-15.03%							Percentage Above or Below Median	-13.16%	
		Percentage Above or Below Mean	-19.09%							Percentage Above or Below Mean	-8.04%	
		Total Matches: 6										

Transportation Planner II												
Classification Title	Monthly Min.	Monthly Max.	Deferred Comp	Longevity	Health	Dental	Vision	Other	Retirement	Social Security	Monthly Total Compensation	
Transportation Planner II	\$5,883	\$7,443			\$1,518	\$100			\$509	\$569	\$10,139	
Assocaite Planner	\$7,124	\$9,261			\$2,564				\$634	\$708	\$13,167	
Associate Planner	\$5,592	\$7,520			\$1,306				\$555	\$575	\$9,956	
Assocaite Transportaiton Planer	\$6,796	\$9,174			\$585				\$628		\$10,387	
Planner_Analyst Associate	\$7,925	\$10,145			\$3,388			\$255	\$1,044	\$147	\$14,979	
Transportation Analyst	\$5,413	\$7,953			\$2,600				\$1,989	\$115	\$12,657	
Assocaite Regional Planner	\$4,632	\$7,710			\$1,621	\$17	\$165		\$824	\$112	\$10,449	
Planner II	\$4,593	\$5,718	\$355		\$1,603				\$432	\$83	\$8,191	
No Comparable Class												
Transportation Planner II	\$6,374	\$7,710			\$2,028	\$41	\$17		\$719	\$590	\$11,105	
Transportation Planner	\$5,269	\$6,722		\$336	\$2,311	\$147	\$26		\$619	\$97	\$10,258	
Associate Transportation Planner	\$5,864	\$7,936			\$3,134				\$543	\$115	\$11,728	
Assocaite Transportation Planner	\$6,870	\$8,392	\$671		\$1,850				\$548	\$122	\$11,583	
Base Salary Median		\$7,936							Total Compensation Median			\$11,105
Base Salary Mean		\$8,022							Total Compensation Mean			\$11,315
Percentage Above or Below Median		-6.62%							Percentage Above or Below Median			-9.53%
Percentage Above or Below Mean		-7.77%							Percentage Above or Below Mean			-11.59%
			</									

Classification Title	Monthly Min.	Monthly Max.	Deferred Comp	Longevity	Health	Dental	Vision	Other	Retirement	Social Security	Monthly Total Compensation
Transportation Planner IV	\$7,518	\$9,511			\$1,518	\$100			\$651	\$728	\$12,507
Principal Planner	\$9,581	\$12,455			\$2,564				\$852	\$953	\$16,824
Senior Planner	\$6,837	\$9,195			\$1,306				\$679	\$703	\$11,883
Senior Transportation Planner	\$7,937	\$10,715			\$585				\$733		\$12,033
Planner_Analyst Senior	\$9,703	\$12,421			\$3,388			\$255	\$1,278	\$180	\$17,523
Principal Transportation Analyst	\$6,736	\$9,968			\$2,600				\$2,493	\$145	\$15,206
Senior Regional Planner	\$5,632	\$7,501			\$1,621	\$17	\$165		\$801	\$109	\$10,214
Planner IV	\$6,652	\$8,280	\$513		\$1,603				\$626	\$120	\$11,142
No Comparable Class											
Transportation Planner III	\$7,635	\$9,248			\$2,028	\$41	\$17		\$863	\$707	\$12,904
No Comparable Class											
Principal Planner	\$7,975	\$10,714			\$3,134				\$733	\$155	\$14,737
Senior Transportation Planner	\$8,838	\$10,795	\$864		\$1,850				\$705	\$157	\$14,370
Base Salary Median		\$10,341							Total Compensation Median		\$13,637
Base Salary Mean		\$10,129							Total Compensation Mean		\$13,684
Percentage Above or Below Median		-8.73%							Percentage Above or Below Median		-9.04%
Percentage Above or Below Mean		-6.50%							Percentage Above or Below Mean		-9.41%
Total Matches:		10									

Administrative Service Officer											
Classification Title	Monthly Min.	Monthly Max.	Deferred Comp	Longevity	Health	Dental	Vision	Other	Retirement	Social Security	Monthly Total Compensation
Administrative Service Officer (ASO)	\$7,156	\$9,588			\$1,518	\$100		\$35	\$656	\$734	\$12,631
No Comparable Class											
No Comparable Class											
No Comparable Class											
No Comparable Class								\$255			
No Comparable Class								\$800			
No Comparable Class											
No Comparable Class											
No Comparable Class											
Policy and Administrative Manager	\$9,532	\$12,582			\$2,028	\$41	\$17		\$1,174	\$963	\$16,805
No Comparable Class											
No Comparable Class											
No Comparable Class											
Base Salary Median		\$12,582							Total Compensation Median		\$16,805
Base Salary Mean		\$12,582							Total Compensation Mean		\$16,805
Percentage Above or Below Median		-31.22%							Percentage Above or Below Median		-33.05%
Percentage Above or Below Mean		-31.22%							Percentage Above or Below Mean		-33.05%
Total Matches:		1									

CPS HR CONSULTING		Deputy Director										
Surveyed Agency	Classification Title	Monthly Min.	Monthly Max.	Deferred Comp	Longevity	Health	Dental	Vision	Other	Retirement	Social Security	Monthly Total Compensation
Santa Cruz Regional Transportation Agency	Deputy Director	\$9,606	\$12,873			\$1,518	\$100		\$35	\$881	\$985	\$16,392
Alameda County Transportation Authority	Director of Planning	\$12,571	\$16,342			\$2,564				\$1,118	\$1,250	\$21,274
Association of Monterey Bay Governments	Director of Planning	\$7,710	\$10,368			\$1,306				\$765	\$793	\$13,232
Contra Costa Transportation Authority	Deputy Executive Director, Planning	\$11,361	\$15,346			\$585				\$1,050		\$16,981
Metropolitan Transportation Commission	Planning Director (Section)	\$14,830	\$18,440			\$3,388			\$255	\$1,898	\$267	\$24,249
Orange County Transportation Authority	No Comparable Class								\$800			
San Diego Association of Governments	Chief Deputy Director	\$11,630	\$19,354			\$1,621	\$17	\$165		\$2,068	\$281	\$23,506
San Luis Obispo Council of Governments	Division Chief	\$7,445	\$10,536	\$653		\$1,603				\$796	\$153	\$13,742
San Mateo County (C/CAG Congestion Management)	C/CAG Program Director	\$10,746	\$13,435		\$202	\$2,913	\$87	\$16		\$3,931	\$1,028	\$21,611
Santa Clara Valley Transportation Authority (VTA)	Deputy Director	\$11,526	\$19,500			\$2,028	\$41	\$17		\$1,820	\$1,492	\$24,897
Santa Cruz METRO	Planning and Development Director	\$9,053	\$11,558		\$578	\$2,311	\$147	\$26		\$1,065	\$168	\$15,851
Transportation Agency for Monterey County	Deputy Executive Director	\$10,653	\$13,701			\$3,134				\$937	\$199	\$17,972
Transportation Authority of Marin	Deputy Executive Director	\$12,389	\$15,486	\$1,239		\$1,850				\$1,012	\$225	\$19,812
	Base Salary Median		\$15,346								Total Compensation Median	\$19,812
	Base Salary Mean		\$14,915								Total Compensation Mean	\$19,375
	Percentage Above or Below Median		-19.21%								Percentage Above or Below Median	-20.86%
	Percentage Above or Below Mean		-15.86%								Percentage Above or Below Mean	-18.20%
Total Matches:			11									

CPS HR CONSULTING		Fiscal Officer										
Surveyed Agency	Classification Title	Monthly Min.	Monthly Max.	Deferred Comp	Longevity	Health	Dental	Vision	Other	Retirement	Social Security	Monthly Total Compensation
Santa Cruz Regional Transportation Agency	Fiscal Officer	\$6,878	\$9,219			\$1,518	\$100		\$35	\$631	\$705	\$12,208
Alameda County Transportation Authority	No Comparable Class					\$2,564				\$0	\$0	\$2,564
Association of Monterey Bay Governments	Principal Accountant	\$6,331	\$8,515			\$1,306				\$629	\$651	\$11,101
Contra Costa Transportation Authority	Finance Manager	\$8,094	\$10,926			\$585				\$748		\$12,258
Metropolitan Transportation Commission	Principal Finance	\$11,303	\$15,060			\$3,388			\$255	\$1,550	\$218	\$20,471
Orange County Transportation Authority	Finance and Administration Manager	\$7,571	\$11,164			\$2,600			\$800	\$2,792	\$162	\$17,519
San Diego Association of Governments	Director of Finance	\$6,845	\$11,391			\$1,621	\$17	\$165		\$1,217	\$165	\$14,576
San Luis Obispo Council of Governments	No Comparable Class											
San Mateo County (C/CAG Congestion Management)	No Comparable Class											
Santa Clara Valley Transportation Authority (VTA)	Financial Accounting Manager	\$9,532	\$12,582			\$2,028	\$41	\$17		\$1,174	\$963	\$16,805
Santa Cruz METRO	Deputy Finance Director	\$7,876	\$10,055		\$503	\$2,311	\$147	\$26		\$926	\$146	\$14,113
Transportation Agency for Monterey County	Finance Officer	\$6,838	\$9,255			\$3,134				\$633	\$134	\$13,157
Transportation Authority of Marin	No Comparable Class											
	Base Salary Median		\$11,045								Total Compensation Median	\$14,113
	Base Salary Mean		\$11,119								Total Compensation Mean	\$13,618
	Percentage Above or Below Median		-19.81%								Percentage Above or Below Median	-15.61%
	Percentage Above or Below Mean		-20.60%								Percentage Above or Below Mean	-11.55%
Total Matches:				8								

CPS HR CONSULTING		Administrative Assistant III										
Surveyed Agency	Classification Title	Monthly Min.	Monthly Max.	Deferred Comp	Longevity	Health	Dental	Vision	Other	Retirement	Social Security	Monthly Total Compensation
Santa Cruz Regional Transportation Agency	Administrative Assistant III	\$4,776	\$6,043			\$1,518	\$100			\$413	\$462	\$8,536
Alameda County Transportation Authority	Senior Administrative Assistant	\$5,297	\$6,886			\$2,564				\$471	\$527	\$10,448
Association of Monterey Bay Governments	Senior Executive Assistant	\$4,437	\$5,968			\$1,306				\$441	\$457	\$8,171
Contra Costa Transportation Authority	Administrative Assistant	\$4,437	\$5,999			\$585				\$410		\$6,994
Metropolitan Transportation Commission	Administrative Assistant III	\$4,467	\$5,718			\$3,388			\$255	\$589	\$83	\$10,033
Orange County Transportation Authority	Administrative Specialist	\$4,039	\$5,971			\$2,600				\$1,493	\$87	\$10,151
San Diego Association of Governments	Administrative Office Specialist	\$2,986	\$4,970			\$1,621	\$17	\$165		\$531	\$72	\$7,376
San Luis Obispo Council of Governments	No Comparable Class											
San Mateo County (C/CAG Congestion Management)	No Comparable Class											
Santa Clara Valley Transportation Authority (VTA)	Administrative Service Assistant	\$4,586	\$6,054			\$2,028	\$41	\$17		\$565	\$463	\$9,168
Santa Cruz METRO	Administrative Specialist	\$4,193	\$5,346		\$267	\$2,311	\$147	\$26		\$492	\$78	\$8,666
Transportation Agency for Monterey County	Senior Administrative Assistant	\$3,957	\$5,356			\$3,134				\$366	\$78	\$8,935
Transportation Authority of Marin	No Comparable Class											
	Base Salary Median		\$5,968								Total Compensation Median	\$8,935
	Base Salary Mean		\$5,808								Total Compensation Mean	\$8,882
	Percentage Above or Below Median		1.23%								Percentage Above or Below Median	-4.67%
	Percentage Above or Below Mean		3.89%								Percentage Above or Below Mean	-4.06%
	Total Matches:		9									

Appendix B: Benefits Summary Tables

Table B-1: Retirement Contribution Practices

Agency	Retirement Type	Retirement Benefit & Formula			Social Security
Santa Cruz County Regional Transportation Commission	CalPERS	Classic Tier PEPRA	9.409% 6.842%^	2.00% @ 55 2.00% @ 62	Medicare and FICA
Alameda County Transportation Authority	CalPERS	Classic PEPRA	10.609% 6.842%^	2.50% @ 55, +5% of EPMC 2.00% @ 62	Medicare and FICA
Association of Monterey Bay Governments	CalPERS	Classic Tier PEPRA	10.411% 7.383%^	2.00% @ 55+7% of EMPC >5yrs 2.00% @ 62	Medicare and FICA
Contra Costa Transportation Authority	CalPERS	Classic Tier PEPRA	8.892% 6.842%^	2.00% @ 55 +7% in-lieu of SS 2.00% @ 62	None
Metropolitan Transportation Commission	CalPERS	Classic PEPRA	10.293% ^	2.50% @ 55 2.00% @ 62	Medicare Only
Orange County Transportation Authority	OCERS ¹	Plan B Plan U	25.52% 25.01%^	1.667% @ 57.5 2.500% @ 67	Medicare Only
San Diego Association of Governments	CalPERS	Classic Tier PEPRA	10.685% ^	2.70% @ 55 2.00% @ 60 2.00% @ 62	Medicare Only
San Luis Obispo Council of Governments	CalPERS	Classic Tier PEPRA	11.154% 7.557%^	2.00% @ 55, +7% of EPMC 2.00% @ 62	Medicare Only
San Mateo County (C/CAG Congestion Management)	SamCERA	Classic 1 PEPRA 7	31.290% 29.260% ^	2.00% @ 55 2.00% @ 62	Medicare & FICA
Santa Clara Valley Transportation Authority (VTA)	CalPERS	Classic Tier PEPRA	9.331%^	2.00% @ 55 2.00% @ 62	Medicare & FICA
Santa Cruz METRO	CalPERS	Classic Tier	9.211%^	2.00% @ 55 2.00% @ 62	Medicare Only
Transportation Agency for Monterey County	CalPERS	Classic Tier PEPRA	9.409% 6.842%^	2.00% @ 55 2.00% @ 62	Medicare Only
Transportation Authority of Marin	CalPERS	Classic Tier PEPRA	8.8170% 6.533%^	2.00% @ 55 2.00% @ 62	Medicare Only

¹ OCERS rates are based on Group #5 plans B and U.

Table B-2: Deferred Compensation, Longevity Practices, and Education/Certification Reimbursement Practices

Agency	Deferred Compensation	Longevity	Education/Certification Reimbursement
Santa Cruz County Regional Transportation Commission	457, No agency contribution *agency deposit for Social Security opt-out	25 yrs. = 3.0%	\$600.00/yr. reimbursed for licenses or certificates; \$250.00 tuition reimbursement
Alameda County Transportation Authority	457, No agency contribution	None	90% of tuition fees for job-related courses, subject to budget availability up to \$500 per academic year.
Association of Monterey Bay Governments	457, No agency contribution	None	Approved tuition and fees for off courses closely related to work at an accredited college
Contra Costa Transportation Authority	457, employer match of up to \$100/mo. for employees with <5yrs, \$200 for 5-10 yrs. or \$300 for >10yrs	None	DNA
Metropolitan Transportation Commission	457, No agency contribution	None	DNA
Orange County Transportation Authority	457, No agency contribution 401a, matching funds of 1-3% based on years of service	None	\$3,500 per year and reimbursement for required license and/or certifications
San Diego Association of Governments	457, No agency contribution	None	DNA
San Luis Obispo Council of Governments	457b, 6.2%^ employer contribution of employee's gross wage	None	DNA
San Mateo County (C/CAG Congestion Management)	457, No agency contribution	10 yrs. = 1.5%^ 20 yrs. = 3% 25 yrs. = 4%	Approved tuition and fees for off courses closely related to work
Santa Clara Valley Transportation Authority (VTA)	457, No agency contribution	None	\$2,000 annually
Santa Cruz METRO	457, No agency contribution	Based on years of service: 10+ years: 5.00%^ 15+ Years: 10.00%	Reimbursement for costs of academic or professional credentials, certifications, or degrees. No maximum.
Transportation Agency for Monterey County	8.0%^ employer contribution	None	\$2,000.00 annually and \$200.00/yr. for professional development (\$400.00 for management)
Transportation Authority of Marin	457, No agency contribution	None	DNA

Table B-3: Miscellaneous/Other Premium Pay and Certification Pay

Agency	Miscellaneous / Other Premium Pay	Certification Pay
Santa Cruz County Regional Transportation Commission	RAMM Only: Cell Phone \$50.00/mo.^	- Bilingual \$0.50/hr. Level 1 or \$0.85/hr. Level 2 - Internal Auditor or Certified Public Accountant \$200.00/yr. each (<i>Fiscal Officer Only</i>)
Alameda County Transportation Authority	None	None
Association of Monterey Bay Governments	None	None
Contra Costa Transportation Authority	- Commute Incentives: 25% of BART fee, \$30 bus pass, \$25 gas card for carpool or \$10 for walk/bicycle - Telecommute: \$65.00/mo. for cell phone - Employee Parking: \$35.00/mo.	None
Metropolitan Transportation Commission	Transit \$255.00/mo.^; Bicycle to work \$20.00/mo.	None
Orange County Transportation Authority	\$765.00/mo.^ auto allowance for directors and above \$35.00/mo.^ cell phone allowance for directors and above	None
San Diego Association of Governments	None	None
San Luis Obispo Council of Governments	None	None
San Mateo County (C/CAG Congestion Management)	None	Bilingual \$70.00 biweekly
Santa Clara Valley Transportation Authority (VTA)	None	None
Santa Cruz METRO	None	None
Transportation Agency for Monterey County	- Wellness: 50% of reimbursable expenses up to \$350.00/yr. - Alternative Transportation: \$1.50/day for use	None
Transportation Authority of Marin	None	None

Table B-4: Employer/Employee Contribution to Medical, Dental, and Vision Insurance, Life Insurance, and Long-Term Disability

Agency	Medical	Dental		Vision	Life Insurance	Long-Term Disability
	Employer	Employer		Employer		
Santa Cruz County Regional Transportation Commission	\$1,517.53	\$100.00		Included	Employer Paid	Employer Paid
Alameda County Transportation Authority	\$2,564.00	Included		Included	Employer Paid	Employer Paid
Association of Monterey Bay Governments	\$1,305.55	Included		Included	Employer Paid	Employer Paid
Contra Costa Transportation Authority	\$584.90	Included		Included	Employer Paid	Employer Paid
Metropolitan Transportation Commission	\$3,388.44	Included		Included	Employer Paid	Employer Paid
Orange County Transportation Authority	\$2,600.00	Included		Included	Employer Paid	Employer Paid
San Diego Association of Governments	\$1,620.66	\$16.99		\$165.36	Employer Paid	Employer Paid
San Luis Obispo Council of Governments	\$1,603.32	Included		Included	Employer Paid	Employer Paid
San Mateo County (C/CAG Congestion Management)	\$2,912.54	Management \$107.84	Represented \$87.04	\$16.06	Employer Paid	Employer Paid
Santa Clara Valley Transportation Authority (VTA)	\$2,027.64	\$40.67		\$17.49	Employer Paid	Employer Paid
Santa Cruz METRO	\$2,311.00	\$146.70		\$25.61	Employer Paid	Optional
Transportation Agency for Monterey County	\$3,134.43	Included		Included	Employer Paid	Employer Paid
Transportation Authority of Marin	\$1,850.00	Included		Included	Employer Paid	Employer Paid

Table B-5: Vacation Accrual Practices

Agency	Year 1		Year 5		Year 10		Year 15		Max Accrual Year	
	Annual Accrual	Max Accrual	Annual Accrual	Max Accrual	Annual Accrual	Max Accrual	Annual Accrual	Max Accrual	Annual Accrual	Max Accrual
Santa Cruz County Regional Transportation Commission <i>CORE / RAMM</i>	176	2.5x annual	216	2.5x annual	256	2.5x annual	296	2.5x annual	296 @ 15	2.5x annual
	122	2.5x annual	162	2.5x annual	202	2.5x annual	242	2.5x annual	242@15	2.5x annual
Alameda County Transportation Authority	80	120	120	240	160	320	200	400	200 @ 15	400
Association of Monterey Bay Governments	80	240	120	240	160	240	160	240	160	240
Contra Costa Transportation Authority <i>Exempt:</i> <i>Non-Exempt:</i>	80 160	3x annual rate	200 160	3x annual rate	240 160	3x annual rate	240 160	3x annual rate	@10 yrs. 240 160	3x annual rate
Metropolitan Transportation Commission	104 @ 1 112 @ 2 120 @ 3 128 @ 4	500	136 @ 5 144 @ 6 152 @ 7 160 @ 8 168 @ 9	500	176 @ 10 184 @ 11 192 @ 12 200 @ 13	500	N/A	500	200 @ 13	500
Orange County Transportation Authority	120	240	N/A	N/A	160	300	168 @ 15 176@16 184@17 192@18	390	200@ 19	440
San Diego Association of Governments	144	unlimited	184	unlimited	224	unlimited	224	unlimited	224 @ 10	unlimited
San Luis Obispo Council of Governments	80 @ 1 88 @ 2 96 @ 3 104 @ 4	2x annual rate	120 @ 5 128 @ 6 136 @ 8	2x annual rate	144 @ 10 152 @ 12	2x annual rate	240	2x annual rate	240 @ 14	2x annual rate
San Mateo County (C/CAG Congestion Management)	104	unlimited	128	unlimited	154	unlimited	169	unlimited	177 @ 20 192 @ 25	unlimited

Agency	Year 1		Year 5		Year 10		Year 15		Max Accrual Year	
	Annual Accrual	Max Accrual	Annual Accrual	Max Accrual	Annual Accrual	Max Accrual	Annual Accrual	Max Accrual	Annual Accrual	Max Accrual
Santa Clara Valley Transportation Authority (VTA) <i>AFMSCME / Unpresented</i>	136 @ 1 152 @ 2	744	184	744	184	744	216	744	232 @ 20	744
	248	744	248	744	248	744	248	744	248	744
Santa Cruz METRO	88	264	152	456	192	576	192	576	192 @ 10	576
Transportation Agency for Monterey County <i>General / Management</i>	96 @ 1 112 @ 2 128 @ 4	260	144 @ 6	260	160 @ 10 168 @ 13	260	184 @ 18	260	192 @ 20 200 @ 25	260
	200 @ 1	600	224 @ 2	600	240	600	248 @ 13 264 @ 18	600	272 @ 20 280 @ 25	600
Transportation Authority of Marin	120	240	128 @ 6 136 @ 7 144 @ 8 152 @ 9	2x annual	160 @ 10 168 @ 11 176 @ 12 184 @ 13 192 @ 14	2x annual	200	400	200 @ 15	400

Table B-6: Sick Leave, Holidays, Personal, and Other Leave

Agency	Sick Leave Annual Accrual (Hours)	Sick Leave Maximum Accrual (Hours)	Sick Leave Cash-Out	Holiday	Other Leave
Santa Cruz County Regional Transportation Commission	Annual Leave – see Vacation			Holiday: 12 Floating: 1	None
<i>CORE / RAMM</i>	48	1,440	Pay out at separation based on years of service (pro-rated) – maximum of 600 hours		Up to 80 hours/yr. of administrative leave (max. 120)
Alameda County Transportation Authority	96	480	Service credit at retirement	Holiday: 11 Floating: 2	Management Leave up to 80 hours per/yr.
Association of Monterey Bay Governments	96	Unlimited	No cash-out options	Holiday: 12 Floating: 2	Administrative leave at discretion of Executive Director
Contra Costa Transportation Authority	120	Unlimited	Cash-Out upon separation – prorated	Holiday: 12 Floating: 3	May take 2 other days off in February in lieu of Washing and Lincoln birthday holidays.
Metropolitan Transportation Commission	96	Unlimited	Pays up to 240 hours at termination	Holiday: 11 Floating: 0	Personal Business Leave 3 days per year
Orange County Transportation Authority	72 @ 1-3 108 @ 3+	Unlimited	Service credit upon retirement Payout at term up to 160 if 10+ yrs. and option to sell back of hours >120	Holiday: 12 Floating: 0	None
San Diego Association of Governments	PTO Bank – see Vacation			DNA	None
San Luis Obispo Council of Governments	96	2,080	No policy	Holiday 13	Office closure 12/24-1/1
San Mateo County (C/CAG Congestion Management)	96	Unlimited	Sick leave conversion to health coverage upon retirement	Holiday: 11 Floating: 1	None

Agency	Sick Leave Annual Accrual (Hours)	Sick Leave Maximum Accrual (Hours)	Sick Leave Cash-Out	Holiday	Other Leave
Santa Clara Valley Transportation Authority (VTA) <i>AFSCME/Unrepresented</i>	80/64	Unlimited	Cash-Out upon termination	Holiday:11 Floating: 0	No Policy
Santa Cruz METRO	96	Unlimited	Cash-Out upon retirement Annual cash-out of 25% of accrued sick leave above 120 days (960 hours). Annual conversion of sick leave accrued beyond a balance of 96 hours may be converted to annual leave.	Holiday: 7 Floating: 1	Personal Leave: 5 days/40 hours (chargeable to accumulated sick leave) Administrative Leave: 3.5 days (28 hours)
Transportation Agency for Monterey County	80 ²	Unlimited	DNA	Holiday:11 Floating: 2	Management – 10 days professional leave
Transportation Authority of Marin	48	Unlimited	DNA	DNA	None

² Management does not have sick leave – included in annual leave listed under vacation

23-33 **Appendix C: Salary Recommendations**

Current Classification Title	Current Range Minimum	Current Range Maximum	% increase or decrease required to be at market median	# of matches	Salary Recommendation (New Range Minimum)	Salary Recommendation (New Range Maximum)	Difference	Rationale for Salary Recommendation
*Salary Recommendation is the Pay Range Maximum Recommendation. Difference is the percentage increase (or decrease) at the pay range maximum.								
Executive Director	\$12,012	\$16,197	N/A	N/A	N/A	N/A	N/A	N/A
Deputy Director	\$9,606	\$12,874	19.21%	11	\$11,452	\$15,347	\$2,473	Increased based on market median max
Transportation Planner IV	\$7,518	\$9,511	8.73%	10	\$8,174	\$10,341	\$830	Increased based on market median max
Transportation Planner III	\$6,471	\$8,187	N/A	N/A	\$7,036	\$8,902	\$715	Increased based on market median max for Planner IV
Transportation Planner II	\$5,883	\$7,443	6.62%	11	\$6,272	\$7,936	\$493	Increased based on market median max
Transportation Planner I	\$4,992	\$6,318	N/A	N/A	\$5,702	\$7,214	\$896	Set 10% below Planner II
Communications Specialist II	\$7,008	\$8,867	N/A	N/A	\$7,008	\$8,867	\$0	No change recommended, no market data and no internal equity disparity
Communications Specialist I	\$6,368	\$8,058	N/A	N/A	\$6,368	\$8,058	\$0	No change recommended, no market data and no internal equity disparity

