SPECIAL MEETING
AGENDA

Thursday, June 27, 2019
9:00 a.m.

NOTE LOCATION THIS MONTH
City of Santa Cruz Council Chambers
809 Center Street
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 sccrtc.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-Gomez
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 Aurelio Gonzalez
Santa Cruz Metropolitan Transit District Mike Rotkin

The majority of the Commission constitutes a quorum for the transaction of business.
RTC Special Agenda  June 27, 2019  2

1. Roll call

2. Oral communications

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

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

3. Additions or deletions to consent and regular agendas

   **CONSENT AGENDA**

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

**MINUTES**

4. Approve draft minutes of the June 06, 2019 Regional Transportation Commission meeting

**POLICY ITEMS**

5. Accept Draft 2019 Public Participation Plan

**PROJECTS and PLANNING ITEMS**

6. Approve Scotts Creek Lagoon and Marsh Restoration Grant Award (Resolution)

7. Approve Storm Damage Repairs - Bowman & Williams, Inc. Contracts Renewal (Resolution)

**BUDGET AND EXPENDITURES ITEMS**

8. Approve Fiscal Year 2019/20 Budget Amendment for Staffing (Resolution)

**ADMINISTRATION ITEMS**

9. Accept appointments to the Elderly and Disabled Transportation Advisory Committee

10. Accept appointments to the Bicycle Advisory Committee

**INFORMATION/OTHER ITEMS**

11. Accept letters from RTC committees and staff to other agencies – none

12. Accept information items - none
REGULAR AGENDA

13. Commissioner reports – oral reports


15. Caltrans report

16. Measure D Strategic Implementation Plan and Potential Financing Options Presentation (Guy Preston, Executive Director)
   a. Staff report
   b. Presentation from KNN Public Finance Consultants

17. Highway 9/ San Lorenzo Valley Complete Streets Corridor Plan (Brianna Goodman and Rachel Moriconi, Transportation Planners)
   a. Staff report
   b. Executive Summary
   c. Summary of updates from the draft plan
   d. Summary of comments received
   e. Letters from Aileen Loe, Caltrans Deputy District Director
   f. Draft Highway 9/SLV Complete Streets Corridor Plan (available electronically on the RTC website – www.sccrtc.org/slvplan)
   g. Public comments received on the draft plan (available electronically on the RTC website – www.sccrtc.org/slvplan)

18. Alternatives Analysis for High Capacity Public Transit on the Rail Right-of-Way – Scope of Work for Request for Proposals (Guy Preston, Executive Director and Ginger Dykaar, Senior Transportation Planner)
   a. Staff report
   b. Scope of Work for Alternatives Analysis Request for Proposals

19. Federal Legislative Update from RTC Federal Assistant (Chris Giglio, CapitalEdge)
   a. Washington Office Memorandum
   b. Presentation

20. Capitola Trestle Feasibility Study Update (Sarah Christensen, Senior Transportation Engineer)
   a. Staff report
21. Next meetings

**No meetings in July.**

The next RTC meeting is scheduled for Thursday, August 1, 2019 at 9:00 a.m. at the Scotts Valley City Council Chambers, 1 Civic Drive, Scotts Valley, CA.

The next Transportation Policy Workshop meeting is scheduled for Thursday, August 15, 2019 at 9:00 a.m. at the RTC Offices, 1523 Pacific Avenue, Santa Cruz, CA.

**HOW TO REACH US**

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

Watsonville Office
275 Main Street, Suite 450, Watsonville. CA 95076
google: (831) 460-3205
google: 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.

**HOW TO STAY INFORMED ABOUT RTC MEETINGS, AGENDAS & NEWS**

**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](http://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](http://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](http://www.santacruzpl.org) or [www.cityofwatsonville.org/public-library](http://www.cityofwatsonville.org/public-library)

**On-line viewing:** The SCCRTC encourages the reduction of paper waste and therefore makes meeting materials available online. Agendas are typically posted 5 days prior to each meeting. To receive email notification when complete agenda packet materials are posted to our website please visit [sccrtc.org/about/esubscriptions/](http://sccrtc.org/about/esubscriptions/)

**Newsletters:** To sign up for E-News updates on specific SCCRTC projects, go to [sccrtc.org/about/esubscriptions/](http://sccrtc.org/about/esubscriptions/)

**HOW TO REQUEST**

**ACCOMMODATIONS FOR PEOPLE WITH DISABILITIES**
The Santa Cruz County Regional Transportation Commission does not discriminate on the basis of disability and no person shall, by reason of a disability, be denied the benefits of its services, programs, or activities. This meeting location is an accessible facility. If you wish to attend this meeting and require special assistance in order to participate, please contact RTC staff at 460-3200 (CRS 800/735-2929) 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.