Current Classification Title	Current Range Minimum	Current Range Maximum	% increase or decrease required to be at market median	# of matches	Salary Recommendation (New Range Minimum)	Salary Recommendation (New Range Maximum)	Difference	Rationale for Salary Recommendation
Director Finance and Budget (Fiscal Officer)	\$6,878	\$9,219	19.81%	8	\$8,241	\$11,046	\$1,826	Increased based on market median max
Senior Accountant (Accountant III)	\$6,075	\$7,687	N/A	N/A	\$6,634	\$8,395	\$707	Set 10% above Accountant II
Accountant (Accountant II)	\$5,521	\$6,985	9.25%	9	\$6,031	\$7,632	\$646	Increased based on market median max
Accounting Technician	\$4,764	\$6,028	N/A	N/A	\$5,000	\$6,323	\$295	Set at Planning Technician for internal equity
Senior Transportation Engineer	\$8,401	\$11,259	N/A	N/A	\$9,885	\$12,678	\$1,419	Set 10% above Associate
Associate Transportation Engineer	\$7,502	\$10,053	N/A	N/A	\$8,986	\$11,525	\$1,472	Set 10% above Assistant
Assistant Transportation Engineer	\$6,998	\$8,975	16.74%	5	\$8,169	\$10,477	\$1,502	Increased based on market median max
Administrative Services Officer (ASO)	\$7,156	\$9,588	31.22%*	1	\$7,849	\$10,520	\$931	Insufficient market matches, increase based on internal equity, 5% below Director Finance and

Current Classification Title	Current Range Minimum	Current Range Maximum	% increase or decrease required to be at market median	# of matches	Salary Recommendation (New Range Minimum)	Salary Recommendation (New Range Maximum)	Difference	Rationale for Salary Recommendation
								Budget
Senior Administrative Assistant (Administrative Assistant III)	\$4,776	\$6,043	-1.23%	9	\$5,000	\$6,323	\$280	Increase for internal equity to Technician range
Administrative Assistant (Administrative Assistant II)	\$4,403	\$5,571	N/A	N/A	\$4,545	\$5,748	\$177	Set 10% below Senior AA
Transportation Planning Technician	\$4,347	\$5,497	15.03%	6	\$5,000	\$6,323	\$826	Increased based on market median max

*Market median data N/A as insufficient market matches (<3)

Appendix D: Salary Structure Changes

Current Classification Title	Current Range Minimum	Current Range Maximum	Salary Recommendation (New Range Minimum)	Salary Recommendation (New Range Maximum)	Difference \$ ³ Current to New Maximum Range	Difference % Current to New Maximum Range
<i>*Salary Recommendation is the Pay Range Maximum Recommendation. Difference is the percentage increase (or decrease) at the pay range maximum.</i>						
Executive Director	\$12,012	\$16,197	N/A	N/A	N/A	N/A
Deputy Director	\$9,606	\$12,874	\$11,452	\$15,347	\$2,473	19.2100%
Transportation Planner IV	\$7,518	\$9,511	\$8,174	\$10,341	\$830	8.7300%
Transportation Planner III	\$6,471	\$8,187	\$7,036	\$8,902	\$715	8.7300%
Transportation Planner II	\$5,883	\$7,443	\$6,272	\$7,936	\$493	6.6200%
Transportation Planner I	\$4,992	\$6,318	\$5,702	\$7,214	\$896	14.1886%
Communications Specialist II	\$7,008	\$8,867	\$7,008	\$8,867	\$0	0.0000%
Communications Specialist I	\$6,368	\$8,058	\$6,368	\$8,058	\$0	0.0000%

³ NOTE: Salary listed as "current" does not reflect the recently approved 3.5% COLA. They are the original salary ranges at the start of the compensation study.

NOTE: Increase percentage includes the approved 3.5% COLA increase

Director Finance and Budget (Fiscal Officer)	\$6,878	\$9,219	\$8,241	\$11,046	\$1,826	19.8100%
Senior Accountant (Accountant III)	\$6,075	\$7,687	\$6,634	\$8,395	\$707	9.2032%
Accountant (Accountant II)	\$5,521	\$6,985	\$6,031	\$7,632	\$646	9.2500%
Accounting Technician	\$4,764	\$6,028	\$5,000	\$6,323	\$295	4.8997%
Senior Transportation Engineer	\$8,401	\$11,259	\$9,885	\$12,678	\$1,419	12.6026%
Associate Transportation Engineer	\$7,502	\$10,053	\$8,986	\$11,525	\$1,472	14.6414%
Assistant Transportation Engineer	\$6,998	\$8,975	\$8,169	\$10,477	\$1,502	16.7400%
Administrative Services Officer (ASO)	\$7,156	\$9,588	\$7,849	\$10,520	\$931	9.7108%
Senior Administrative Assistant (Administrative Assistant III)	\$4,776	\$6,043	\$5,000	\$6,323	\$280	4.6416%
Administrative Assistant (Administrative Assistant II)	\$4,403	\$5,571	\$4,545	\$5,748	\$177	3.5000%
Transportation Planning Technician	\$4,347	\$5,497	\$5,000	\$6,323	\$826	15.0300%



23-40

MEMORANDUM OF UNDERSTANDING
between
SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
and
COMMUNITY OF RTC EMPLOYEES (CORE) REPRESENTATIVE UNIT

September __, 2018

The Santa Cruz County Regional Transportation Commission (“RTC”) and the Service Employees International Union Local 521 (“SEIU, Local 521”) Community of RTC Employees (“CORE”) representative unit hereby agree as follows:

1. The RTC will implement the classification and compensation study (“Study”) recommendations for classifications within the CORE representative unit as stated in the August 2018 report and as summarized in Exhibit A, attached hereto and incorporated herein by this reference.
2. Salary increases in accordance with the Study recommendations shall be retroactive to July 1, 2018 for classifications within the CORE representative unit.
3. All other terms of the RTC’s and CORE’s current memorandum of understanding governing their employment relationship shall remain in effect.

For the RTC:

For the SEIU, Local 521 CORE:

MEMORANDUM OF UNDERSTANDING
between
SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
and
RTC ASSOCIATION OF MIDDLE MANAGERS REPRESENTATIVE UNIT

September __, 2018

The Santa Cruz County Regional Transportation Commission (“RTC”) and the RTC Association of Middle Managers (“RAMM”) representative unit hereby agree as follows:

1. The RTC will implement the classification and compensation study (“Study”) recommendations for classifications within the RAMM representative unit as stated in the August 2018 report and as summarized in Exhibit A, attached hereto and incorporated herein by this reference.

2. Salary increases in accordance with the Study recommendations shall be retroactive to July 1, 2018 for job classifications within the RAMM representative unit.

3. All other terms of the RTC’s and RAMM’s current memorandum of understanding governing their employment relationship shall remain in effect.

For the RTC:

For RAMM:

**Santa Cruz County Regional Transportation Commission
THREE MONTH MEETING SCHEDULE**

**October 2018
Through
December 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/

Meeting Date	Meeting Day	Meeting Type	Meeting Time	Meeting Place
10/04/18	Thursday	Regional Transportation Commission	9:00 am	County Board of Supervisors
Special Meeting 10/08/18	Monday	Bicycle Advisory Committee	6:00 pm	Commission Offices
10/09/18	Tuesday	Elderly & Disabled TAC	1:30 pm	Commission Offices
10/18/18	Thursday	Transportation Policy Workshop	9:00 am	County Board of Supervisors
10/18/18	Thursday	Interagency Technical Advisory Committee	1:30 pm	Commission Offices
11/01/18	Thursday	Regional Transportation Commission	9:00 am	Watsonville City Council Chambers
11/08/18	Thursday	Budget and Administration/ Personnel Committee	3:00 pm	CAO Conference Room
Special Meeting 11/15/18	Thursday	Regional Transportation Commission	6:00 pm	Watsonville City Council Chambers
11/15/18	Thursday	Interagency Technical Advisory Committee	1:30 pm	Commission Offices
12/06/18	Thursday	Regional Transportation Commission	9:00 am	County Board of Supervisors Chambers
12/10/18	Monday	Bicycle Advisory Committee	6:00 pm	RTC Office
12/11/18	Tuesday	Elderly & Disabled Advisory Committee	1:30 pm	RTC Office
12/20/18	Thursday	Transportation Policy Workshop	9:00 am	RTC Office
12/20/18	Thursday	Interagency Technical Advisory Committee	1:30 pm	RTC Office
RTC Commission Offices – 1523 Pacific Ave. – Santa Cruz, CA				
Board of Supervisors Chambers/CAO/RDA Conference room – 701 Ocean St-5th floor – Santa Cruz, CA				
Watsonville City Council Chambers – 275 Main Street, Suite 450, Watsonville, CA				

9/27/2018 - CORRESPONDENCE LOG

TO							From			
Date Letter Rec'd/Sent	Type	Incoming / Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
8/31/2018	Email	Incoming	Yesenia / Fernanda 9/10/18	Yesenia Fernanda	Parra Dias Pini	SCCRTC	Gail	McNulty	Greenway	Corrections to RTC Aug 16 minutes
8/31/2018	Lertter	Incoming		Sarah	Christensen	SCCRTC	Dave	Fellon	Citizen	San Lorenzo Lumber intrest in using the rail line for freight shipments
9/1/2018	Email	Incoming	n/a	Luis	Mendez	SCCRTC	Brian	Peoples	Trail Now	Follow the money on Santa Cruz County Regional Transportation Commission
9/1/2018	Email	Incoming	n/a	Luis	Mendez	SCCRTC	Michael	Rotkin	RTC Commissioner	Follow the money on Santa Cruz County Regional Transportation Commission
9/3/2018	Email	Incoming	n/a	Luis	Mendez	SCCRTC	Brian	Peoples	Trail Now	Follow the money on Santa Cruz County Regional Transportation Commission
9/3/2018	Email	Incoming	Rachel Moriconi 09/07/2018	Shannon	Munz	SCCRTC	Wayne	Thompson	Citizen	Measure D Update Comment
9/4/2018	Lstter	Incoming	n/a	George	Dondero	SCCRTC			Caltrans	California's Road system
9/5/2018	Email	Incoming	n/a			SCCRTC	Gail	McNulty	Greenway	Updates from Greenway
9/5/2018	Email	Incoming	Dora Ortega 9/5/18	Sarah	Christensen	SCCRTC	Martin	Engel	Citizen	Request for link to map of rail corridor
9/5/2018	Email	Incoming	n/a	Cory	Caletti	SCCRTC	Christy	Martin	City of Santa Cruz Water Department	Comments on the North Coast EIR
9/6/2018	Flyer	Incoming	n/a			SCCRTC	Michael	Saint		Climate goals and our Transportation Policy
9/7/2018	Email	Incoming	n/a	Cory	Caletti	SCCRTC	Nitai	Farmer	Citizen	North Coast Section of the RTC's Rail Trail
9/7/2018	Email	Incoming	Shannon Munz 09/12/2018			SCCRTC	Peggy	Kenny	Citizen	Videos of Speaker presentations
9/8/2018	Email	Incoming	n/a	Cory	Caletti	SCCRTC Draft EIR	Mary	Lee	Citizen	Rail Trail / Draft EIR
9/9/2018	Email	Incoming	n/a	Cory	Caletti	SCCRTC Draft EIR	Nancy	Nichols	Citizen	Response to Cory Caletti, Senior Trans Planner

9/27/2018 - CORRESPONDENCE LOG

TO							From			
Date Letter Rec'd/Sent	Type	Incoming / Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
9/10/2018	Email	Incoming	Shannon Munz 09/12/2018	Shannon	Munz	SCCRTC	Johanna	Lighthill	Citizen	Speaker Series video incomplete
9/11/2018	Email	Incoming	Shannon Munz 09/12/2018	Shannon	Munz	SCCRTC	Mike	Throne	Citizen	Bringing Rail to Monterey
9/11/2018	Email	Incoming		Sarah	Christensen	SCCRTC	Gary	Heath	Citizen	Damaged fence from rail overpass
9/12/2018	Email	Incoming		Shannon	Munz	SCCRTC	Ben	Vernazza	Citizen	Status on Measure D Oversight Committee
9/12/2018	Email	Incoming		Sarah	Christensen	SCCRTC	Ken	Moonie	Citizen	Highway 1 Overpass between State Park and Rio Del Mar
9/12/2018	Email	Incoming	Dora Ortega 9/13/18			SCCRTC	Michael	Pisano	Citizen	To Commissioners about Public Transportation in SC along with his NO on Measure 6 to keep SB-1 Funding
9/13/2018	Email	Incoming	n/a	Cory	Caletti	SCCRTC Draft EIR	Brian	Conner	Citizen	Request for installation of closed-at-night gates for Davenport parking areas
9/14/2018	Letter	Outgoing	n/a	Becky	Steckler	Urbanism Next Center, University of Oregon	Shannon	Munz	SCCRTC	Speaking Engagements Honorarium Letter
9/14/2018	Email	Incoming	n/a	Cory	Caletti	SCCRTC Draft EIR	Mark	Davidson	Citizen	North Coast Rail Trail DEIR feedback
9/15/2018	Email	Incoming		Sarah	Christensen	SCCRTC	Philip and Yamindira	Kanagasun daram-Branum	Citizen	Pedestrian Rail Service
9/16/2018	Email	Incoming	n/a	Cory	Caletti	SCCRTC	Dave	Jensen	Citizen	Concerned about the Homeless encampments once the trail is built
9/17/2018	Email	Incoming	Shannon Munz 09/17/2018	Shannon	Munz	SCCRTC	Theresia	Rogerson	Citizen	Are speaker series available?
9/18/2018	Email	Incoming		Yesenia	Parra	SCCRTC	Gail	McNulty	Greenway	Essential attributes to hiring a new ED
9/18/2018	Email	Incoming	Sarah Christensen 09/19/2018	Sarah	Christensen	SCCRTC	Marc	Douvia	Citizen	Uneven train tracks at Laurel and Chestnut St.
9/18/2018	Email	Incoming		Shannon	Munz	SCCRTC	Ben	Vernazza	Citizen	Status on the Oversight Committee

9/27/2018 - CORRESPONDENCE LOG

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Date Letter Rec'd/Sent	Type	Incoming / Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
9/18/2018	Email	Incoming		Cory	Caletti	SCCRTC	Val	Cole	Citizen	North Coast Rail Trail Input from a Local
9/19/2018	Email	Incoming		Anais	Schenk	SCCRTC	Peter	Stanger	Citizen	Bicycle Helmet and Bicycle Education
9/19/2018	Email	Incoming	Shannon Munz 09/19/19	Shannon	Munz	SCCRTC	Rick	Longinotti	Citizen	Will Becky Steckler's talk be on video
9/20/2018	Letter	Incoming		Cory	Caletti	SCCRTC	John	Olejniak	Caltrans	Comments for the Draft Environmental Impact Review (DEIR) - North Coast Rail Trail, Santa Cruz County, CA
9/20/2018	Letter	Incoming		Cory	Caletti	SCCRTC	Greg	Erickson	CA Dept. of Fish and Wildlife	North Coast Rail Trail, Draft Environmental Impact Report
9/21/2018	Letter	Outgoing				Caltrans District 5 Encroachment Permit Office	Sarah	Christensen	SCCRTC	Highway 1 Auxiliary Lanes Project (Between 41st Avenue and Soquel Drive Interchanges)
9/21/2018	Email	Incoming	Anais Schenk 9/21/2018			SCCRTC	Alex	Trait	Citizen	University research re: cycling culture and infrastructure
9/21/2018	Email	Incoming				SCCRTC	Jean	Brocklebank	Citizen	Low cost intersection changes
9/21/2018	Email	Incoming		Cory	Caletti	SCCRTC	Neal	Langholz	Karen Properties	Rail Trail
9/21/2018	Email	Incoming		Cory	Caletti	SCCRTC	Brian	McElroy	Driscolls	NCRT DEIR Comments
9/21/2018	Letter	Incoming		Cory	Caletti	SCCRTC	Chris	Spoher	Santa Cruz District Dept. of Parks and Recreation	State Parks Comments Public Draft EIR - North Coast Rail Trail
9/23/2018	Letter	Incoming		Cory	Caletti	SCCRTC	Noel	Garin Bock	Davenport/ North Coast Association	NCRT DEIR Comments from DNCA
9/24/2018	Email	Incoming	Ginger Dykaar 09/24/2018	Ginger	Dykaar	SCCRTC	Grace	Voss	Citizen	Will the UCS be discussed at the 10/4 RTC Mtg.
9/24/2018	Email	Incoming		Cory	Caletti	SCCRTC	David	Date	Citizen	North Coast Rail Trail EIR
9/24/2018	Email & Letter	Incoming		Cory	Caletti	SCCRTC	Brian	Peoples	Trail Now	Response to North Coast Rail Trail EIR

9/27/2018 - CORRESPONDENCE LOG

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Date Letter Rec'd/Sent	Type	Incoming / Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
9/24/2018	Letter	Incoming		Cory	Caletti	SCCRTC	Tom	Gandesbery	Coastal Conservancy	Comments on the NCRT DEIR
9/24/2018	Email	Incoming		Cory	Caletti	SCCRTC	Bob	Fifeld	Citizen	Trail instead of rail
9/24/2018	Letter	Incoming		Cory	Caletti	SCCRTC	Gillian	Greensite	Sierra Club, Santa Cruz County Group	North Coast Rail Trail DEIR
9/24/2018	Letter	Incoming		Cory	Caletti	SCCRTC	Mark	Mesiti-Miller	Santa Cruz County Friends of the Rail and Trail	North Coast Rail Trail DEIR
9/24/2018	Letter	Incoming		Cory	Caletti	SCCRTC	Janneke	Strause	Bike Santa Cruz County	North Coast Rail Trail DEIR
9/24/2018	Letter	Incoming		Cory	Caletti	SCCRTC	Alan	Romero	Monterey Bay Air Resources District	North Coast Rail Trail DEIR
9/24/2018	Email	Incoming		Cory	Caletti	SCCRTC	Oscar	Allen	Costa NOA	North Coast Rail Trail DEIR
9/24/2018	Email	Incoming		Cory	Caletti	SCCRTC	Jim	Cochran	Citizen	North Coast Rail Trail DEIR feedback
9/24/2018	Letter	Incoming		Cory	Caletti	SCCRTC	Pamela	Silkwood	Horan Legal	Comments to DEIR - North Coast Rail Trail
9/24/2018	Letter	Incoming		Cory	Caletti	SCCRTC	Bonny	Hawley	Friends of Santa Cruz State Parks	North Coast Rail Trail DEIR
9/24/2018	Email	Incoming		Cory	Caletti	SCCRTC	Grey	Hayes	Citizen	North Coast Rail Trail DEIR
9/24/2018	Email	Incoming		Cory	Caletti	SCCRTC	Bruce and Concha	Duncan	Citizen	North Coast Rail Trail DEIR
9/24/2018	Email	Incoming		Cory	Caletti	SCCRTC	Chante	Boller	Citizen	Thoughts on the Rail Trail from a local resident
9/24/2018	Email	Incoming		Cory	Caletti	SCCRTC	Roland	Edwards	Citizen	NO on the Rail Trail!!!!
9/24/2018	Email	Incoming		Cory	Caletti	SCCRTC	Gail	McNulty	Santa Cruz County Greenway	Approving the North Coast EIR would be premature under the current circumstances

9/27/2018 - CORRESPONDENCE LOG

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Date Letter Rec'd/Sent	Type	Incoming / Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
9/24/2018	Letter	Incoming		Cory	Caletti	SCCRTC	Piet	Canin	Ecology Action	Ecology Action Draft N. Coast Rail Trail EIR Comments
9/24/2018	Email	Incoming		Cory	Caletti	SCCRTC	Erik	Hansen	Citizen	Eliminate Alternative 1, Trail Only from the finalized EIR for the NCRT
9/24/2018	Letter	Incoming		Cory	Caletti	SCCRTC	Ryan	Moroney	California Coastal Commission	North Coast Rail Trail DEIR
9/24/2018	Email	Incoming		Cory	Caletti	SCCRTC	Marty	Demare	Citizen	North Coast Rail Trail DEIR
9/24/2018	Letter	Incoming		Cory	Caletti	SCCRTC	Juan	Hidalgo	Agricultural Commissioner, County of Santa Cruz	North Coast Rail Trail DEIR
9/24/2018	Email	Incoming		Cory	Caletti	SCCRTC	Jack	Nelson	Citizen	North Coast Rail Trail DEIR
9/24/2018	Email	Incoming		Thomas	Travers	SCCRTC	Mark	Sanchez	Citizen	Encampment concerns
9/24/2018	Email	Incoming				SCCRTC	Jaine	Soito	Citizen	Support the North Coast EIR
9/24/2018	Email	Incoming		Luis	Mendez	SCCRTC	Gail	McNulty	Santa Cruz County Greenway	Right of entry request



SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

1523 Pacific Ave., Santa Cruz, CA 95060-3911 • (831) 460-3200 FAX (831) 460-3215 EMAIL info@sccrtc.org

September 19, 2018

Matt Machado
County of Santa Cruz
Director of Public Works
701 Ocean Street, Room 410
Santa Cruz, CA 95060

Dear Mr. Machado:

The Bicycle Advisory Committee of the Regional Transportation Commission would like to express its support for a countywide bikeshare system. In the City of Santa Cruz there has been fast and enthusiastic adoption of the system. In June alone over 33,000 miles were logged on JUMP bikes and there were almost 6 trips made on each bike per day in the city.

Electrified bikeshare makes the otherwise challenging topography of Santa Cruz County a nonissue for new bicycle riders and removes a common hurdle to bicycling that people experience here locally. Bikeshare also eliminates concerns about bike theft and removes responsibility for bike repair, maintenance and storage from the user. JUMP bikes have the potential to get people who would otherwise not bike to work or school to use a bikeshare system and allows visitors to use bikes for short trips that would otherwise be taken by car. We have seen anecdotal evidence of a desire for JUMP bikes in other parts of the county as evidenced by bikes parked as far south as Aptos and as far north as Scotts Valley.

While there have been some concerns regarding safety there have been no reported incidents in all of the JUMP bikeshare system. JUMP has been very responsive to concerns and issues that do arise with an average response time of 4 hours. JUMP also actively discourages users from blocking sidewalks with parked bikes. When an issue is reported, they will give the user a warning and eventually cancel their membership if the problem persists.

We believe that communities throughout Santa Cruz County would realize health, access and mobility benefits from a countywide bikeshare system, and that cyclists countywide would benefit from the increased visibility and popularity of bicycling. We urge you to work with the City of Santa Cruz and the Regional Transportation Commission to implement, support and promote a countywide bikeshare system.

Sincerely,

Amelia Conlen
Chair, Bicycle Advisory Committee

cc:

Santa Cruz County Regional Transportation Commission
Santa Cruz County Regional Transportation Commission's Bicycle Committee



SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

1523 Pacific Ave., Santa Cruz, CA 95060-3911 • (831) 460-3200 FAX (831) 460-3215 EMAIL info@sccrtc.org

September 19, 2018

Steve Jesberg
City of Capitola
Public Works Director
420 Capitola Ave
Capitola, CA 95010

Dear Mr. Jesberg:

The Bicycle Advisory Committee of the Regional Transportation Commission would like to express its support for a countywide bikeshare system. In the City of Santa Cruz there has been fast and enthusiastic adoption of the system. In June alone over 33,000 miles were logged on JUMP bikes and there were almost 6 trips made on each bike per day in the city.

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Sincerely,

Amelia Conlen
Chair, Bicycle Advisory Committee

cc:

Santa Cruz County Regional Transportation Commission
Santa Cruz County Regional Transportation Commission's Bicycle Committee

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www.sccrtc.org



SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

1523 Pacific Ave., Santa Cruz, CA 95060-3911 • (831) 460-3200 FAX (831) 460-3215 EMAIL info@sccrtc.org

September 19, 2018

Steve Hammack
City of Scotts Valley
Interim Public Works Director
701 Lundy Lane
Scotts Valley, CA 95066

Dear Mr. Hammack:

The Bicycle Advisory Committee of the Regional Transportation Commission would like to express its support for a countywide bikeshare system. In the City of Santa Cruz there has been fast and enthusiastic adoption of the system. In June alone over 33,000 miles were logged on JUMP bikes and there were almost 6 trips made on each bike per day in the city.

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Sincerely,

Amelia Conlen
Chair, Bicycle Advisory Committee

cc:

Santa Cruz County Regional Transportation Commission
Santa Cruz County Regional Transportation Commission's Bicycle Committee



SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

1523 Pacific Ave., Santa Cruz, CA 95060-3911 • (831) 460-3200 FAX (831) 460-3215 EMAIL info@sccrtc.org

September 19, 2018

Steve Palmisano
City of Watsonville
Director of Public Works and Utilities
250 Main Street
Watsonville, CA 95076

Dear Mr. Palmisano:

The Bicycle Advisory Committee of the Regional Transportation Commission would like to express its support for a countywide bikeshare system. In the City of Santa Cruz there has been fast and enthusiastic adoption of the system. In June alone over 33,000 miles were logged on JUMP bikes and there were almost 6 trips made on each bike per day in the city.

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Sincerely,

Amelia Conlen
Chair, Bicycle Advisory Committee

cc:

Santa Cruz County Regional Transportation Commission
Santa Cruz County Regional Transportation Commission's Bicycle Committee

From: [Rachel Moriconi](#)
To: [REDACTED]
Cc: [Shannon Munz](#); [Regional Transportation Commission](#); [Jessica Kahn](#)
Subject: FW: Measure D
Date: Friday, September 07, 2018 2:56:20 PM

Hello Mr. Thompson:

The Measure D Ordinance, approved by voters in 2016, distributes [30% of Measure D revenues directly to cities and the County of Santa Cruz](#) for projects selected by each of those agencies through a 5-year plan that is adopted and updated annually during a public meeting.

Jessica Kahn, city engineer for Scotts Valley provided the following additional information on how the city selects projects to receive Measure D funds:

Scotts Valley's Measure D 5-Year plan is completed concurrently with the City's Capital Improvements Program (CIP). City Public Works staff identifies projects based on existing planning documents, such as the Pavement Management Plan and Sidewalk and Bicycle Master Plans. Other projects may be identified based on input from various city commissions, such as the ADA Accessibility Committee and the Parks & Recreation Commission, and members of the public. In general, each project is assigned a priority category based on staff's professional judgment using the factors and priority levels identified below:

Priority A - project is essential/critical to health and safety or legal/regulatory requirements.

Priority B - project is important to maintaining health and safety or maintaining quality of life, but not critical.

Priority C - project is deferrable and would only be implemented to the extent that higher priority projects are first funded.

Available grant funding for a particular project may also affect the timing of project execution and whether it receives Measure D or other funds.

Once the draft Measure D 5-year plan and Capital Improvement Program is created, it is presented to the City Council in a Study Session, typically held in late March or early April. Council then provides direction on each of the projects within the plan and any changes are incorporated into a revised Five Year CIP Plan. Any updates requiring further discussion are provided once again to the City Council at its May Budget Study Session. The CIP Plan is also provided to the Planning Commission in May for their review and concurrence that the proposed five-year plan is consistent with the City's General Plan. Members of the public are encouraged to review and provide input on the CIP and Measure D 5-year plan.

Notably, the city is currently reviewing bids for the sidewalk project on Kings Village and Blue Bonnet. If bids exceed available funds, it is possible that the scope of the project may need to be adjusted. If you have additional questions on the project, please contact Jessica Kahn at Scotts Valley Public Works (831-438-5854). If you have other questions about Measure D, you can contact me or Shannon Munz.

Rachel Moriconi, Senior Transportation Planner
Santa Cruz County Regional Transportation Commission
1523 Pacific Ave, Santa Cruz, CA 95060
831-460-3203
www.sccrtc.org

From: Wayne Thompson [REDACTED]
Sent: Monday, September 03, 2018 1:36 PM
To: Shannon Munz
Subject: Measure D

Dear Ms. Munz;

I am a homeowner who lives along Bluebonnet Rd. in Scotts Valley. I would like to know more information about how Measure D is allocated, in part, to fund sidewalk installation along our road. Would you mind providing that information to me?

Thank you,

Wayne Thompson

A. Wayne Thompson, M.Ed.
Science Educator
Department Chair
C.T. English Middle School
Los Gatos, CA
California Science Teachers Association
Committee on State Standards
University of Florida, Gainesville FL
iDigFossils Teacher Leader
831-535-8545

C.T. English Middle School Science; <http://ctemsscience.wikispaces.com/home>
idigfossils: <http://www.idigfossils.org/> California Science Teachers Association;
<https://www.cascience.org/> Monterey Bay Natural History; <http://sites.google.com/site/thompsonscience>



[<https://docs.google.com/uc?export=download&id=0B4CYTHB176iTRzZadmIwUVppUws&revid=0B4CYTHB176iTY3RGcWpaewFWOHIZWXVyeFR3YzFmZS80NUxjPQ>]

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WMATA/Shutterstock/Madison McVeigh/CityLab

Why Did America Give Up on Mass Transit? (Don't Blame Cars.)

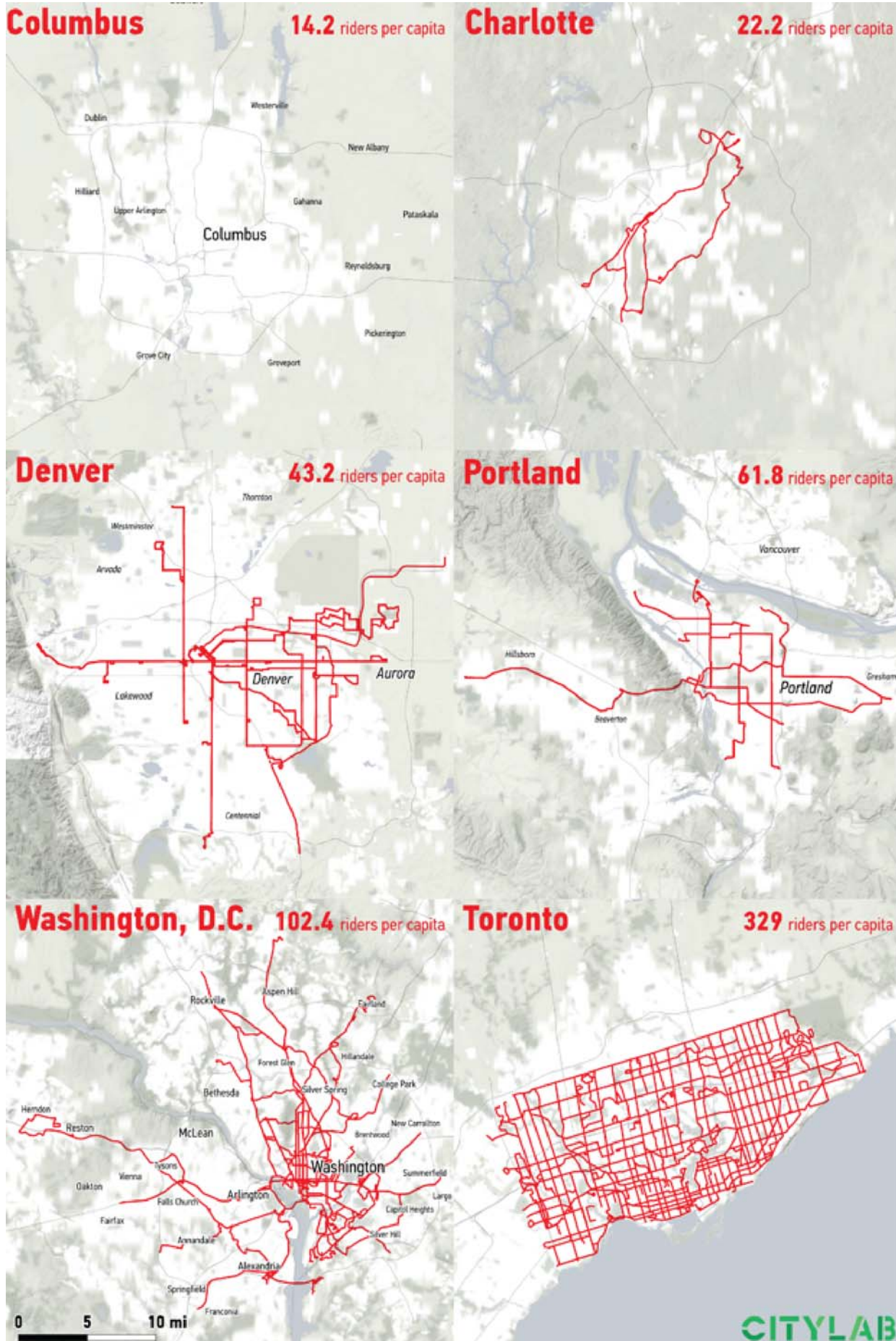
JONATHAN ENGLISH AUG 31, 2018

One hundred years ago, the United States had a public transportation system that was the envy of the world. Today, outside a few major urban centers, it is barely on life support. Even in New York City, subway ridership is well below its 1946 peak. Annual per capita transit trips in the U.S. plummeted from 115.8 in 1950 to 36.1 in 1970, where they have roughly remained since, even as population has grown.

This has not happened in much of the rest of the world. While a decline in transit use in the face of fierce competition from the private automobile throughout the 20th century was inevitable, near-total collapse was not. At the turn of the 20th century, when transit companies' only competition were the legs of a person or a horse, they worked reasonably well, even if they faced challenges. Once cars arrived, nearly every U.S. transit agency slashed service to cut costs, instead of improving service to stay competitive. This drove even more riders away, producing a vicious cycle that led to the point where today, few Americans with a viable alternative ride buses or trains.

Now, when the federal government steps in to provide funding, it is limited to big capital projects. (Under the Trump administration, even those funds are in question.) Operations—the actual running of buses and trains frequently enough to appeal to people with an alternative—are perpetually starved for cash. Even transit advocates have internalized the idea that transit cannot be successful outside the highest-density urban centers.

And it very rarely is. Below is a set of maps that show the present-day network rail and bus lines operating at least every 30 minutes, all day to midnight, seven days a week, for five urban areas in the U.S. and one in Canada for comparison. That could be considered the bare-minimum service level required for people to be able to live adequately car free. In fact, research says that frequencies of 15 minutes or better—good enough for people to turn up and go without consulting a schedule—are where the biggest jumps in ridership happen. But that is so far off from service levels in most American cities that a 30-minute standard is more appropriate.

Columbus**14.2** riders per capita**Charlotte****22.2** riders per capita**Denver****43.2** riders per capita**Portland****61.8** riders per capita**Washington, D.C.****102.4** riders per capita**Toronto****329** riders per capita

From top left corner: **Columbus, Ohio**, does not have a single route that meets the full service standard. In **Charlotte, North Carolina**, the the newly extended Lynx LRT helps a little. **Denver, Colorado** is adding light rail and commuter rail, but

many still struggle to get to the rail station without a car. So do people in **Portland, Oregon**, despite its large light rail network and forward-thinking transit culture. **Washington, D.C.**'s Metro is one of the most well-used U.S. rapid transit systems, but connecting bus service is limited. It's **Toronto, Canada**, that shows what properly high level of transit service looks like in North America. (Design: Jonathan English/Michael Binetti/David Montgomery/CityLab. Ridership data: American Public Transportation Association/Toronto Transit Commission. Map tiles: [Stamen Design](#), under [CC BY 3.0](#). Data by [OpenStreetMap](#), under [ODbL](#).)

The maps illustrate the vast swaths of urban areas untouched by full service bus routes. For those who do live near one, it's quite likely that the bus wouldn't get them where they need to go, unless their destination is downtown. A bus that comes once an hour, stops at 7 pm, and doesn't run on Sundays—a typical service level in many American cities—restricts people's lives so much that anyone who can drive, will drive. That keeps ridership per capita low.

What happened? Over the past hundred years the clearest cause is this: Transit providers in the U.S. have continually cut basic local service in a vain effort to improve their finances. But they only succeeded in driving riders and revenue away. When the transit service that cities provide is not attractive, the demand from passengers that might “justify” its improvement will never materialize.

Here's how this has played out, era by era. A forthcoming companion article will look at how differently things unfolded in other parts of the world—watch this space for a link.

THE AGE OF RAIL

1850s to 1930s

The decades at the turn of the century were a time of massive transit infrastructure growth in the United States, carried out primarily by private companies with some municipal subsidy. Much of New York City and Philadelphia's subways, Chicago's 'L,' and Boston's 'T' were built in this era. Huge networks of “interurbans”—a kind of streetcar that ran deep into rural areas—spread out from cities across the country. “Streetcar suburbs” grew outward along main streets, allowing middle-class people to buy homes while still easily getting to jobs downtown.



Streetcars run in St. Louis, 1890. ([Library of Congress](#))

This was an era when transit could usually make money when combined with real-estate speculation on the newly accessible lands, at least in the short term. But then as now, it struggled to cover its costs over the long term, let alone turn a profit. By the 1920s, as the automobile became a fierce competitor, privately run transit struggled.

But public subsidy was politically challenging: There was a popular perception of transit as a business controlled by rapacious profiteers—as unpopular as cable companies and airlines are today. In 1920, the President’s Commission on Electric Railways described the entire industry as “virtually bankrupt,” thanks to rapid inflation in the World War I years and the nascent encroachment of the car.

The Depression crushed most transit companies, and the handful of major projects that moved forward in the 1930s were bankrolled by the New-Deal-era federal government: See the State and Milwaukee-Dearborn subways in Chicago, the South Broad Street subway in Philadelphia, and the Sixth Avenue subway in New York. But federal infrastructure investment would soon shift almost entirely to highways. A return to transit by Uncle Sam would not come for another three decades.

THE RISE OF THE AUTOMOBILE

1920s to 1950s

Levittown, New York, is a pleasant collection of Long Island bungalows that sprouted between 1947 and 1951. It's become popularly known as the "first suburb," which is not quite true—there have always been places on the urban periphery where those who could afford transportation lived in a comparatively pastoral setting, away from the noise, congestion, and pollution of the city. The rich always had rural estates, and trains and streetcars made homes with gardens available to the upper middle class.

But Levittown was among the first postwar communities that established the idea of the middle-class suburb as we knew it in the second half of the 20th century: a car-centric community built around automotive access. By the 1950s, the increasing affluence of the American family and the declining cost of the automobile made this postwar suburban dream possible for even the average worker—though not for many minorities who were systematically excluded. White Americans could now drive far further, in a reasonable commute time, than had ever been possible with transit. And transit companies did little to serve these fast-growing new communities.

Like most of these postwar suburbs, Levittown had no meaningful transit to speak of. The nearest Long Island Rail Road station was well outside the town; its service was limited and its trains elderly and dilapidated. Those who worked in Manhattan, 30 miles away, were expected to drive. Since most households were single-car, people—usually women—were pretty much trapped in the house when the car was gone.

THE DEATH OF THE INTERURBANS AND STREETCARS

1920s to 1950s

In the popular history of postwar urban development, blame for the decline of the streetcars and interurbans is often placed at the feet of National City Lines, the company owned by General Motors, Firestone, and others in the auto industry that bought out many local streetcar companies to convert their operations to rubber-tired, GM-made buses. But the main issue was not the technology change—it was the decline in transit service, which happened everywhere, whether or not NCL bought the local company.

It is not a coincidence that, while almost every streetcar line in the U.S. failed, nearly every grade-separated subway or elevated system survived.

In the biggest cities, the radius from downtown accessible within an hour—generally considered the limit for daily commuting—by transit was fully developed by World War II. Cars dramatically extended that radius, and made it very hard for conventional transit to compete. The Pacific Electric's relatively speedy "Air Line" from Downtown Los Angeles to Santa Monica still took an hour. To the San Fernando Valley, it took an hour and 23 minutes. Increasing congestion on the roads that interurban trains shared with cars only made the problem worse.



In 1985, streetcar tracks are shown getting torn up in an unidentified U.S. city. ([Library of Congress](#))

So, in the postwar years, systems cut back their service and riders fled, prompting a cycle of further service cuts and ridership declines until there was virtually nothing left. This happened even in many of the municipally owned systems.

It is not a coincidence that, while almost every interurban and streetcar line in the U.S. failed, nearly every grade-separated subway or elevated system survived. Transit agencies continued to provide frequent service on these lines so they remained viable, and when trains did not have to share the road and stop at intersections, they could also be time competitive with the car. The subways and els of Chicago, Philadelphia, New York, and Boston are all still around, while the vast streetcar and interurban networks of Los Angeles, Minneapolis, Atlanta, Detroit, and many others are long gone. Only when transit didn't need to share the road with the car, and frequent service continued, was it able to survive.

THE SUPERHIGHWAY ERA

1950s to 1970s

In 1956, Congress passed the Interstate Highway Act, which promised federal funding for 90 percent of the cost of a grid of free high-speed autoroutes across the country. State highway officials used much of that funding on elaborate city expressways, comprising circumferential and radial highways that cut through urban neighborhoods. As average commute speed rose, the sprawl of urban areas grew exponentially. Over time, suburban developments shifted to locations along the circumferential highways, where abundant cheap land was available. Urban areas were no longer restricted by remaining within a reasonable commute distance by expressway from the city center—they could now sprawl virtually without limit.



Traffic on the then-new Hollywood Freeway in 1954. (Getty Images)

Ailing private transit companies of the 1950s were unwilling and unable to provide service in the new suburbs, ensuring that only those who were able to afford cars could move there. This was partly a deliberate strategy: It sought to keep transit self-sustaining by avoiding providing service in areas where costs would be higher—very different from the approach the government took with superhighways, which created demand as they were built. Transit could have done the same, and in much of the rest of the world, it did. In the U.S., it was never given the chance.

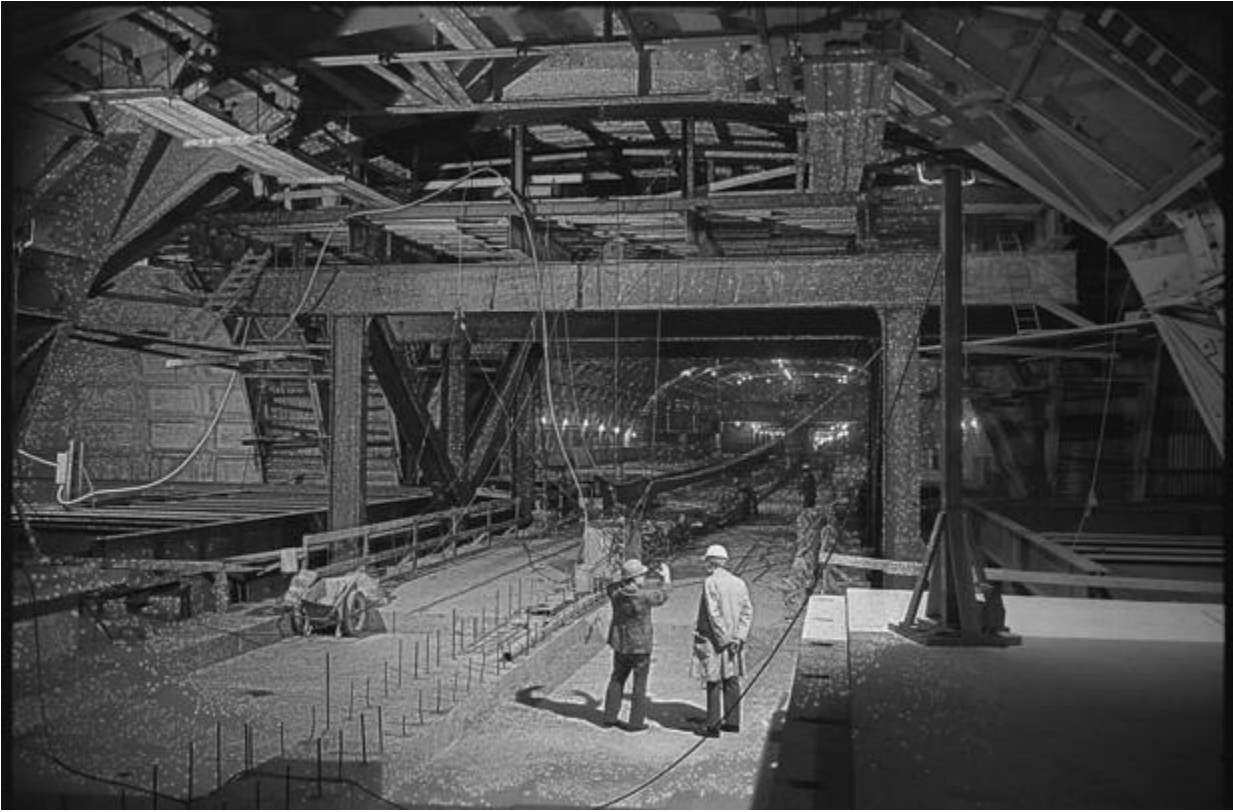
By the 1960s, “white flight” was in full swing, spurred by the pull of suburban housing as well as the push of racial integration in urban neighborhoods. The populations of many cities plummeted. Detroit's dropped from 1.85 million people in 1950 to 1.2 million by 1980, while the suburbs grew rapidly. Since most transit systems had never seriously expanded beyond the urban cores, this increasingly meant that most of the metropolitan population was not meaningfully served by transit. Poor communities of color that could not afford to drive were particularly badly affected.

THE TRANSIT REVIVAL

1960s to 1980s

President Johnson’s Great Society programs sought to use the resources of the federal government to address urban problems. Inspired by increasing public resistance to expressways, which seemed to fill up as soon as they opened, the Urban Mass Transportation Act of 1964 was the first significant federal support for transit infrastructure since the Depression. If the United States could put a man on the moon, Congress’ logic went, it could certainly solve urban traffic jams—and this technology focus would be important in all the ensuing projects.

Automation, magnetic levitation, and even comparatively prosaic things like wider track gauges were all considered in an effort to make public transit truly modern. The aerospace industry—the Silicon Valley of the day—took a major role.



The Metro Center subway station under construction at 13th and G Streets, N.W., in Washington, D.C. ([Library of Congress](#))

The San Francisco Bay Area and Atlanta both got new rapid transit systems with federal funding. A system was proposed for Seattle, but residents voted it down in the wake of an aerospace industry downturn. The showpiece of them all was Washington, D.C.'s Metrorail system, which began operation in 1976. All of these featured fast, partially automated trains running deep into the suburbs, often in the median of expressways. With their plush seating and futuristic design, they were designed to attract people who could afford to drive.

Virtually every major American rapid transit system has had a service meltdown as a result of chronic deferred maintenance.

But these high-tech systems were a skeleton without a body, unable to provide access to most of the urban area without an effective connecting bus network. The bus lines that could have fed passengers to the stations had long atrophied, or they never existed at all. In many cases, the new rapid transit systems weren't even operated by the same agency as the local buses, meaning double fares and little coordination. With no connecting bus services and few people within walking distance in low-density suburbs, the only way to get people to stations was to provide vast lots for parking. But even huge garages can't fit enough people to fill a subway. Most people without cars were left little better off than they had been before the projects, and many people with cars chose to drive the whole way rather than parking at the station and getting on the train.

The systems of this era were relatively successful in places like Washington, D.C., and San Francisco, where dense urban centers still had a large proportion of metropolitan employment, meaning a strong commuter market. But other cities where downtowns were comparatively weak, like Miami, Atlanta, and Baltimore, rapid transit ridership remained quite low.

The big investments of the revival era were too little, too late. They also began the ominous pattern of relying on federal funding for capital construction and scarce local dollars for operations and maintenance. Today, many systems have limited frequency and severe maintenance issues due to funding shortfalls over the decades. From New York to San Francisco to Chicago to D.C., virtually every major American rapid transit system has had a service meltdown as a result of chronic deferred maintenance.

THE HIGHWAY REVOLT ERA

1970s to 1980s

When Jane Jacobs wrote *The Death and Life of Great American Cities* in 1961, she captured the sense that much was being lost as old neighborhoods like the North End in Boston and the West Village in New York were threatened with wholesale demolition for highways and “urban renewal” projects. Many postwar downtowns became dead zones outside the 9-to-5 working hours, since there was little left other than office buildings and commuter parking lots, which were more profitable for developers than the retail and apartment buildings of yore.

Appalled at the demolition and displacement that accompanied government mega-projects, activists protested urban expressway projects across the United States, with increasing success. This was true not only in the historic urban centers like New York, Boston, and San Francisco, but also in more car-oriented places, as with such never-completed projects as the Laurel Canyon freeway in Los Angeles and the Stone Mountain Freeway extension in Atlanta.



Protesters in New York City greet Secretary of Transportation William Coleman (center) in 1977 after Coleman announced approval of federal funds for a new highway in the city. (Marty Lederhandler/AP)

Highways even played a role in the famous 1967 revolt in Motor City. Later, Detroit Mayor Coleman Young imposed a moratorium on new highways, which, like in many cities, had disproportionately displaced black neighborhoods. It is fitting that the last great urban highway projects, like Boston's Big Dig, sought to hide existing urban highways underground, rather than expanding the network.

These movements were part of a broader change in mentality away from the progress-driven modernist ideal to the embrace of "small is beautiful" and preservation of communities—principles that became enshrined in law. Big projects increasingly required extensive studies to determine their impact on surrounding communities and the natural environment. The use of eminent domain to force people out of their homes to make way for new infrastructure became far less socially acceptable. And the courts increasingly took a dim view of big road projects.

The coup de grace was the Westway, a project proposed in 1974 for a new expressway in Manhattan to replace an old elevated road that had fallen into such a parlous state that a truck driving to repair a pothole fell through the deck the year before. Westway seemingly incorporated all of the latest ideas in infrastructure, moving the road underground to be topped with waterfront parkland. Still, the idea of spending scarce infrastructure money on a highway when the subways were in a state of disrepair rubbed many New Yorkers the wrong way. Ultimately, after years of protest, it was killed by a judge who determined that its effect on the striped bass was not adequately considered in its planning.

Across the U.S., there are still projects to widen urban highways and bury existing ones. But the time of plowing new expressways through city neighborhoods is by and large over.

THE COMMUTER RAIL ERA

1980s to 2000s

Starting in the 1980s, dozens of commuter rail lines sprouted across the country. In many cases, they were designed specifically to substitute for highway expansion that was no longer possible, and they almost exclusively ran during the times when the highways were congested. Florida's TriRail, for example, opened in 1989 to alleviate delays during reconstruction of I-95. These new lines used the many railway tracks radiating from major cities that by then had mostly been relegated to exclusively freight use.

However, they were not true transit systems, useful for people to live their lives without needing a car. Instead, they operated as a glorified parking shuttle: People drove to the nearest station, parked their car in a big lot, rode the train into the city in the morning, and reversed the process in the evening. Still, for many cities across the country, they are the only significant transportation infrastructure expansion that have taken place in decades.

THE LIGHT RAIL ERA

1980s to Today

In 1986, Portland opened its MAX light rail system, and it sparked a trend. The definition varies, but in general, light rail uses smaller vehicles than heavy rail systems like subways, can operate in dedicated lanes on streets shared with cars, and are longer and higher capacity than streetcars. The idea combines the "small is beautiful" mentality of the highway revolt era with the ample federal funding of the transit revival. Partly driven by a nostalgic desire to revive the streetcar suburbs of the pre-car era, they are a relatively affordable way to bring rail transit to many cities and have proven to be successful at driving investment in transit-oriented development as well as improving transit ridership on their routes. By the 1990s, light rail systems were spreading across the United States.



MAX, Portland's pioneering light rail system, travels along Interstate 84 in 1994. (Don Ryan/AP)

The problem is that while there has been ample federal funding to build these lines (at least until the current administration, which has halted the flow of even allocated transit funding), there are no such resources for operations. This means that trains on these expensive showpiece lines may only run every half hour or less. (At the most extreme: For several years Cleveland's \$70 million Waterfront line only had trains running two days a week.)

More importantly, the light rail lines often operate as isolated systems, with little connecting bus service to provide access to people not within walking distance of their stops. And though cheaper to build, light rail lines are often too slow and have too low capacity to make a truly meaningful dent in a city's auto orientation.

Nevertheless, light rail has been a successful catalyst for transit revival and denser development in many cities. Successful transit in Los Angeles was once considered an oxymoron, but that city's growing network of light rail lines has managed to attract considerable ridership and has played a role in a downtown revival. Even a city like Dallas has managed to build an enormous and relatively well-used LRT network. Seattle, especially once it built its new extension to the University of Washington, has a successful light rail corridor that makes up for the failure to build rail transit in the 1970s.

WHERE TO?

The story of American transit didn't have to turn out this way. Look again at Toronto. It's much like American cities, with sprawling suburbs and a newer postwar subway system. But instead of relying on park-and-ride, Toronto chose to also provide frequent bus service to all of its new suburbs. (It also is nearly alone in North America in maintaining a well-used legacy streetcar network.) Even Toronto's suburbanites are heavy transit users, thanks to the good service they enjoy.

Likewise, in Europe, even as urban areas expanded dramatically with the construction of suburbs and new towns, planners designed these communities in ways that made transit use still feasible, building many of them around train stations. When cities like Paris, London, and Berlin eliminated their streetcar networks, they replaced them with comparable bus service.



A construction worker walks past a massive tunnel boring machine at a Metro Rail construction site in Los Angeles in 2005. (Reed Saxon/AP)

Service drives demand. When riders started to switch to the car in the early postwar years, American transit systems almost universally cut service to restore their financial viability. But this drove more people away, producing a vicious cycle until just about everybody who could drive, drove. In the fastest-growing areas, little or no transit was provided at all, because it was deemed to be not economically viable. Therefore, new suburbs had to be entirely auto-oriented. As poverty suburbanizes, and as more jobs are located in suburban areas, the inaccessibility of transit on a regional scale is becoming a crisis.

The only way to reverse the vicious cycle in the U.S. is by providing better service up front. The riders might not come on day one, but numerous examples, from cities like [Phoenix](#) and [Seattle](#), have shown that better service will attract more riders. This can, in turn, produce a virtuous cycle where more riders justify further improved service—as well as providing a stronger political base of support.

Recommended



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A focus on improving local service is all the more important in an era where the White House and Congress are not very favorably disposed to transit, and well-funded lobby groups like those of the Koch brothers [are spending millions to fight transit infrastructure spending](#). Even if the money to build new light rail lines isn't coming from Washington, states and local governments absolutely can afford the comparatively small annual expenditure to run buses reasonably often, all day, every day, so that transit is a viable mode of transportation for all kinds of trips—not just 9-to-5 commuting. That has been proven around the world to be the way to attract riders to transit.

The U.S. is not going to be able to rebuild metropolitan areas overnight to turn them into model transit-oriented development. But good service can make transit successful even in low-density suburbs. It's worth the investment to make more metropolitan areas accessible to everyone, and to reduce the severe environmental impact of overwhelming dependence on the car. When it comes to transit, if cities don't build it, riders definitely won't come.

About the Author

Jonathan English

[@ENGLISHRAIL](#) / [FEED](#)

[Jonathan English](#) is a PhD candidate in urban planning at Columbia University.



Looking south along Highway 1 at Mud Creek, near Gorda, in Monterey County

FALL 2018

Caltrans District 5



District Director
Timothy Gubbins

Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.

District Director's Report

A quarterly publication for our transportation partners

Highway 1 at Mud Creek is Open

Caltrans and its local partners recently celebrated the opening of Highway 1 at Mud Creek, near Gorda, in Monterey County. The roadway is now open all the way through Big Sur from Carmel to San Simeon, following a massive landslide in May 2017. The catastrophic event washed out a quarter-mile of highway, moving six million cubic yards of earth material and displacing 50 acres of land, and created 2,400 feet of new shoreline. Caltrans rebuilt the highway segment across the slide area, buttressed with several embankments and compacted soil along with berms, rocks, netting, culverts and other stabilizing elements. Construction for the \$54 million emergency project was ongoing 24/7 for the project duration and completion occurred two months ahead of schedule.

Caltrans is Hiring

With significant SB 1 investment, Caltrans plans to hire new workers to help deliver projects and offset a retiring workforce. Positions exist statewide in many fields, including engineering, surveys, maintenance, information technology, accounting, legal, planning, and more. We are also assisting small businesses and minority and veteran-owned companies to contract with the state. We are streamlining how we deliver projects in a way that helps us reduce needed resources while investing more in projects. More information: <http://www.dot.ca.gov/jobs/>



SB 1 Moves California

Senate Bill 1, the Road Repair and Accountability Act of 2017, nearly doubles transportation funding for both local communities and highway maintenance. The transportation bill generates \$54 billion over the next decade to rebuild streets, freeways and bridges in communities statewide while funding transit, congested trade/commute corridors and active transportation projects. In District 5, the bill is funding multiple safety and rehabilitation projects, including:

- US 101 - 9.8 miles of pavement, Monterey County, \$129 million
- US 101 - 6.14 miles of rehabilitation, Santa Barbara County, \$69.1 million
- Highway 9 - Two bridge replacements, Santa Cruz County, \$23.2 million
- US 101 - 8.1 miles of pavement, San Luis Obispo County, \$9 million
- US 101 - 2.3 miles of pavement, San Benito County, \$1.4 million

Statewide, Caltrans is committed to fixing more than 17,000 lane miles of pavement, 500 bridges, 55,000 culverts, and 7,700 traffic operating systems. More information: <http://rebuildingca.ca.gov/>



Caltrans and partners celebrate project's completion
**Highway 246 Passing Lanes
Completed**

Caltrans and its local transportation partners recently held a ribbon-cutting event celebrating the completion of the Highway 246 passing lanes project between Buellton and Lompoc in Santa Barbara County. The \$19 million project provides safe passing opportunities. The project is funded through the State Transportation Improvement Program and Measure A.

Thanking all the local partners for their contribution to the project, Acting District Director Richard Rosales noted the public will now enjoy enhanced safety, better visibility and a smoother ride along this corridor. Caltrans' partners included Santa Barbara County Association of Governments, California Highway Patrol, County of Santa Barbara and the cities of Buellton and Lompoc.



Highway 1 Pfeiffer Canyon Bridge (before/after)

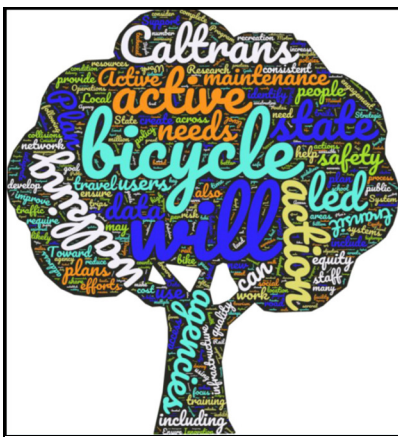
Innovative Bridge Project Wins Multiple Awards

Caltrans' prestigious work on the new Highway 1 Pfeiffer Canyon Bridge was recently recognized for excellence, partnership, emergency repair, technology and innovation. In February 2017, heavy storms damaged the 1968 bridge beyond repair, causing major rock slides near Lucia and Gorda, and cutting off both north and south access to Big Sur. This resulted in significant financial, social and livability impacts in this area.

Working in partnership, Caltrans expedited the \$24 million emergency project, replacing the damaged bridge with a 315-foot single-span steel girder structure, weighing more than 900 tons, with six-foot shoulders for bicycle/pedestrian accommodation. The assembled girders were pulled across the steep canyon simultaneously using high-strength steel cable and hydraulic pistons—an innovative method applied for the first time in California. Caltrans and the contractor,

Golden State Bridge, collaborated through design and completed the project in just eight months—a process normally taking up to eight years. A unified command—comprised of many local, state and federal agencies, elected officials, business representatives and advocacy groups—successfully helped the team to meet its high goals within cost, scope and schedule.

Organizations formally recognizing the project's excellence included the Transportation Agency for Monterey County, American Public Works Association, California Transportation Foundation, American Association of State Highway and Transportation Officials, and Caltrans.



Local partners celebrate rail extension

Rail Extension Kicks Off

The Transportation Agency for Monterey County recently held a groundbreaking event launching the new passenger rail extension project. The \$81 million project will extend rail service from Santa Clara County to Salinas while improving commuter access between Salinas, Gilroy, San Jose and San Francisco. This project helps relieve congestion and offers better access to jobs, healthcare, recreation and transportation options, said Debbie Hale, TAMC executive director. Project partners included state and federal agencies; County of Monterey; cities of Monterey, Salinas and King City; and the Salinas City Center Improvement Association.



Adaptation Planning

Caltrans recently awarded five adaptation planning grants (Fiscal Year 2018/19) in District 5 funded through SB 1. These included:

- City of Monterey - Transportation Adaptation Plan, \$212,472.
- City of Pacific Grove, Sea Level Rise Transportation & Infrastructure Adaptation Plan, \$220,956.
- County of Santa Barbara, Goleta Beach Park Revised Adaptive Management Plan, \$221,236.
- City of Santa Cruz, West Cliff Drive Adaptation and Management Plan, \$342,741.
- TAMC, Monterey County Regional Conservation Investment Strategy, \$375,810.



Highway 1 near Carmel in Monterey County

Adaptation efforts enhance the transportation system's resiliency to help protect against climate impacts. Eligible projects include roads, railways, bikeways, trails, bridges, ports and airports. The sustainable grant program supports climate change adaptation on the transportation system, especially in communities most vulnerable to impacts. More information: <http://www.dot.ca.gov/hq/tpp/grants.html>



Call for Applications & Grant Workshop Coming

A call for projects for the Caltrans Sustainable Transportation Planning Grant Program, (Fiscal Year 19/20) is scheduled in October with an expected deadline to submit applications on **Friday, November 2, 2018**. The program categories include Strategic Partnerships, Sustainable Communities and Adaptation Planning. The final grant program guides are also scheduled for release in September. District 5 plans to host an informational grant workshop in the fall to assist applicants in the application process. Details are forthcoming. More information: <http://www.dot.ca.gov/hq/tpp/grants.html>



PROJECT UPDATE – SAN LUIS OBISPO COUNTY

PREPARED FOR THE OCTOBER 4, 2018 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

33-3

CONSTRUCTION PROJECTS									
	Project	Location Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager (Resident Engineer)	Contractor	Comments
1.	Highway 17 Storm Water Mitigation (0Q600)	Slightly north of the fishhook to Sims Road (PM 0.7-1.4)	Construct multiple storm water mitigation improvements	Winter 2017-Summer 2019	\$7.4 million	SHOPP	Doug Hessing (BR)	Graniterock, Watsonville, CA	Construction is completed. Erosion control establishment and vegetation continues through May 2019.
2.	Highway 17 North Route 17 CAPM (1F760)	In and Near Scotts Valley from 0.6 miles north of Granite Creek Rd. over-crossing to Santa Clara County Line (PM 6.0/12.5)	Pavement Preservation (CAPM)	Spring 2019	\$19 million	SB 1 Funding	Doug Hessing	PS&E/RW	Project is on schedule.
3.	Highway 129 Open Grade Overlay and Metal Beam Guardrail Upgrade (1F030)	From just east of Watsonville to School Road (PM 1.8/9.9 & SBt PM 0.0/0.4)	Place open-graded friction course and replace, raise, and update the existing metal beam guardrail and end treatments	Fall 2017 - Fall 2018	\$5.5 million	SHOPP	Doug Hessing (KB)	Graniterock, Watsonville, CA	Project is scheduled for completion in late October 2018.
4.	Highway 129/ Carlton Road Intersection Improvements (1F350)	Near Watsonville from slightly west to slightly east of Carlton Road (PM 3.2-3.5)	Realign Carlton Road and construct a new intersection with left-turn channelization	Fall 2018-Summer 2019	\$2 million	SHOPP	Doug Hessing (KB)	Graniterock, Watsonville, CA	Construction is scheduled to begin on September 24, 2018.



PROJECT UPDATE – SAN LUIS OBISPO COUNTY

PREPARED FOR THE OCTOBER 4, 2018 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

33-4

PROJECTS IN DEVELOPMENT									
	Project	Location Post Mile (PM)	Description	Construction Timeline	Estimated Construction Cost	Funding Source	Project Manager	Phase	Comments
5.	Highway 1 Pavement Overlay (1C850)	From North Aptos underpass to State Route (SR) 9 (PM 10.2-17.5)	Pavement overlay	Spring 2019	\$14.9 million	SHOPP	Luis Duazo	PS&E	Project is in final design.
6.	TMS Detection Repair (1H990)	Various locations throughout the District (Highways 1, 17, 68, 156, 101)	Replace failed Traffic Management System (TMS) Detection	Summer 2020	\$451,000	SB 1 Funding	Brandy Rider	PA&ED	Project is in preliminary design and environmental phase.
7.	Highway 1/ Highway 17 Ramp Safety Improvements (1H060)	From just south of the fishhook to just south of Pasatiempo overcrossing (PM 16.7)	Construct ramp safety improvements	Spring 2020	\$5.8 million	SHOPP	Luis Duazo	PS&E	Project is on schedule.
8.	Highway 1 Davenport Culvert Replacement (0J200)	On Hwy. 1 in Santa Cruz County near Davenport and south of Waddell Creek Bridge (PM 31.9/35.7)	Replace Culverts	Fall 2021	\$8.3 million	SB 1 Funding	Doug Hessing	PA&ED	Project is on schedule.



PROJECT UPDATE – SAN LUIS OBISPO COUNTY

PREPARED FOR THE OCTOBER 4, 2018 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

33-5

PROJECTS IN DEVELOPMENT (CONTINUED)

	Project	Location Post Mile (PM)	Description	Construction Timeline	Estimated Construction Cost	Funding Source	Project Manager	Phase	Comments
9.	Highway 9 San Lorenzo River Bridge and Kings Creek Bridge Replacement (1H470)	Near Boulder Creek, at San Lorenzo River Bridge and at Kings Creek Bridge (PM 13.6/15.5)	Replace bridges	Spring 2023	\$23.2 million	SB 1 Funding	Doug Hessing	PA&ED	Project is on schedule.
10.	Highway 9 Shoulder Widening, Guardrail Upgrades, and Center Rumble Strips (1C650)	In Castle Rock State Park, from 5 miles south of SR 35 to 3.3miles south of SR 35 (PM 22.1-23.8)	Shoulder widening, guardrail upgrades, and center rumble strips	Spring 2019	\$7.7 million	SHOPP	Doug Hessing	PS&E	Project is advertised for construction with contract approval scheduled in November 2018. The contractor may suspend work for winter and start construction in spring 2019.
11.	Highway 17 Wildlife Habitat Crossing (1G260)	From Laurel Road to just north of Laurel Road (PM 9.442-9.692)	Construct wildlife undercrossing	2020	Not yet determined	SHOPP	Aaron Henkel	PS&E	Project is on schedule and in design.
12.	Highway 129/ Lakeview Road Intersection Improvements (1G990)	Near Watsonville, at Lakeview Road (PM 1.4)	Construct roundabout and improve street lighting	2020	\$4.5 million	SHOPP	Luis Duazo	PS&E	Project is on schedule.



PROJECT UPDATE – SAN LUIS OBISPO COUNTY

PREPARED FOR THE OCTOBER 4, 2018 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

PROJECTS IN DEVELOPMENT (CONTINUED)

	Project	Location	Description	Construction Timeline	Estimated Construction Cost	Funding Source	Project Manager	Phase	Comments
13.	Highway 152 Americans with Disabilities Act (ADA) (1E020)	Near Watsonville from Wagner Avenue to south of Holohan Road (PM 1.3-R2.0)	Install sidewalks for ADA compliance	Winter 2018/2019	\$1.9 million	SHOPP	Mike Lew	PS&E	Construction is scheduled to begin in December 2018.

ACRONYMS USED IN THIS REPORT:

ADA	Americans with Disabilities Act
CEQA	California Environmental Quality Act
CMAQ	Congestion Mitigation Air Quality
CMIA	Corridor Mobility Improvement Account
CTC	California Transportation Commission
ED	Environmental Document
EIR	Environmental Impact Report
PA&ED	Project Approval and Environmental Document
PM	Post Mile
PS&E	Plans, Specifications, and Estimates
RW	Right of Way
SB 1	Senate Bill 1, the Road Repair and Accountability Act of 2017
SHOPP	State Highway Operation and Protection Program
STIP	State Transportation Improvement Program

33-6

AGENDA: October 4, 2018

TO: Santa Cruz County Regional Transportation Commission

FROM: Ginger Dykaar and Grace Blakeslee, Sr. Transportation Planners

RE: Unified Corridor Investment Study – Draft Step 2 Scenario Analysis

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC) review and provide input on the draft Step 2 scenario analysis of the Unified Corridor Investment Study. *(A performance dashboard of the results of the scenario analysis is provided as Attachment 1. The full document is available at (<https://sccrtc.org/ucs-results>). A printed copy will be provided to the Commissioners at the meeting.)*

BACKGROUND

The objective of the Unified Corridor Investment Study (UCS) is to identify multimodal transportation investments that provide the most effective use of Highway 1, Soquel Avenue/Soquel Drive/Freedom Blvd, and the Santa Cruz Branch Rail Line while serving the community's transportation needs (Attachment 2). Goals for the UCS focus on a triple bottom line approach to developing a sustainable transportation system which seeks to maximize benefits in terms of efficient mobility, health and equity, the natural environment, and economic vitality. The Unified Corridor Investment Study is evaluating transportation improvements using performance-based planning and a scenario analysis consistent with guidance and policy for evaluating future investment decisions of state and federal transportation discretionary funds.

The RTC has approved the following components of the analysis:

- Goals, criteria, performance measures (Attachment 3) - May 4, 2017
- Project list – May 4, 2017
- Scenarios to be evaluated in the Step 1 analysis - June 15, 2017
- Step 1 Analysis (Attachment 4) – December 7, 2017
- Scenarios to be evaluated in Step 2 Analysis (Attachment 5) - December 7, 2017

Input from the public, stakeholders, and RTC advisory committees has been solicited at key milestones of project development.

DISCUSSION

The draft Step 2 scenario analysis of the Unified Corridor Investment Study is available for RTC review and input. The report has been developed by Kimley-Horn and Associates, Inc. and Strategic Economics, Inc. with input from RTC staff. This planning effort is funded through a Caltrans' Sustainable Communities Transportation Planning Grant (FTA 5304) and local voter-approved Measure D funds. The report is primarily organized into two sections:

- the baseline information which presents the existing conditions of the transportation system as evaluated through the performance measures, and
- the scenario analysis which presents the forecast of the performance measure for a 2035 horizon year for all of the scenarios being evaluated.

An introduction is included in the report and provides background information and a description of the UCS, the goals, performance measures and scenarios evaluated. The draft Step 2 scenario analysis of the Unified Corridor Investment Study is available on the RTC website (<https://sccrtc.org/ucs-results>). A performance dashboard has also been developed to provide a graphical representation of the draft results of the Step 2 analysis and is provided in Attachment 1.

Outreach

Input on the draft Step 2 scenario analysis and a preferred scenario for the Unified Corridor Investment Study will be sought from members of the public, stakeholders, community organizations, city councils and RTC advisory committees. Public Workshops will be held in both Watsonville and Live Oak. The Live Oak Public Workshop will be held at the Live Oak Elementary School Multi-Purpose Room at 1916 Capitola Road, Live Oak, on October 15 from 6:00 PM to 7:30 PM. The Watsonville Public Workshop will be held in the Civic Plaza Community Room, 4th floor, 275 Main St., Watsonville, on October 16, from 6:00 PM to 7:30 PM. A stakeholder meeting of partner agencies will be held on October 9, 2018. Focus Group meetings will be held for community organizations on October 17, 2018. Presentations on the draft Step 2 analysis will be given to the Scotts Valley, Watsonville, Capitola and City of Santa Cruz City Councils during the month of October and early November, 2018. Comments can also be submitted to ucs@sccrtc.org.

A second draft of Step 2 scenario analysis of the Unified Corridor Investment Study will consider the input received and include a staff recommendation for a preferred scenario. The second draft will be presented to the RTC at an evening meeting on November 15, 2018. The meeting will be held starting at 6:00 PM at the City of Watsonville Council Chambers, 275 Main St, 4th floor. A public hearing will begin at 6:30 PM to receive input from members of the public. A notice will be distributed via email, newspapers and online news and provided on the SCCRTC website. No action from the commission will be requested from staff at this meeting.

A final draft of the Unified Corridor Investment Study will consider the comments received at the November 15, 2018 and any other comments received by 5:00 PM on November 20, 2018. The final draft of the Unified Corridor Investment Study will be presented to the RTC at the December 6, 2018 RTC meeting to be held at 9:00 AM at the County Board of Supervisors Chambers, 701 Ocean St., 5th floor. Staff will be requesting approval of the final draft report and the preferred scenario.

RTC staff recommends that the Regional Transportation Commission review and provide input on the draft Step 2 scenario analysis of the Unified Corridor Investment Study (Attachment 1).

Timeline

October 15, 2018: Public Workshop – Live Oak Elementary School Multi-Purpose Rm, 1916 Capitola Road, Live Oak, 6:00 – 7:30 PM

October 16, 2018: Public Workshop – Civic Plaza Community Rm, 4th floor, 275 Main St, Watsonville 6:00-7:30 PM

October 17, 2018: Focus Group Meetings for Community Organizations

October, 2018: RTC Advisory Committee Meetings

October and November, 2018: Scotts Valley, Watsonville, Capitola, and City of Santa Cruz City Council Meetings

November 15, 2018: Second draft of UCS including staff recommendation of preferred scenario presented at the RTC Transportation Policy Workshop, Public Hearing, No action taken, Watsonville Chambers, 275 Main St, 4th floor, 6:00 PM

December 6, 2018: Final draft Unified Corridor Investment Study, Commission Action Requested on Preferred Scenario, County Board of Supervisors Chambers, 701 Ocean St, 5th floor, 9:00 AM

SUMMARY

The draft Unified Corridor Investment Study uses a performance-based planning and scenario analysis approach to evaluate the transportation investments on Highway 1, Soquel Avenue/Soquel Drive/Freedom Blvd, and the Santa Cruz Branch Rail Line and their ability to advance sustainability goals. **RTC staff recommends that the Regional Transportation Commission review and provide input on the draft Step 2 scenario analysis of the Unified Corridor Investment Study (Attachment 1).**

Attachments:

1. Draft Step 2 Scenario Analysis of the Unified Corridor Investment Study - Performance Dashboard (*Full report is available at <https://sccrtc.org/projects/multi-modal/unified-corridor-study/>. A printed copy will be provided to the Commissioners at the meeting.*)
2. Unified Corridor Investment Study Project Area Map
3. UCS Goals, Criteria and Performance Measures

4. UCS Step 1 Analysis - (*Step 1 of the Scenario Analysis is available at <https://sccrtc.org/projects/multi-modal/unified-corridor-study/>*)
5. UCS - Step 2 Scenarios for Analysis

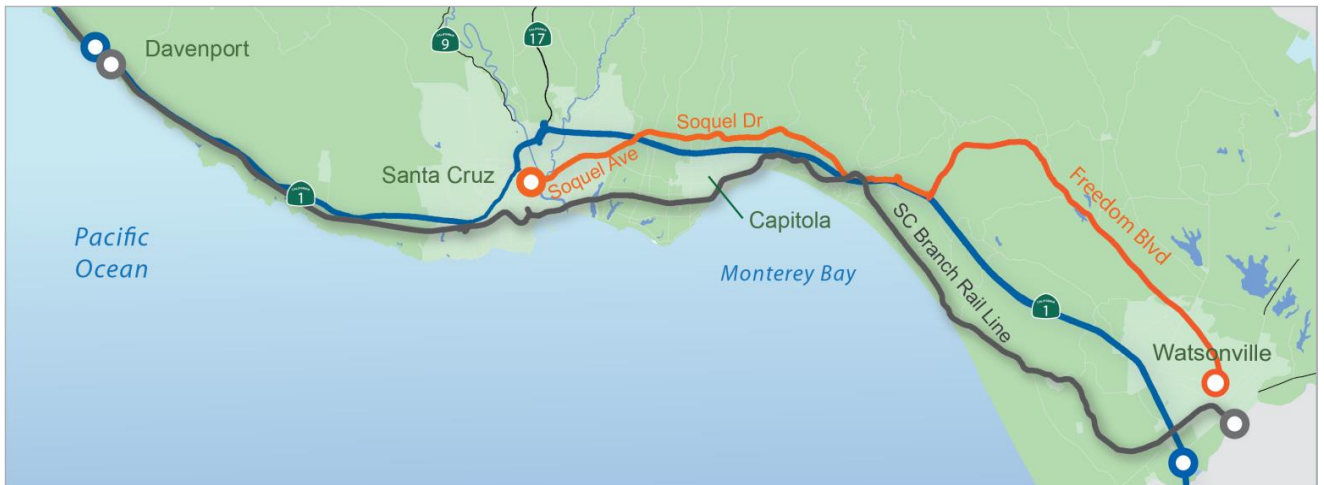
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DRAFT

Unified Corridor Investment Study

Performance Dashboard

Step 2 Analysis Results



Kimley»Horn



Project Description

Three parallel routes - Highway 1, Soquel/Freedom and the Santa Cruz Branch Rail Line - link the communities along the Santa Cruz County coast from Davenport through Watsonville. The Unified Corridor Study examines how well complimentary transportation improvements on all three routes - when designed to function together as a single unified corridor – perform to meet the community’s transportation needs.

The Unified Corridor Study performance dashboard presents the result of the second, in a two step analysis, which compares how each of the scenarios address the study goals of Safety, Efficiency, Economics, Environmental Sustainability, and Social Equity by 2035.

The evaluation of 16 performance measures for each of the scenarios and a comparison to a no build and baseline conditions is designed to increase understanding of transportation project benefits by transparently evaluating their impacts and lead to effective investments in the corridor.



Step 2 Scenarios for Analysis

Approved by RTC on December 7, 2017

	Scenario A	Scenario B	Scenario C	Scenario E	No Build
Highway 1 Projects					
Buses on shoulders					
High occupancy vehicle lanes (HOV) and increased transit frequency					
Auxiliary lanes to extend merging distance IN ADDITION TO MEASURE D					
Metering of on-ramps					
Additional lanes on bridge over San Lorenzo River					
Mission St intersection improvements					
Soquel Avenue/Drive and Freedom Blvd					
BRT lite (faster boarding, transit signal priority and queue jumps)					
Increased frequency of transit with express services					
Buffered/protected bike lanes					
Intersection improvements for auto					
Intersection improvements for bikes/pedestrians					
Rail Corridor					
Bike and pedestrian trail					
Local rail transit with interregional connections					
Bus rapid transit					
Freight service on rail			 Only Watsonville		
Overall Project Area/Connections between Routes					
Improved bike/pedestrian facilities throughout urban area closing gaps in network	These projects will be evaluated in all scenarios.				
Additional transit connections					
Bike share, bike amenities, transit amenities, park and ride lots					
Multimodal transportation hubs					
Automated vehicles/connected vehicles					
Transportation Demand and System Management					
Employers and residences - incentive programs	These projects will be evaluated in all scenarios.				
Education and enforcement - electric vehicle, motorist safety, and bike safety					

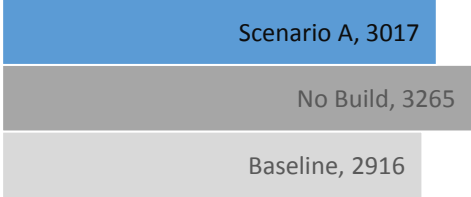
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Scenario A

Step 2 Performance Measures

PM: Total Collisions

(Fatal, Injury, and Property Damage Only per year)

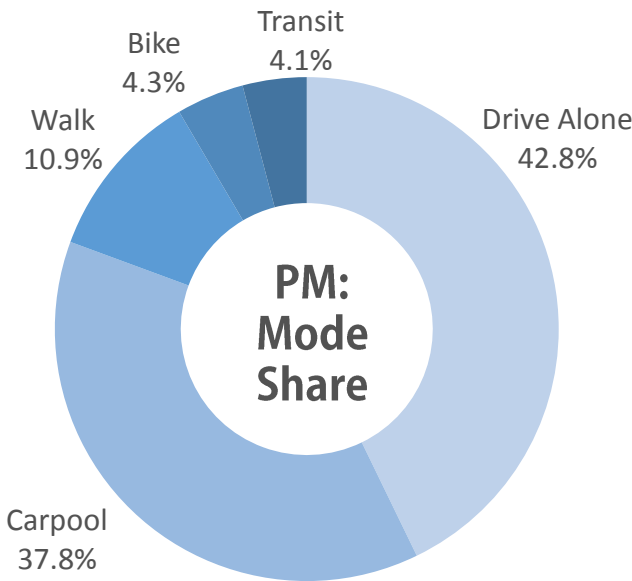
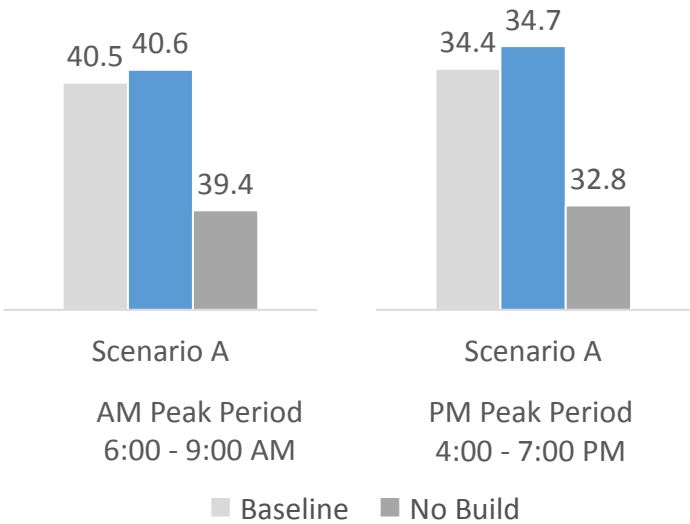


- Highway 1 Projects**
 - HOV and auxiliary lanes, ramp meters, San Lorenzo bridge widening, multimodal intersection improvements
- Soquel / Freedom**
 - BRT Lite with increased transit frequency, multimodal intersection improvements
- Rail ROW**
 - Bike and pedestrian trail

Goal 1 Safer transportation for all modes.



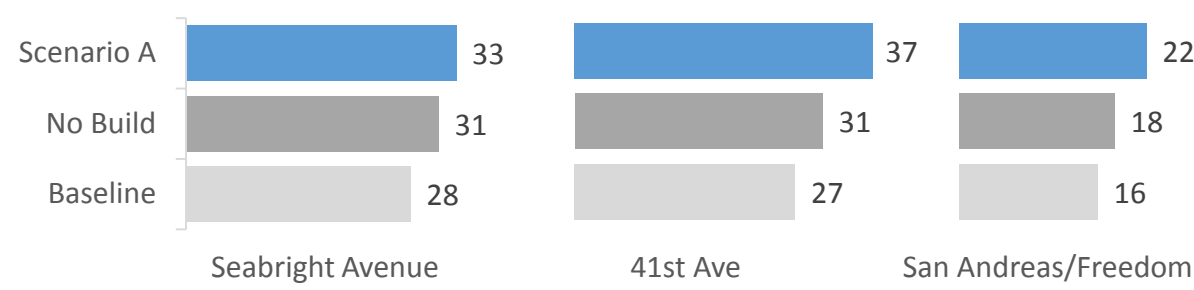
PM: Countywide Mean Auto Speed (mph)



Goal 2 Reliable and efficient transportation choices that serve the most people and facilitate the transport of goods.

PM: Person trips across N-S Screenline 4:00-6:00 PM

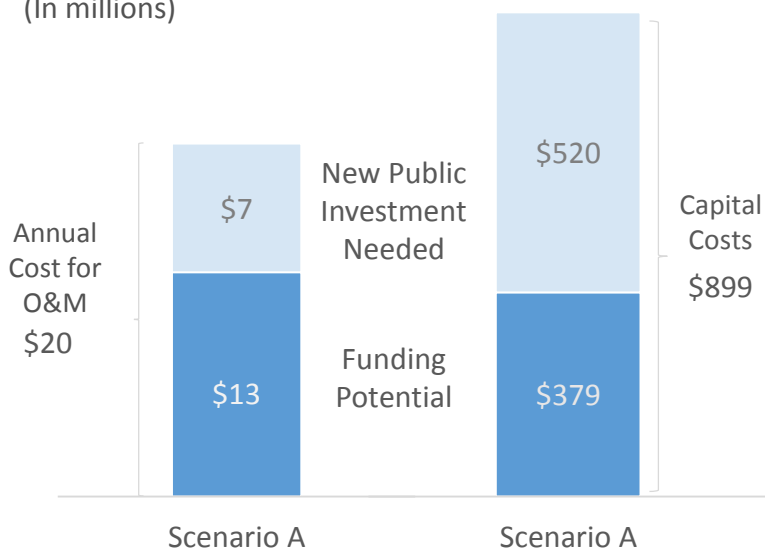
(In thousands)



Goal 3 Develop a well-integrated transportation system that supports economic vitality.

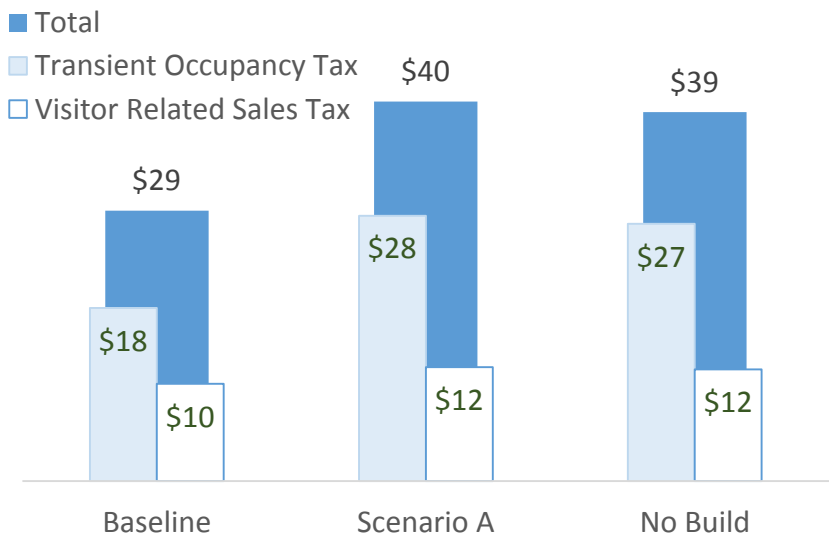
PM: Level Of Public Investment

(In millions)



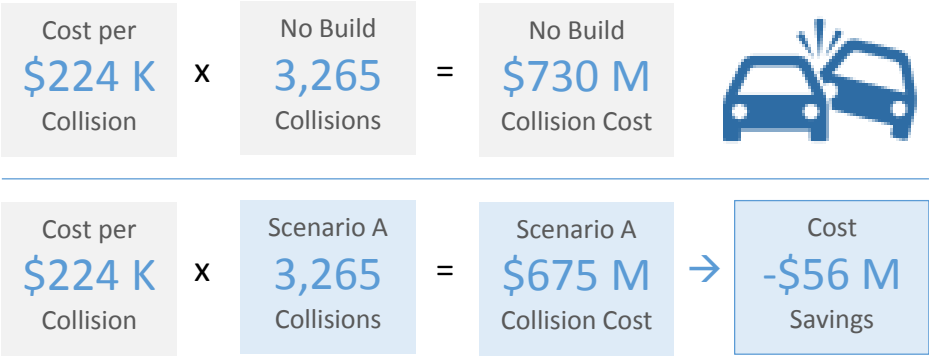
PM: Visitor Tax Revenues

(per year in millions)



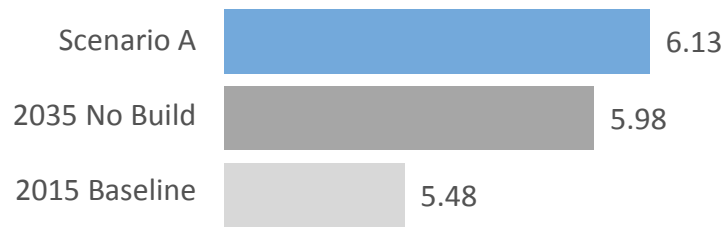
PM: Cost Associated with Collisions

(per year)



PM: Automobile Vehicle Miles Traveled

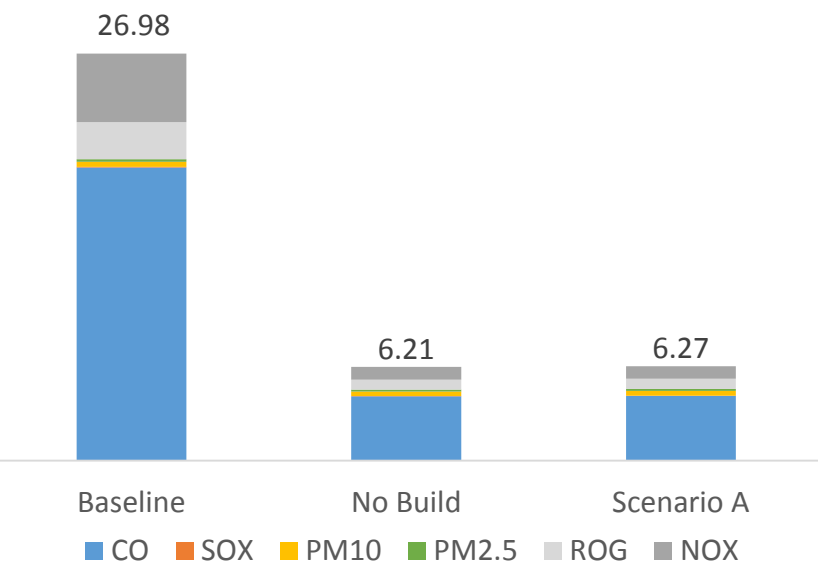
(Countywide VMT per day in millions)



Goal 4
Minimize
environmental
concerns and
reduce adverse
health impacts.

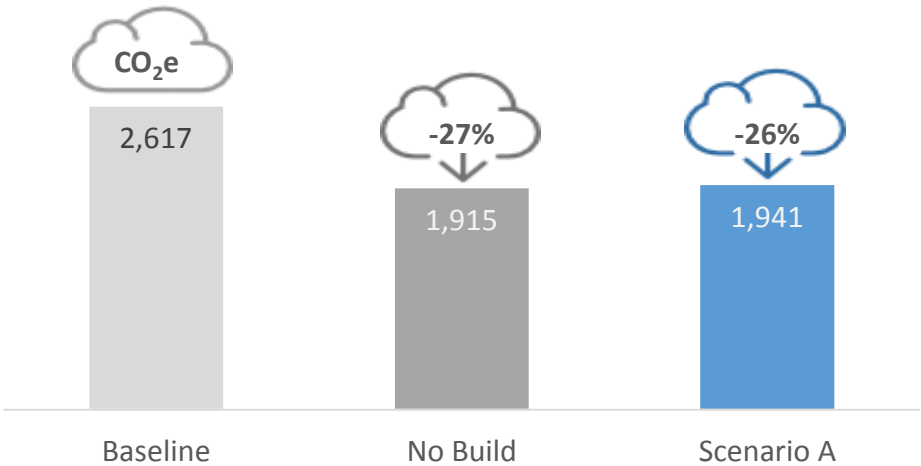
PM: Total Criteria Pollutants

(metric tons per day)



PM: Greenhouse Gas Emissions

CO₂e Emissions (metric tons per day) and Percentage Reduction from 2015 Baseline



PM: Environmentally Sensitive Areas

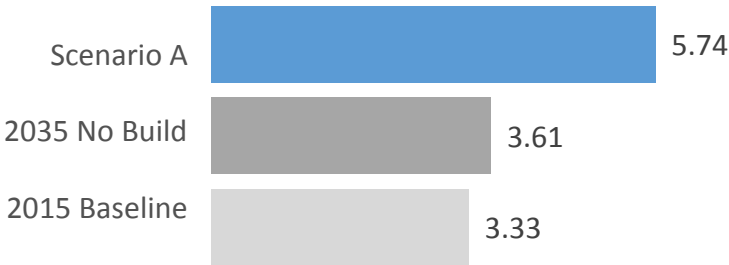
(# linear miles along 3 routes)

36.5 2nd lowest score

Goal 5 Accessible and equitable transportation system that is responsive to the needs of all users.

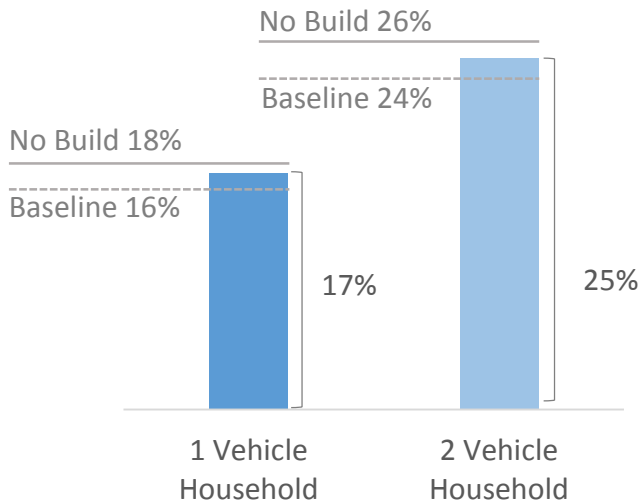
PM: Transit Vehicle Miles Traveled

(per year in millions)



PM: Household Transportation Cost

Percentage of Income Spent on Transportation
(by median income households per year)



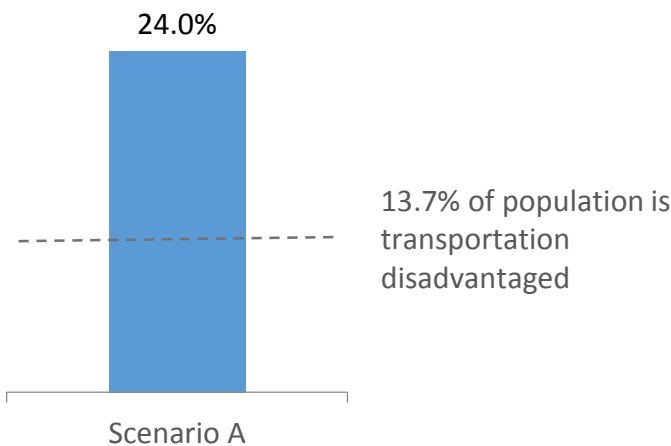
Daily Costs for 2-Vehicle Households

Scenario A
\$48.64

2015 Baseline
\$46.63 ▼\$2.01

2035 No Build
\$50.14 ▲\$1.50

PM: Share of Investment Benefit for Transportation Disadvantaged Population



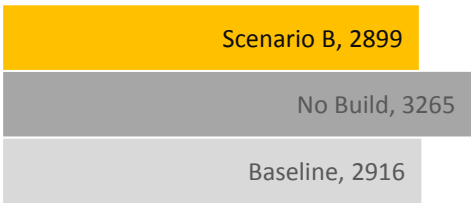
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Scenario B

Step 2 Performance Measures

PM: Total Collisions

(Fatal, Injury, and Property Damage Only per year)



Highway 1 Projects

- Bus on shoulder, ramp metering, Mission St. intersection improvements

Soquel / Freedom

- BRT Lite with increased transit frequency, buffered/protected bike lanes, bike/ped intersection improvements

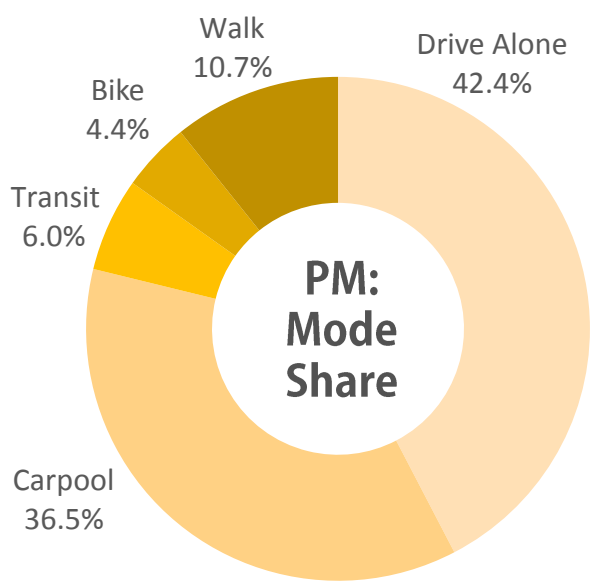
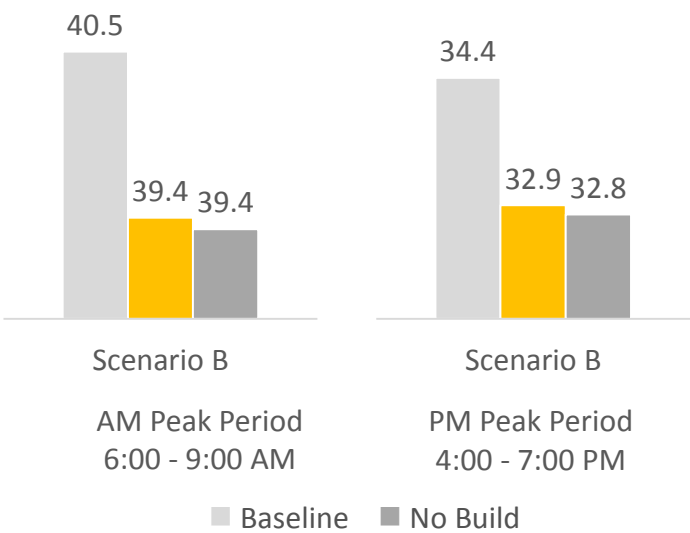
Rail ROW

- Bike and pedestrian trail, rail transit

Goal 1 Safer transportation for all modes.



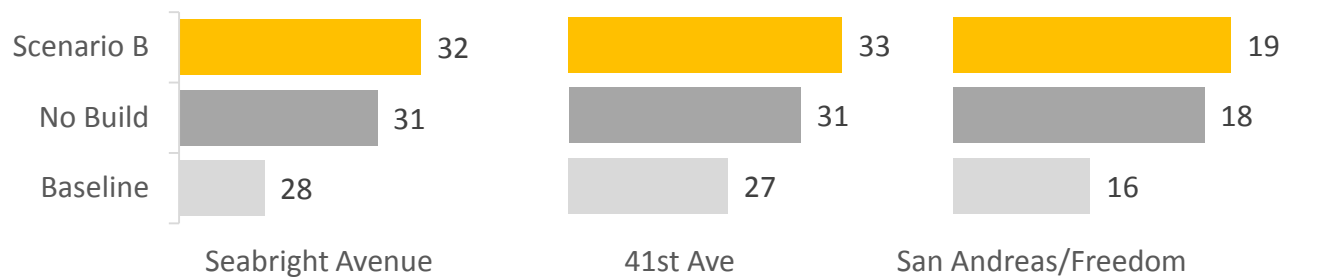
PM: Countywide Mean Auto Speed (mph)



Goal 2 Reliable and efficient transportation choices that serve the most people and facilitate the transport of goods.

PM: Person trips across N-S Screenline 4:00-6:00 PM

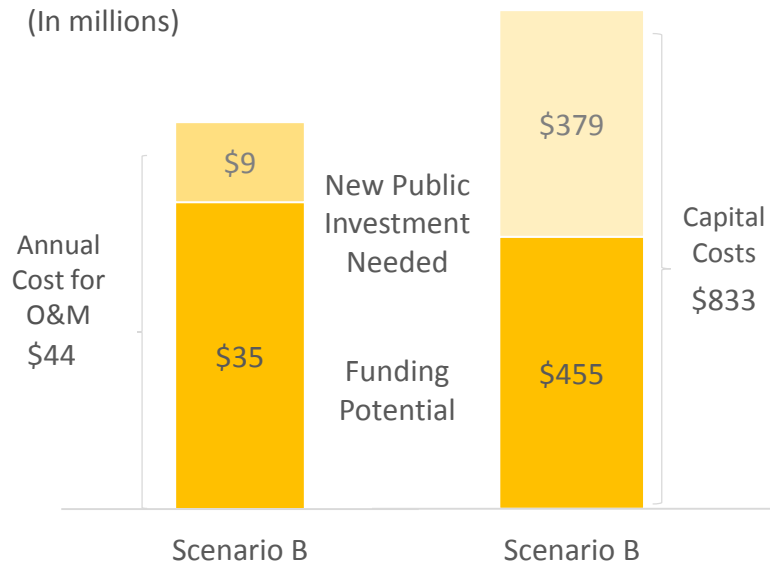
(In thousands)



Goal 3 Develop a well-integrated transportation system that supports economic vitality.

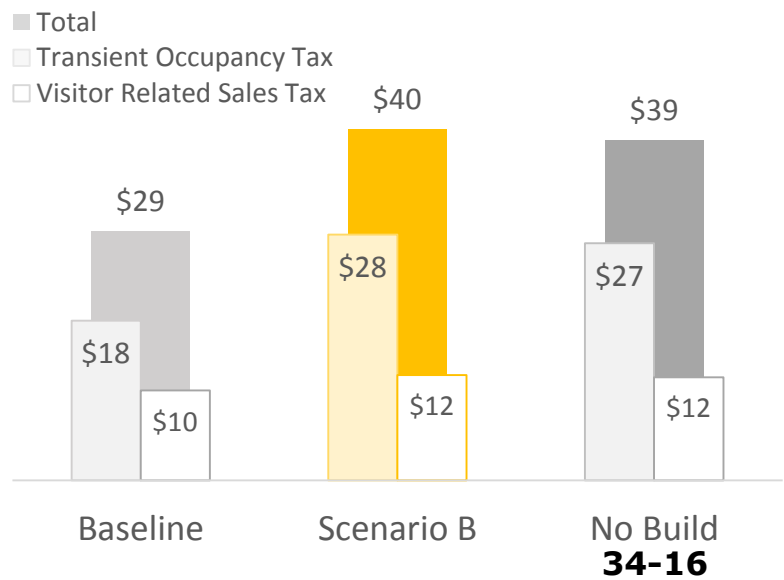
PM: Level Of Public Investment

(In millions)



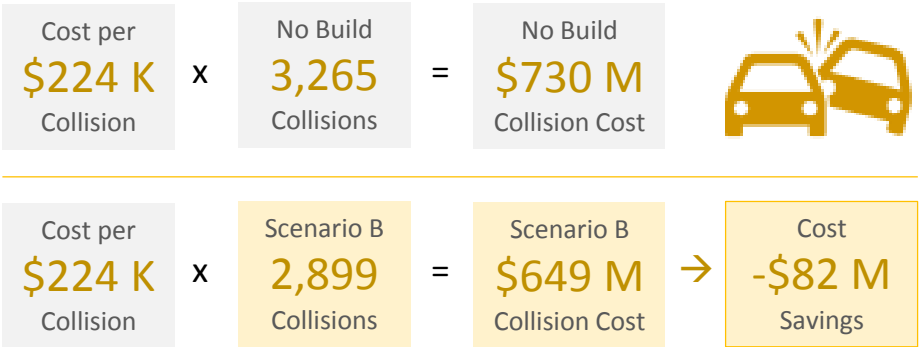
PM: Visitor Tax Revenues

(per year in millions)



PM: Cost Associated with Collisions

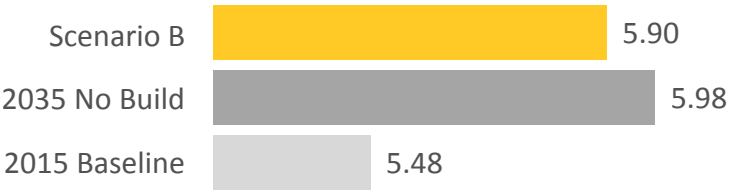
(per year)



Goal 4 Minimize environmental concerns and reduce adverse health impacts.

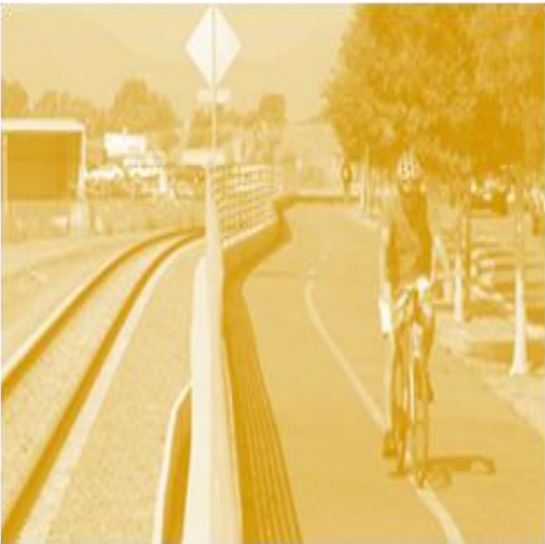
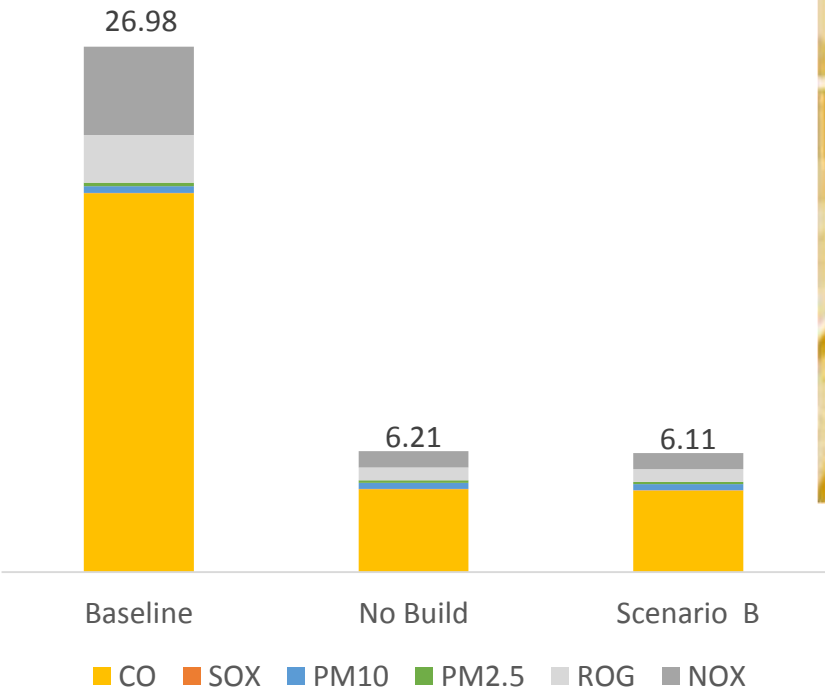
PM: Automobile Vehicle Miles Traveled

(Countywide VMT per day in millions)



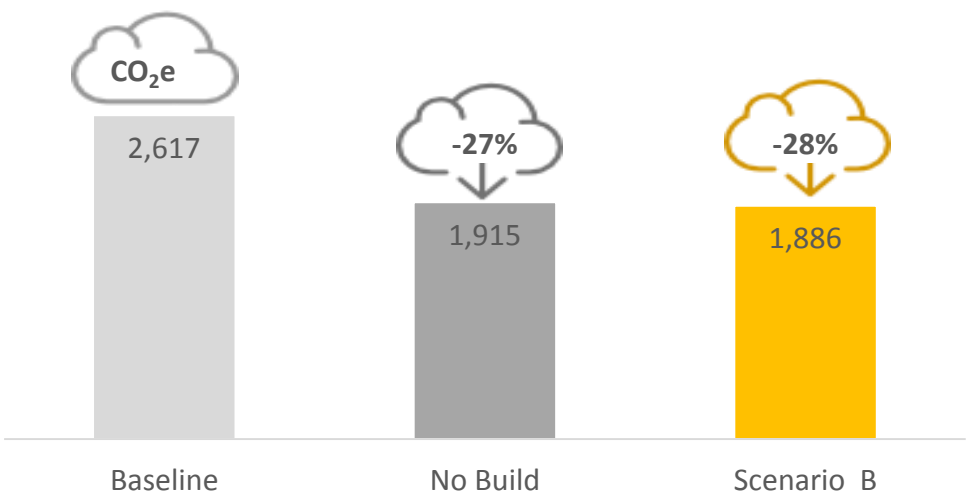
PM: Total Criteria Pollutants

(metric tons per day)



PM: Greenhouse Gas Emissions

CO₂e Emissions (metric tons per day) and Percentage Reduction from 2015 Baseline



PM: Environmentally Sensitive Areas

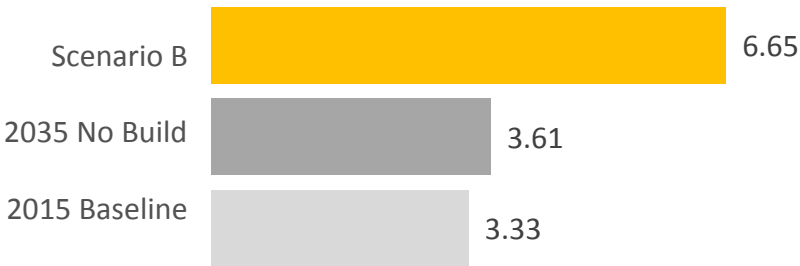
(# linear miles along 3 routes)

38.3 2nd highest score

Goal 5 Accessible and equitable transportation system that is responsive to the needs of all users.

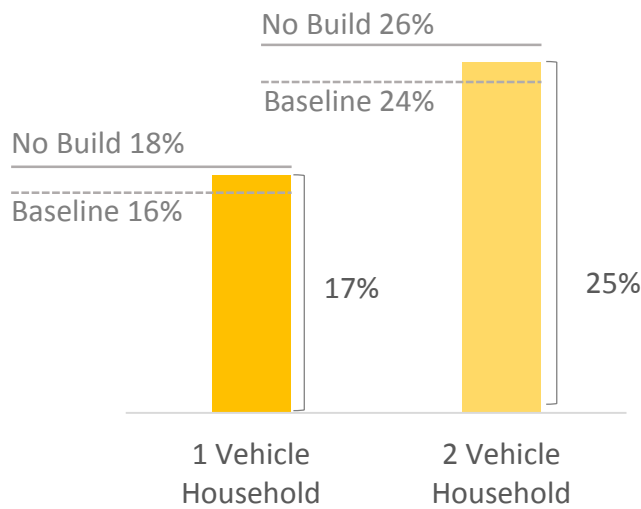
PM: Transit Vehicle Miles Traveled

(per year in millions)



PM: Household Transportation Cost

Percentage of Income Spent on Transportation
(by median income households per year)



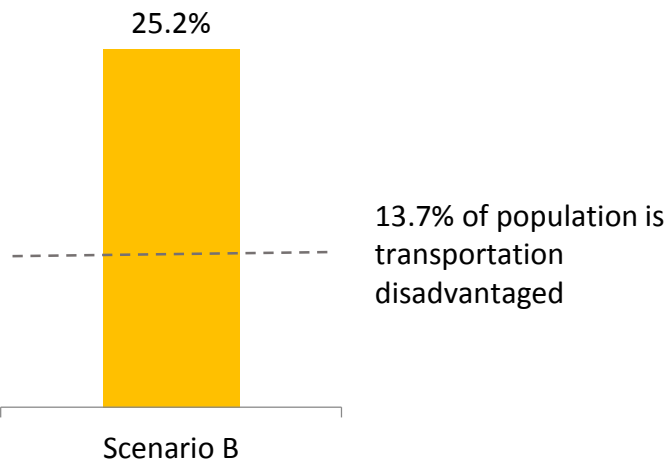
Daily Costs for 2-Vehicle Households

Scenario B
\$48.48

2015 Baseline
\$46.63 ▼ \$1.85

2035 No Build
\$50.14 ▲ \$1.66

PM: Share of Investment Benefit for Transportation Disadvantaged Population



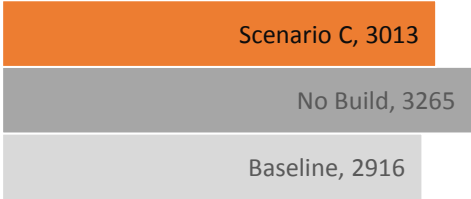
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Scenario C

Step 2 Performance Measures

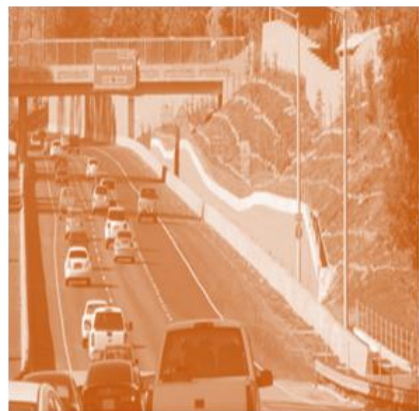
PM: Total Collisions

(Fatal, Injury, and Property Damage Only per year)

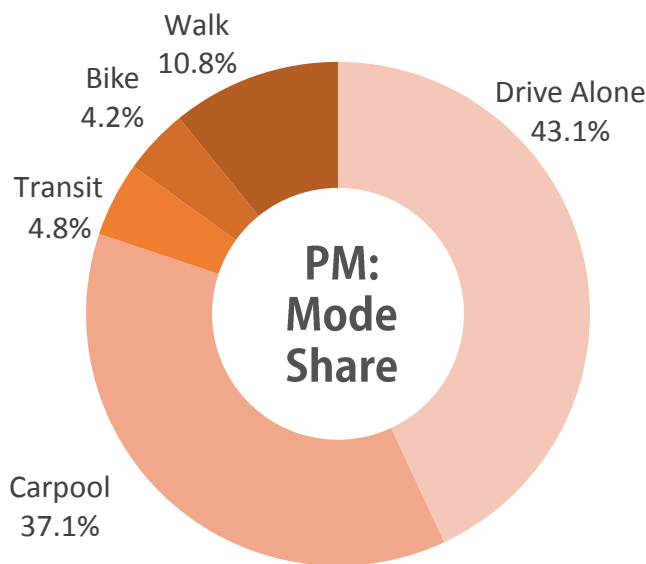
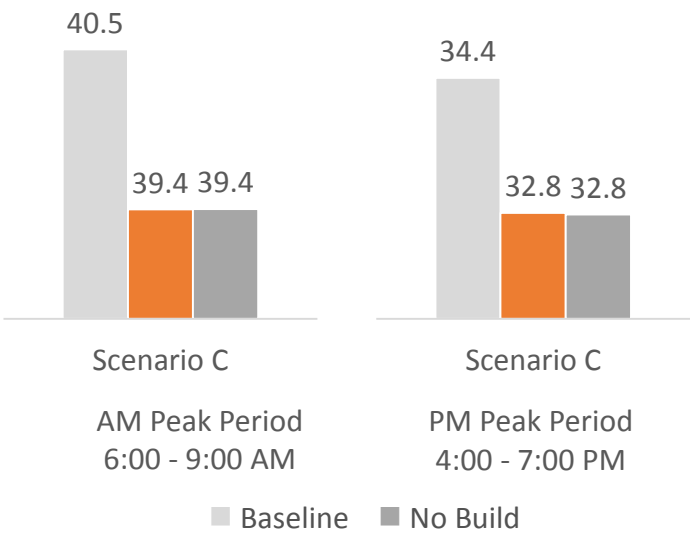


- Highway 1 Projects**
 - Bus on shoulders, auxiliary lanes
- Soquel / Freedom**
 - BRT Lite with increased transit frequency, multimodal intersection improvements
- Rail ROW**
 - Bike and pedestrian trail, bus rapid transit, freight service (in Watsonville)

Goal 1 Safer transportation for all modes.



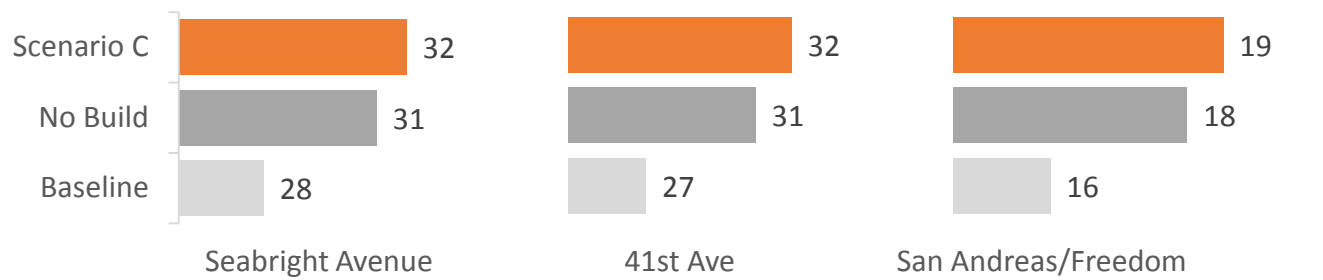
PM: Countywide Mean Auto Speed (mph)



Goal 2 Reliable and efficient transportation choices that serve the most people and facilitate the transport of goods.

PM: Person trips across N-S Screenline 4:00-6:00 PM

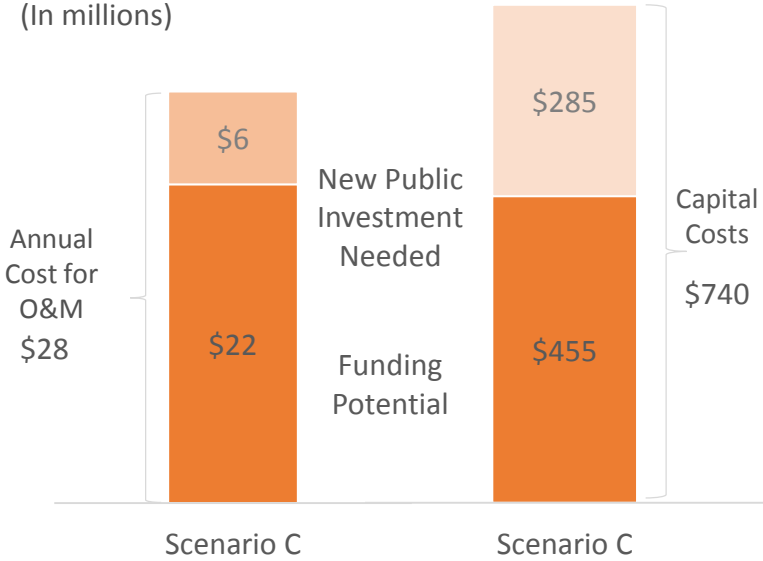
(In thousands)



Goal 3 Develop a well-integrated transportation system that supports economic vitality.

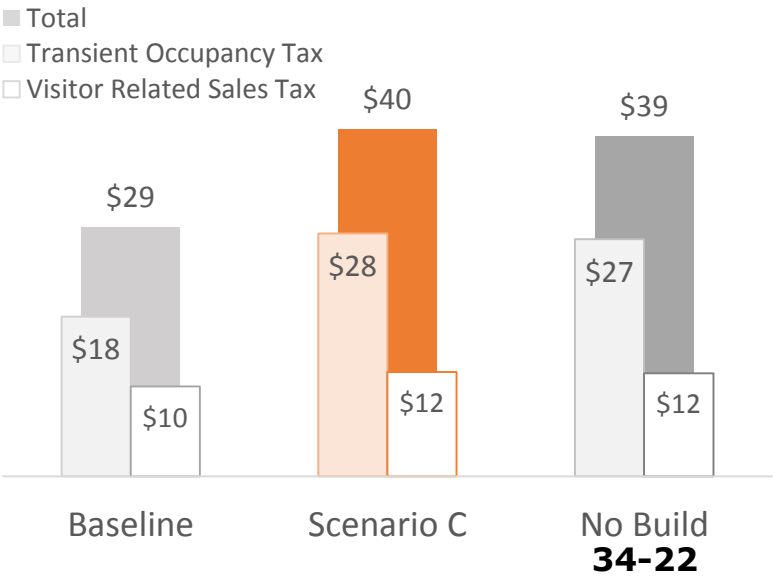
PM: Level Of Public Investment

(In millions)



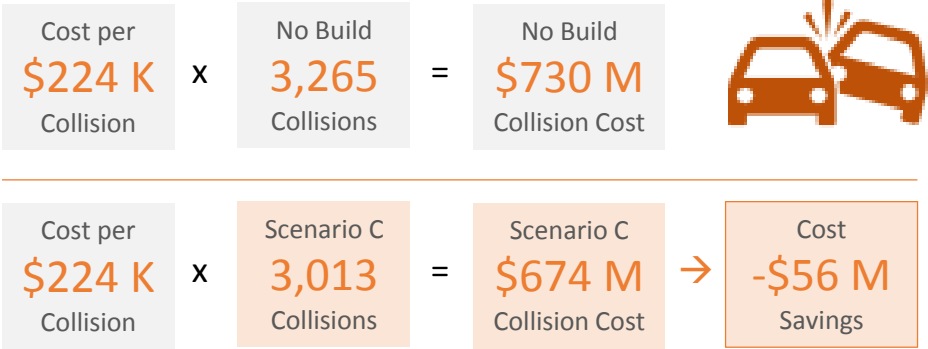
PM: Visitor Tax Revenues

(per year in millions)



PM: Cost Associated with Collisions

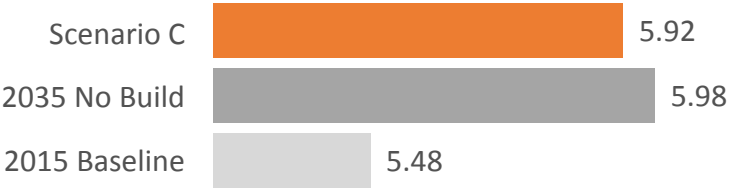
(per year)



Goal 4 Minimize environmental concerns and reduce adverse health impacts.

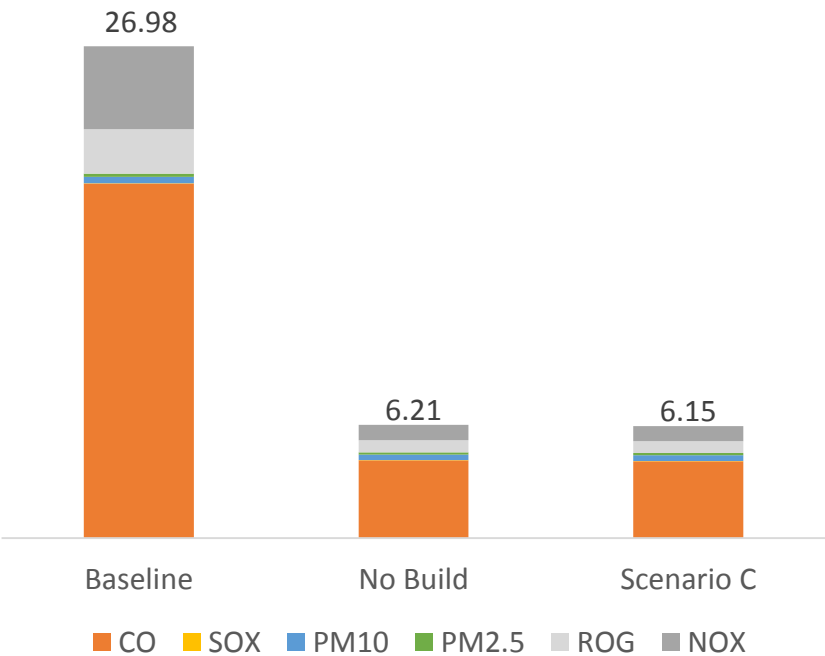
PM: Automobile Vehicle Miles Traveled

(Countywide VMT per day in millions)



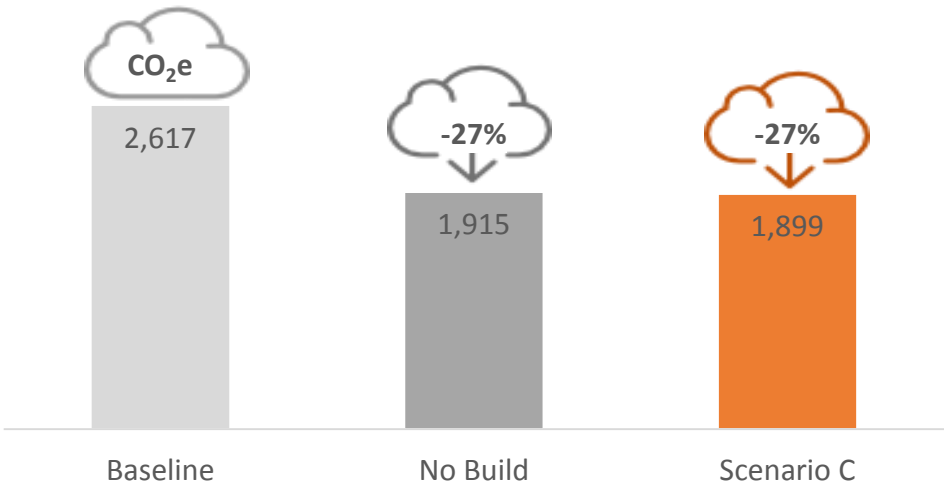
PM: Total Criteria Pollutants

(metric tons per day)



PM: Greenhouse Gas Emissions

CO₂e Emissions (metric tons per day) and Percentage Reduction from 2015 Baseline



PM: Environmentally Sensitive Areas

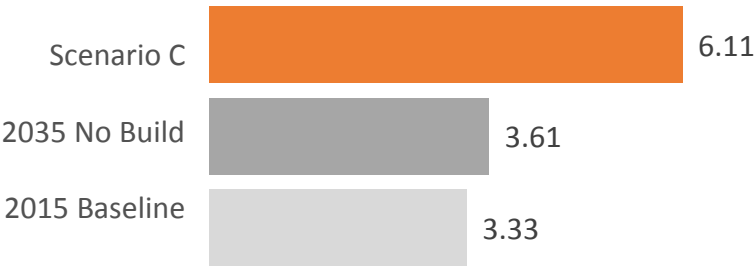
(# linear miles along 3 routes)

36.0 Lowest score

Goal 5 Accessible and equitable transportation system that is responsive to the needs of all users.

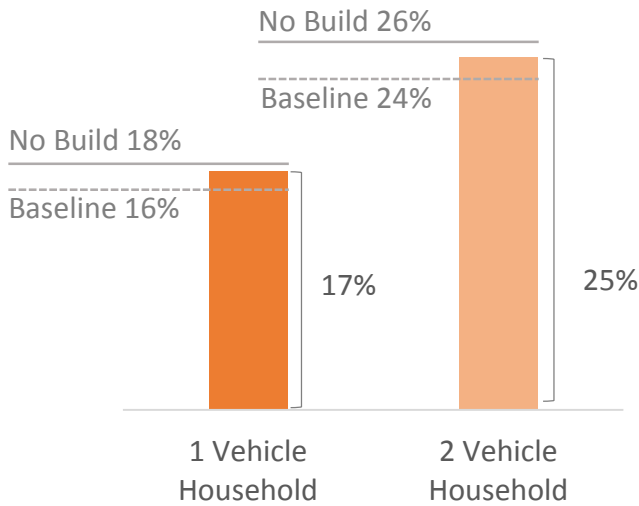
PM: Transit Vehicle Miles Traveled

(per year in millions)



PM: Household Transportation Cost

Percentage of Income Spent on Transportation
(by median income households per year)



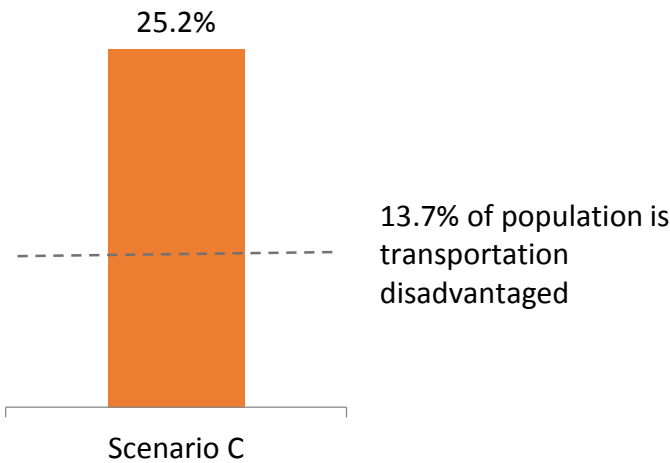
Daily Costs for 2-Vehicle Households

Scenario C
\$48.90

2015 Baseline
\$46.63 ▼ \$2.27

2035 No Build
\$50.14 ▲ \$1.25

PM: Share of Investment Benefit for Transportation Disadvantaged Population



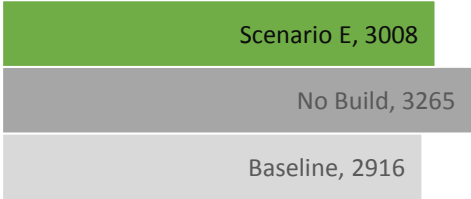
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Scenario E

Step 2 Performance Measures

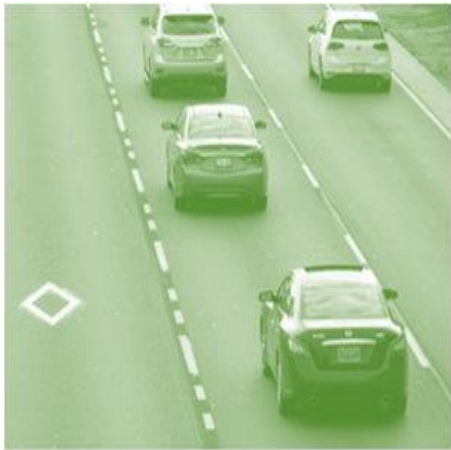
PM: Total Collisions

(Fatal, Injury, and Property Damage Only per year)

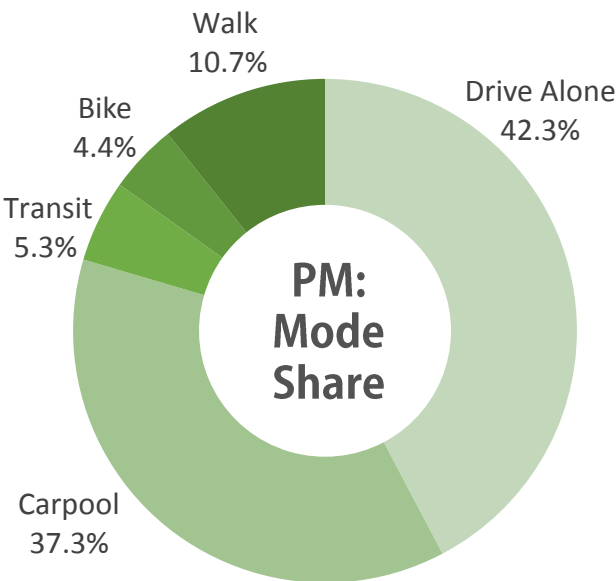
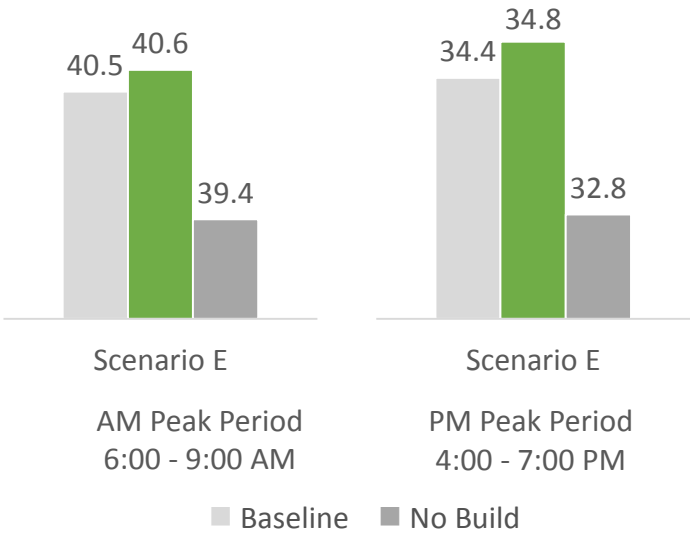


- Highway 1 Projects**
 - HOV and auxiliary lanes, ramp meters
- Soquel / Freedom**
 - Buffered/protected bike lanes, bike/pedestrian intersection improvements
- Rail ROW**
 - Bike and pedestrian trail, rail transit, freight service

Goal 1 Safer transportation for all modes.



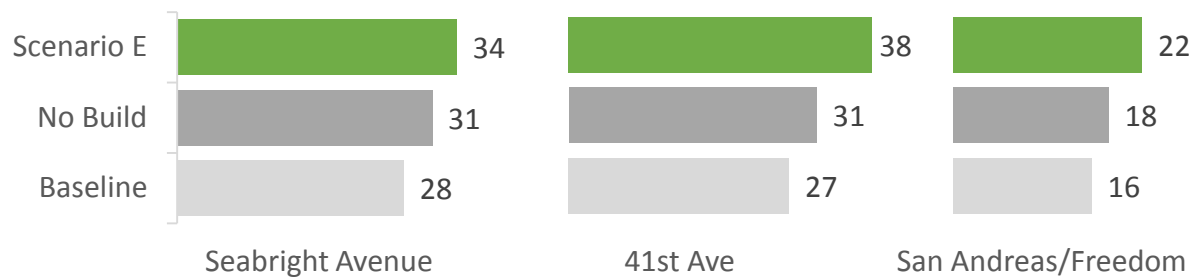
PM: Countywide Mean Auto Speed (mph)



Goal 2 Reliable and efficient transportation choices that serve the most people and facilitate the transport of goods.

PM: Person trips across N-S Screenline 4:00-6:00 PM

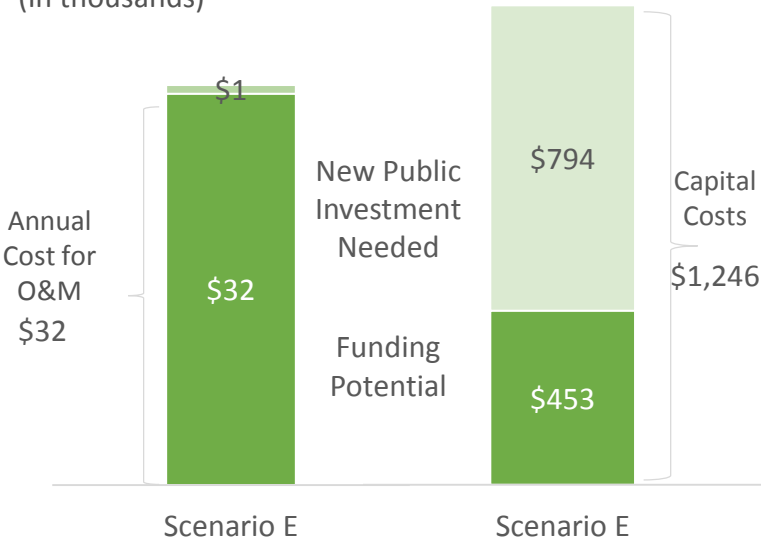
(In thousands)



Goal 3 Develop a well-integrated transportation system that supports economic vitality.

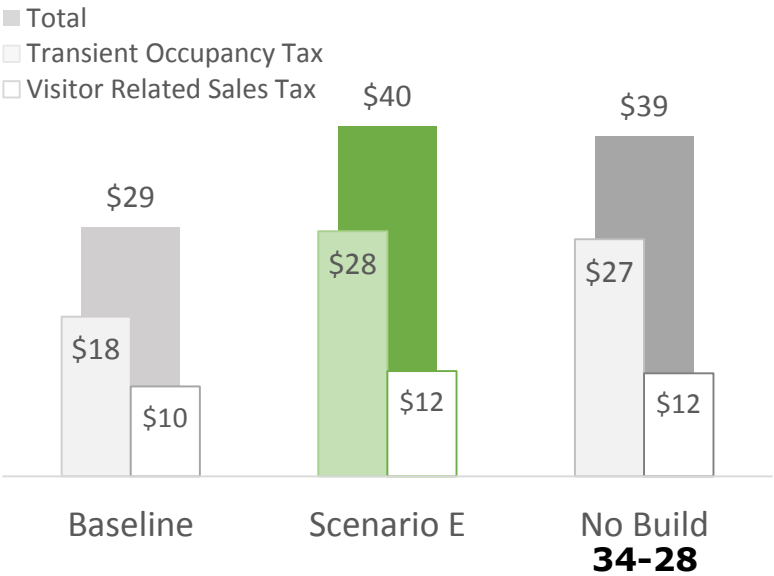
PM: Level Of Public Investment

(In thousands)



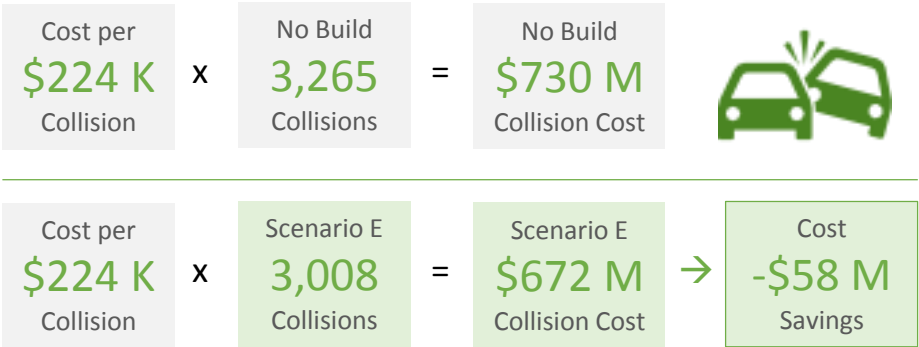
PM: Visitor Tax Revenues

(per year in millions \$)



PM: Cost Associated with Collisions

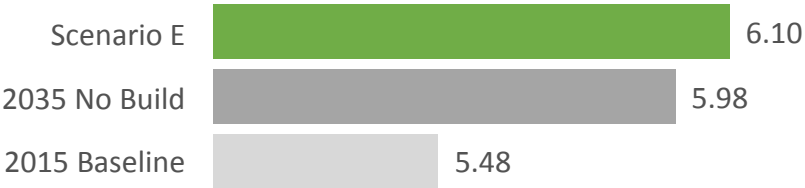
(per year)



Goal 4 Minimize environmental concerns and reduce adverse health impacts.

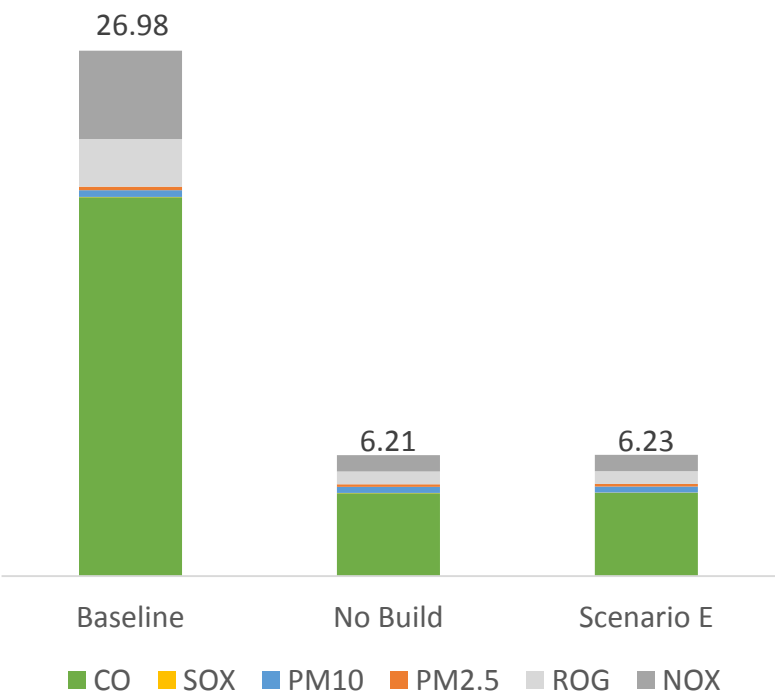
PM: Automobile Vehicle Miles Traveled

(Countywide VMT per day in millions)



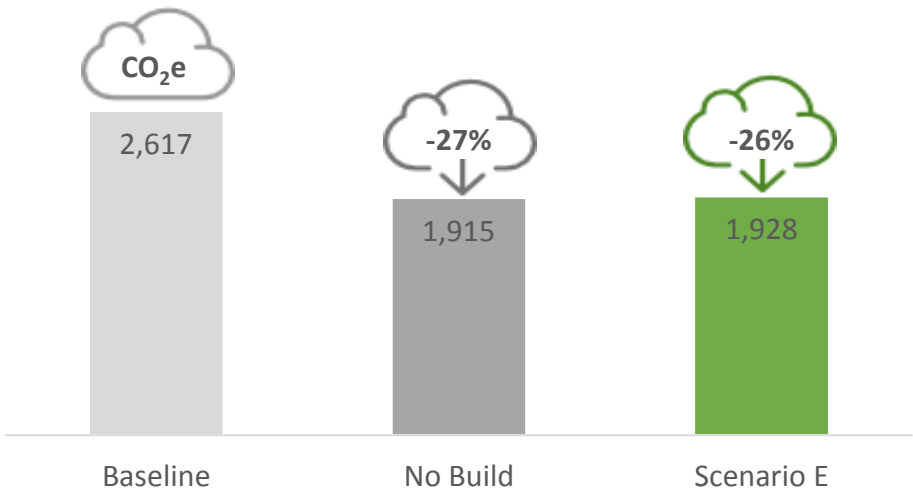
PM: Total Criteria Pollutants

(metric tons per day)



PM: Greenhouse Gas Emissions

CO₂e Emissions (metric tons per day) and Percentage Reduction from 2015 Baseline



PM: Environmentally Sensitive Areas

(# linear miles along 3 routes)

40.7 Highest score

Goal 5
Accessible and equitable transportation system that is responsive to the needs of all users.

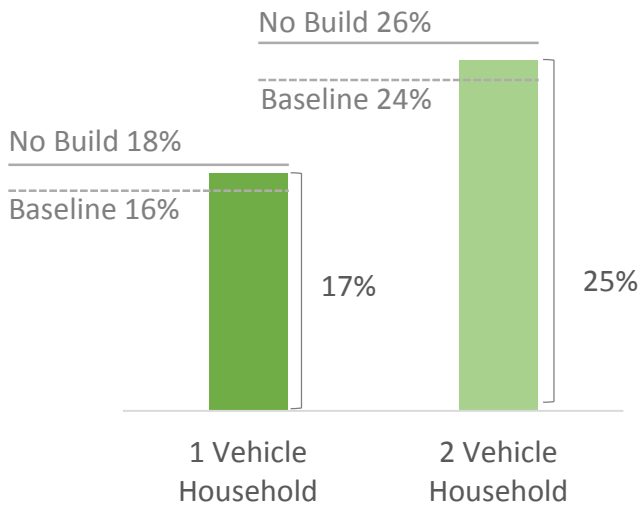
PM: Transit Vehicle Miles Traveled

(per year in millions)



PM: Household Transportation Cost

Percentage of Income Spent on Transportation
(by median income households per year)



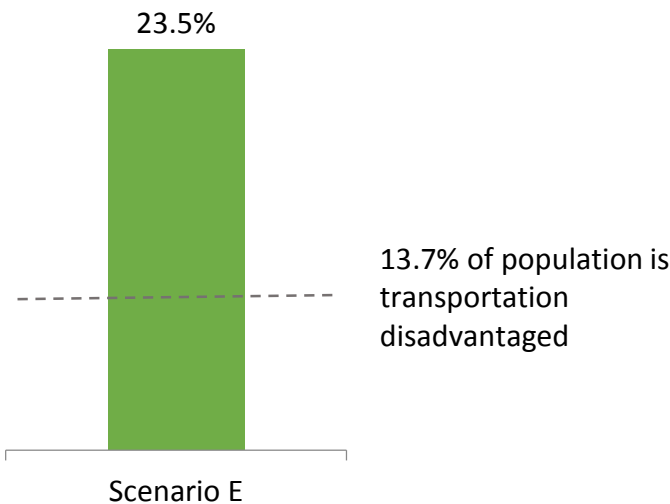
Daily Costs for 2-Vehicle Households

Scenario E
\$48.52

2015 Baseline
\$46.63 ▼ \$1.89

2035 No Build
\$50.14 ▲ \$1.62

PM: Share of Investment Benefit for Transportation Disadvantaged Population



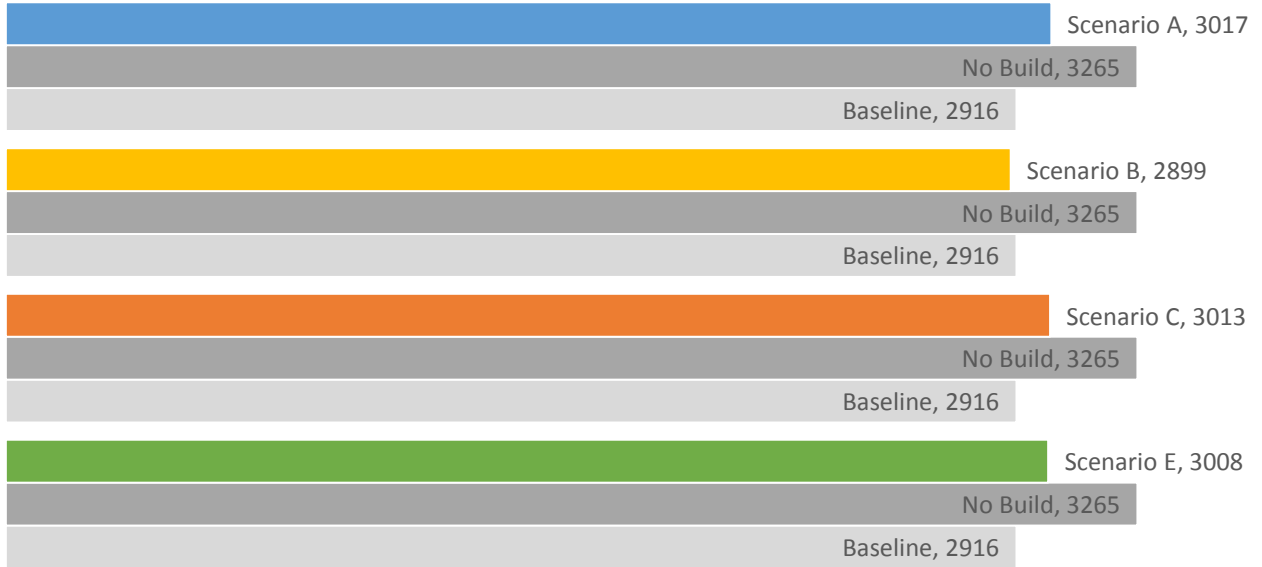
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All Scenarios Comparison

GOAL 1 Safer transportation for all modes.

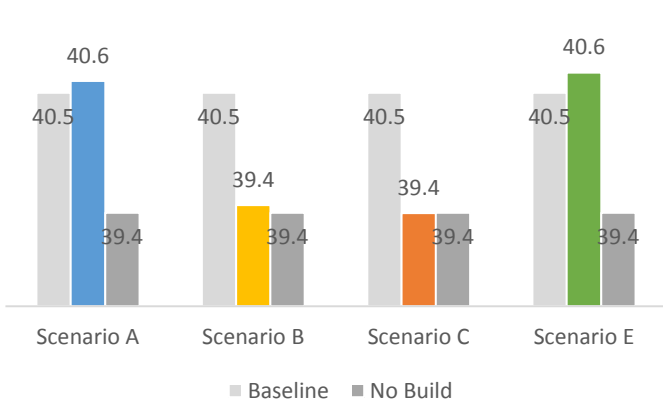
PM: Total Collisions

Fatal, Injury, and Property Damage Only

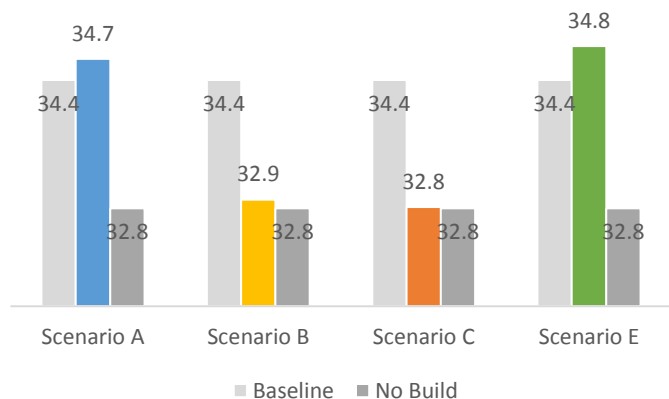


GOAL 2 Reliable and efficient transportation choices that serve the most people and facilitate the transport of goods.

Countywide Mean Auto Speed (MPH)
AM Peak Period (6:00 - 9:00 AM)

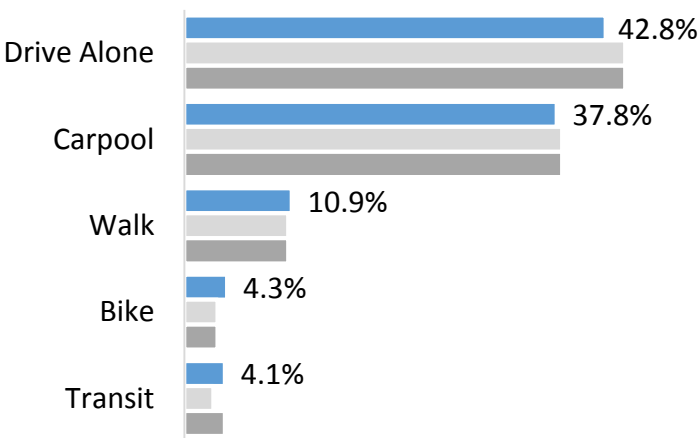


Countywide Mean Auto Speed (MPH)
PM Peak Period (4:00-7:00 PM)

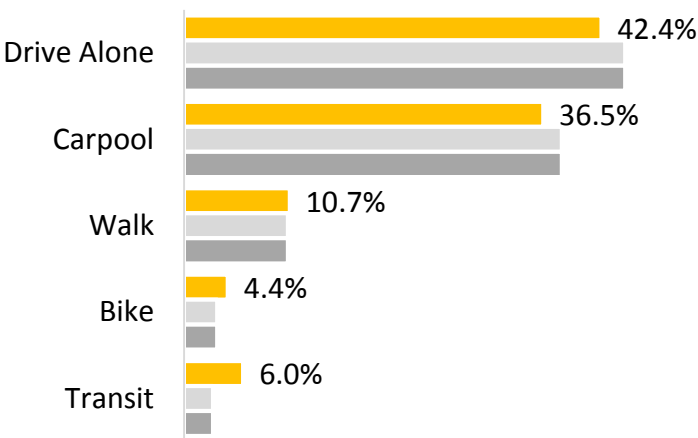


GOAL 2 Reliability and Efficiency (continued)

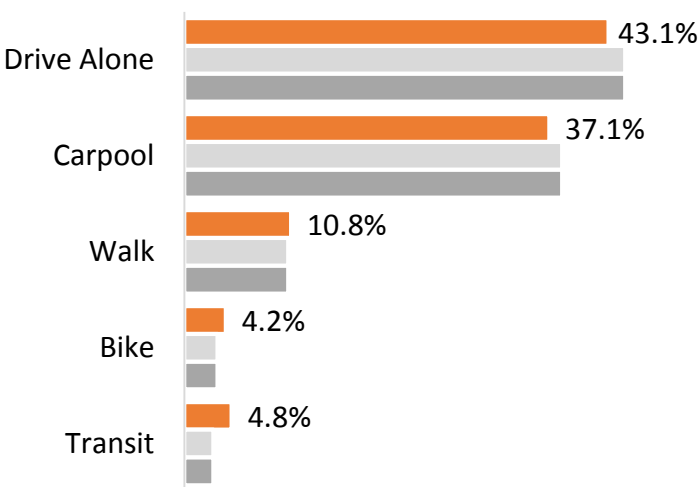
Scenario A Mode Share



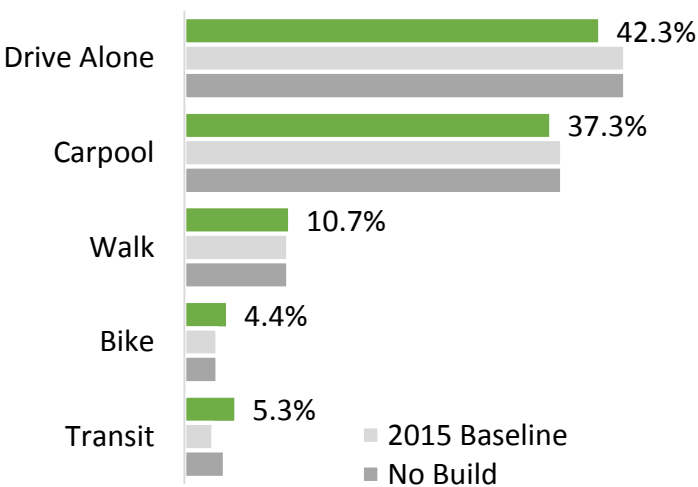
Scenario B Mode Share



Scenario C Mode Share



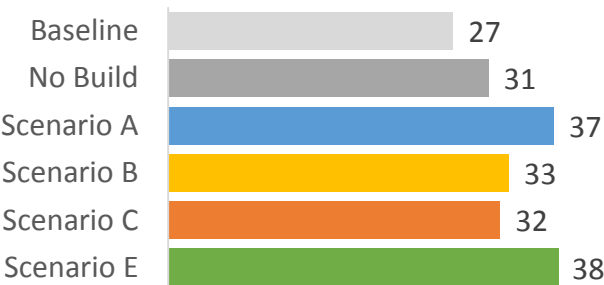
Scenario E Mode Share



2015 Baseline
No Build

2035 Person Trips (4-6pm)

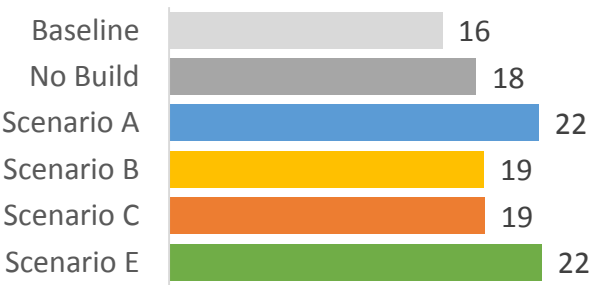
Screenline # 4 at 41st Ave



In thousands

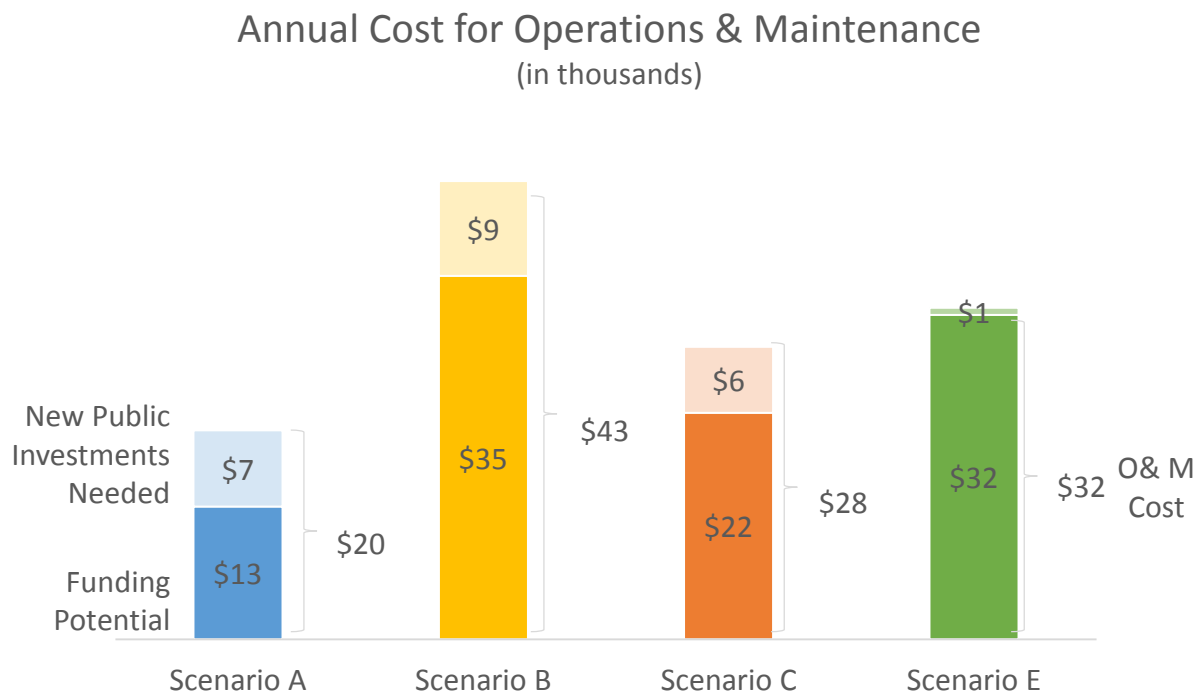
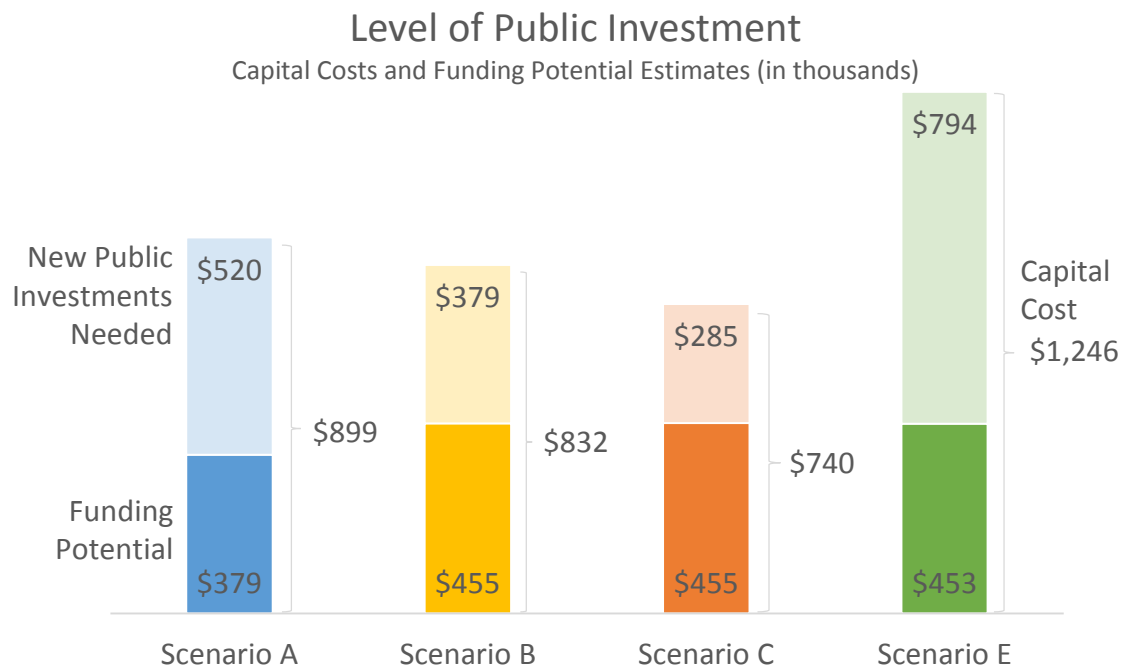
2035 Person Trips (4-6pm)

Screenline # 9 at San Andreas/Freedom

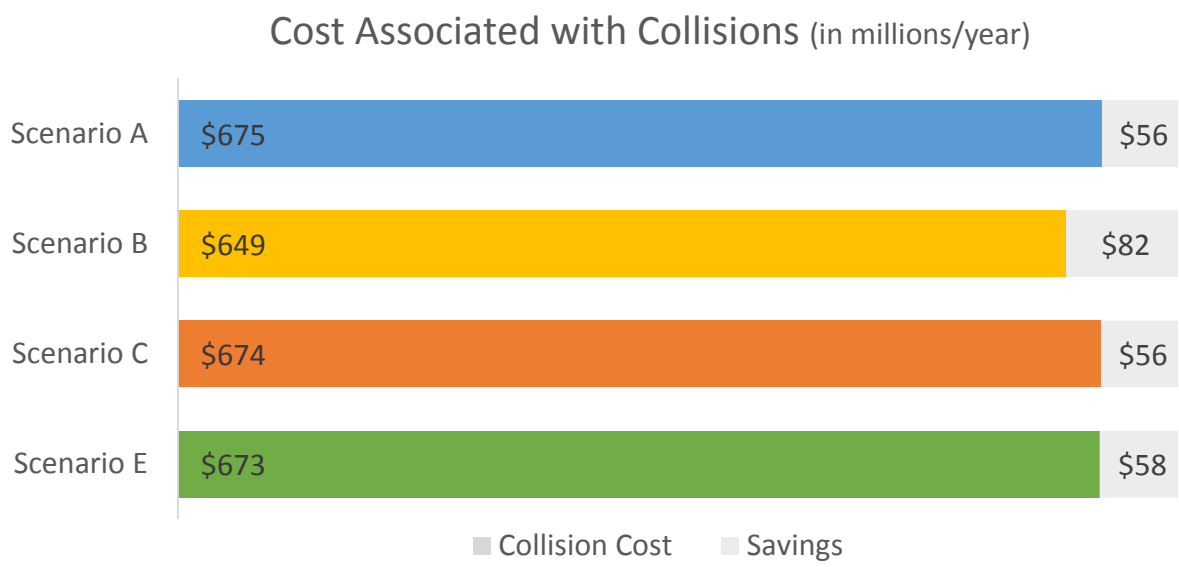
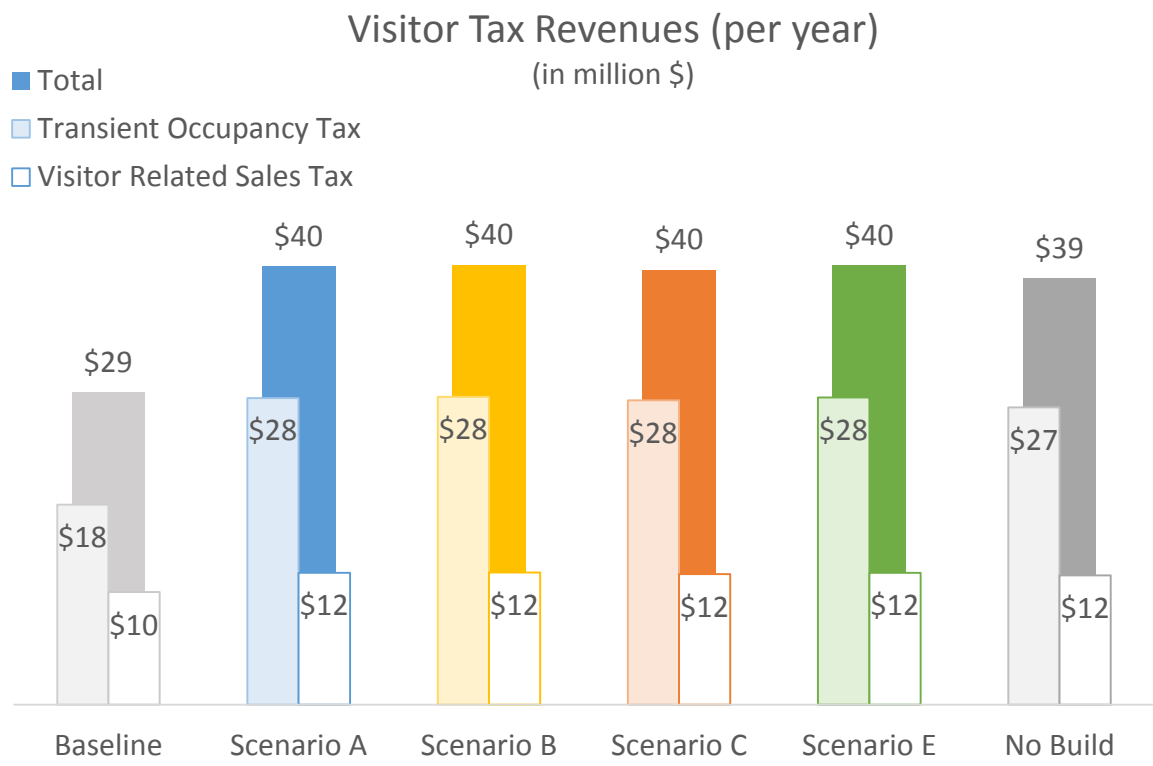


In thousands

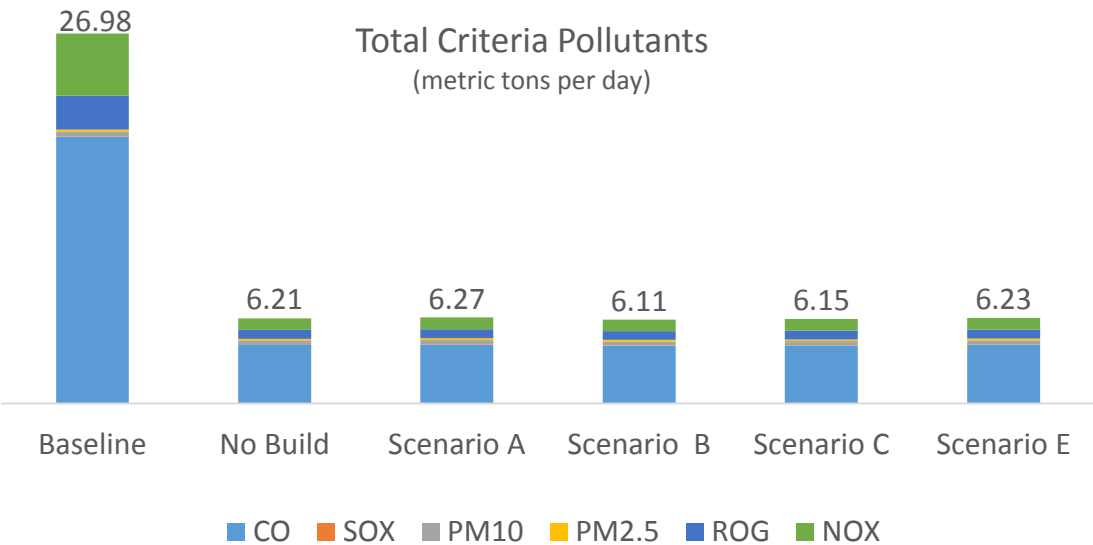
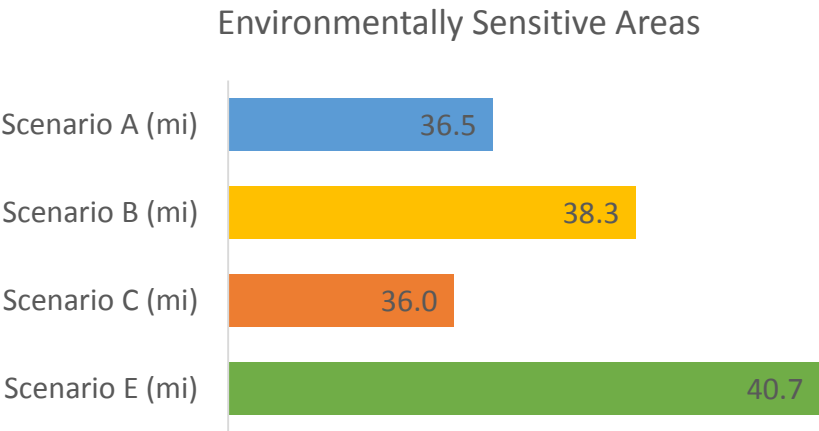
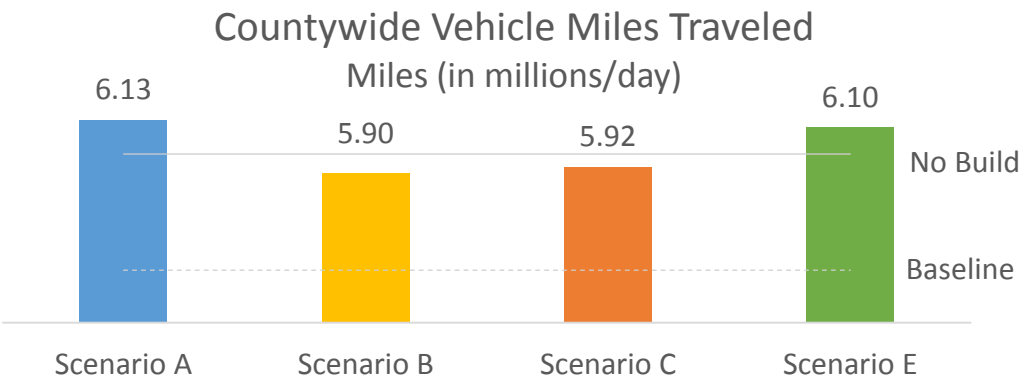
GOAL 3 Develop a well-integrated transportation system that supports economic vitality.



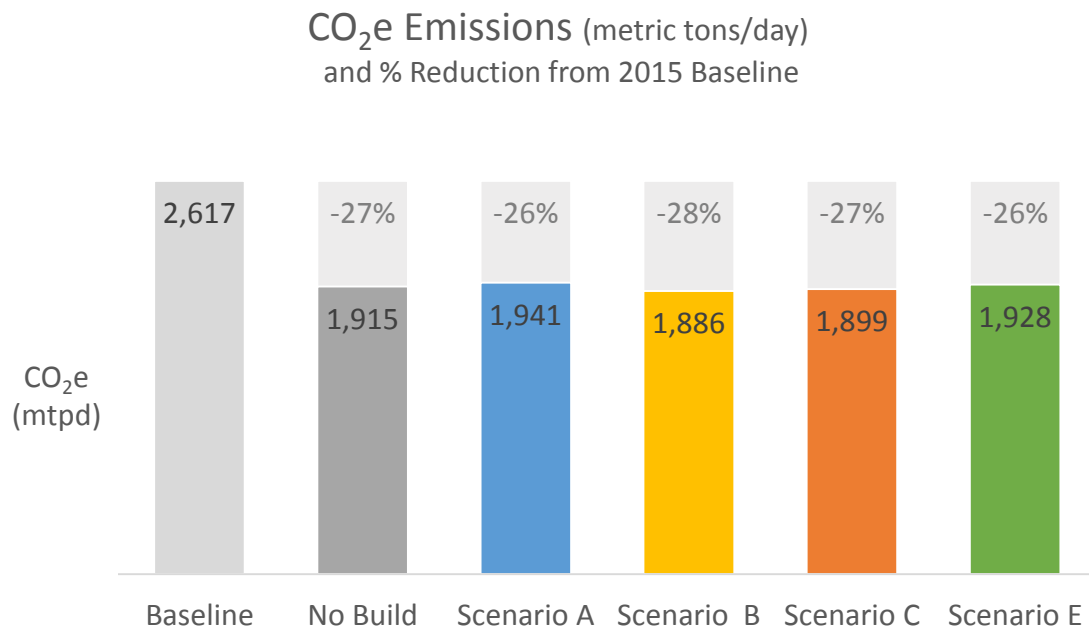
GOAL 3 Economic Vitality (continued)



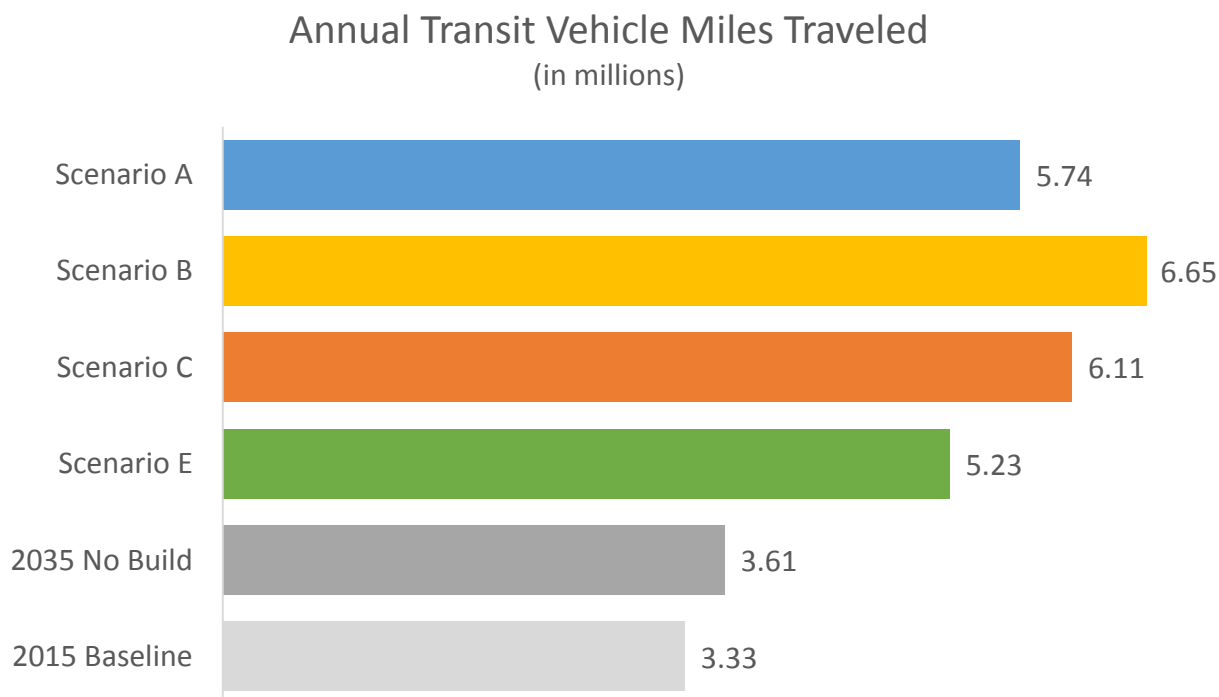
GOAL 4 Minimize environmental concerns and reduce adverse health impacts.



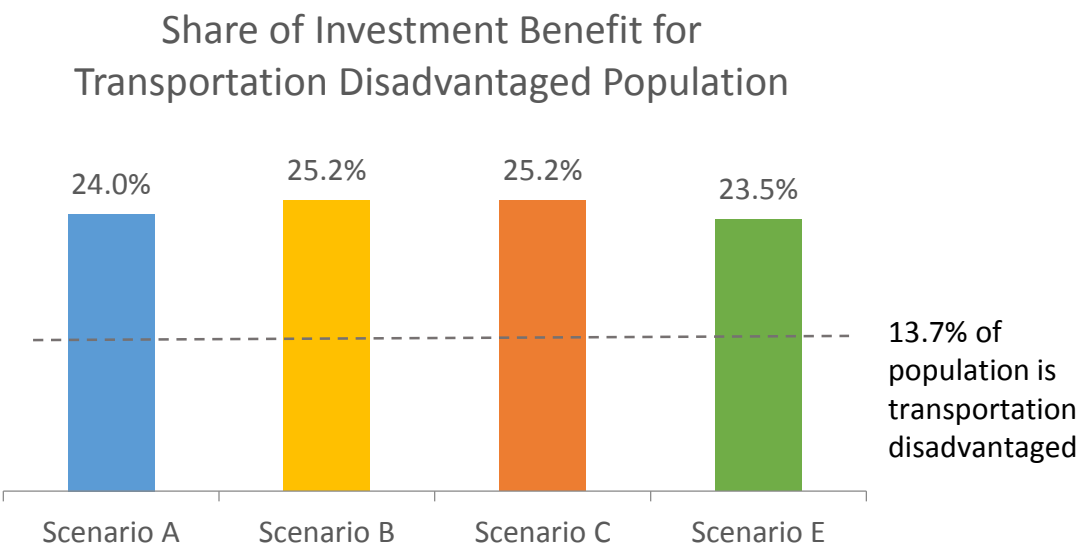
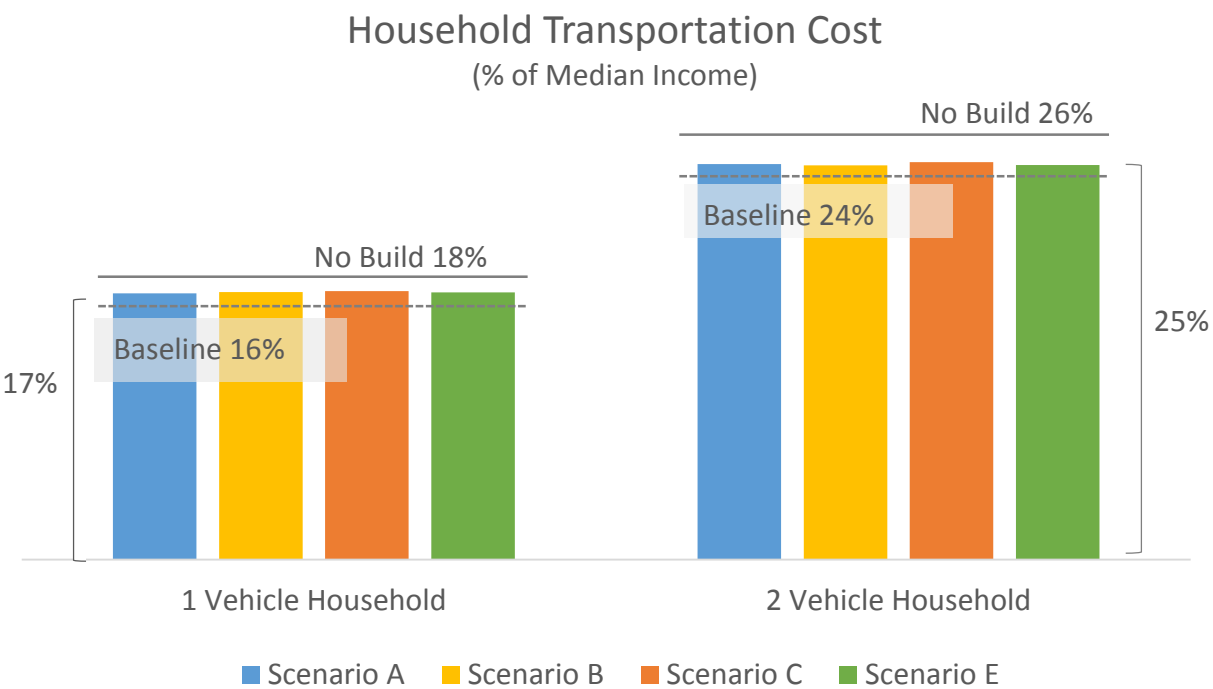
GOAL 4 Environment (continued)



GOAL 5 Accessible and equitable transportation system that is responsive to the needs of all users.



GOAL 5 Equity (continued)





Unified Corridor Investment Study

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

Goals, Criteria and Performance Measures

(RTC Approved - May 4, 2017)

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

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



Kimley»Horn

Unified Corridor Investment Study - Step 2 Scenarios for Analysis
(Approved by RTC on December 7, 2017 *)

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

*Scenarios D and F were eliminated from evaluation in Step 2

AGENDA: October 4, 2018

TO: Regional Transportation Commission (RTC)
FROM: Anais Schenk, Transportation Planner
RE: Cruz511 Program Update

RECOMMENDATIONS

This item is for information only.

BACKGROUND

For more than 35 years, the RTC has offered transportation demand management (TDM) services to Santa Cruz County with the goal of using the existing transportation system more effectively by assisting travelers to use various modes of transportation, especially sustainable transportation modes. Recently, the RTC revitalized, rebranded, streamlined and augmented its TDM services providing improved online access and information delivery. Cruz511 is the umbrella brand under which all RTC's TDM and traveler information services now take place including those previously delivered through RTC's Commute Solutions Program.

DISCUSSION

In an age when people expect to have resources readily available at their fingertips, TDM services need to adapt in order to keep up with consumer expectations. With the rebranding of TDM services to Cruz511 the RTC created a new website dedicated to traveler information. The website is mobile responsive and features a map prominently on the front page providing travel information. Updating the website was the first step toward modernizing TDM services in Santa Cruz County.

The next phase of modernizing TDM efforts is to encourage and facilitate easy access to shared mobility services. Shared mobility is a term that encompasses a variety of transportation modes including carsharing (e.g. Zipcar), bikesharing (e.g. JUMP), peer-to-peer ridesharing (e.g. Waze Carpool or Scoop), on-demand ride services (e.g. Lyft Line/Shared Rides), public transit (e.g. Santa Cruz METRO), and other services that include sharing resources. As these types of services proliferate and congestion becomes more of a problem for Santa Cruz County it has become clear that Cruz511 needs to provide improved access to shared mobility to make it easier to travel using more sustainable modes of transportation.

In today's world of increasingly technologically advanced transportation options, shared mobility services are often provided as a partnership between a government entity and a private business. For example, bike sharing was implemented in the

City of Santa Cruz by city staff with resources and infrastructure provided by JUMP, a private sector company. This partnership allowed the city to control the roll-out of bike share at no cost to the city other than for staff time. Lyft is another private sector company that has been actively working with public transit service providers to provide first and last mile solutions and has a goal of increasing shared trips to 50 percent of its business by 2020.

The Cruz511 website was built with the structure to provide easy access to shared mobility services but currently acts as a library of resources rather than a one-stop-shop of services. There are a number of companies that provide a single point of access to mobility services through mapping interfaces, Application Programming Interface (API) integration and gamification systems. Gamification refers to the use of user points, badges or leaderboards which are used to incentivize behavioral changes. Additionally, many of these third-party services allow program managers to track and measure behavioral changes using common metrics such as greenhouse gas emissions and trip reductions.

This approach of using a third-party provider to host applications and make them available to customers over the Internet, is commonly referred to as software as a service (SaaS) in the tech industry. Transportation professionals have coined the term mobility as a service. Mobility as a service centers on the mobility customer and uses a single platform to access a suite of transportation choices. It is the new model for providing mobility services and it is the goal of the Cruz511 program to integrate mobility as a service into the website. In order to move in this direction staff will be applying for a Caltrans Sustainable Communities Grant application in October.

Relationship to Other Cruz 511 Projects

In order to encourage sustainable transportation behavior TDM programs typically use a multi-pronged approach to incentivize and support mode share changes to non-drive alone methods of transportation. The discussion above highlights the movement towards public private partnerships and modern technology to promote these behavior changes. However, the RTC is aware that there are audiences that do not have access to smart phones, do not speak English, or prefer not to use smart phones. For these reasons RTC understands the importance of continuing traditional methods of communication and incentives including mail, email, and door-to-door marketing. These methods of marketing are valuable and would continue under the Cruz 511 program.

SUMMARY

In an age when people expect to have resources readily available at their fingertips, TDM services need to adapt in order to keep up with consumer expectations. In an effort to modernize the delivery of information to the Santa Cruz County community the RTC created a new website dedicated to traveler information. The next phase of modernizing TDM efforts is to provide improved access to transportation options by taking a mobility as a service approach.