SERVICIOS DE TRADUCCIÓN/ TRANSLATION SERVICES

Si gusta estar presente o participar en esta junta de la Comisión Regional de Transporte del Condado de Santa Cruz y necesita información o servicios de traducción al español por favor llame por lo menos con tres días laborables de anticipo al (831) 460-3200 para hacer los arreglos necesarios. (Spanish language translation is available on an as needed basis.) Please make advance arrangements (at least three days in advance) by calling (831) 460-3200.

TITLE VI NOTICE TO BENEFICIARIES

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

AVISO A BENEFICIARIOS SOBRE EL TITULO VI

La RTC conduce sus programas y otorga sus servicios sin considerar raza, color u origen nacional de acuerdo al Titulo VI del Acta Sobre los Derechos Civiles. Cualquier persona que cree haber sido ofendida por la RTC bajo el Titulo VI puede entregar queja con la RTC comunicándose al (831) 460-3212 o 1523 Pacific Avenue, Santa Cruz, CA 95060 o en línea al www.sccrtc.org. También se puede quejar directamente con la Administración Federal de Transporte en la Oficina de Derechos Civiles, Atención: Coordinador del Programa Titulo VI, East Building, 5th Floor-TCR, 1200 New Jersey Avenue, SE, Washington, DC 20590.
1. Roll call

The meeting was called to order at 9:00 a.m.

Members present:

Jacques Bertrand
Ed Bottorff
Sandy Brown
Greg Caput
Trina Coffman-Gomez
Aurelio Gonzalez
Randy Johnson
Bruce McPherson
Patrick Mulhearn (alt.)
Mike Rotkin
Andy Schiffrin (alt.)
Aileen Loe (ex-officio)

Staff present:

Sarah Christensen
Cory Caletti
Rachel Moriconi
Shannon Munz
Tracy New
Yesenia Parra
Guy Preston

Per the request of Chair Bottorff, the RTC held a moment of silence in honor of those who served or died on D-Day, June 6, 1944.

2. Oral communications

Public Comment received from:
Brian Peoples

Commissioner Johnson joined the meeting.

3. Additions or deletions to consent and regular agendas

Handout for Item 11 and 25, replacement pages for Items 17 and 26, and handout for Item 23.
Guy Preston, Executive Director, informed the RTC that staff and legal counsel recommended the addition of a closed session item relating to anticipated litigation pursuant to Government Code 54956.9b, 2 cases. Mr. Preston stated that there is a need to take immediate action to consider an offer of settlement which came to the attention of the Commission on June 5, 2019, subsequent to the June 6, 2019 RTC meeting agenda being posted because of the statute of limitation relating to one of the anticipated causes of action which would expire prior to the Commission’s next regular meeting.

The vote is to determine that there is a need to take an immediate action and that the need for action came to the attention of the agency subsequent to the agenda being posted.

Commissioner Rotkin moved and Commissioner Alternate Schiffrin seconded the motion to accept the late addition of a closed session item to the meeting agenda and that the need for action came to the attention of the agency after the meeting agenda was posted. The motion carried unanimously with Commissioners Bertrand, Bottorff, Brown, Caput, Coffman-Gomez, Gonzalez, Johnson, McPherson, Rotkin, and Commissioner Alternates Mulhearn and Schiffrin voting “aye.”

**CONSENT AGENDA**

Commissioner Alternate Schiffrin moved and Commissioner Rotkin seconded the consent agenda. The motion carried unanimously with Commissioners Bertrand, Bottorff, Brown, Caput, Coffman-Gomez, Gonzalez, Johnson, McPherson, Rotkin, and Commissioner Alternates Mulhearn and Schiffrin voting “aye.”

**MINUTES**

4. Approved minutes of the March 25, 2019 Measure D Taxpayer Oversight Committee meeting

5. Approved draft minutes of the April 8, 2019 Bicycle Advisory Committee meeting

6. Approved draft minutes of the May 2, 2019 Regional Transportation Commission meeting

7. Accepted draft minutes of the May 13, 2019 Measure D Taxpayer Oversight Committee meeting

**POLICY ITEMS**

8. Approved RTC Procurement Policies *(Resolutions 32-19, 33-19)*

**PROJECTS and PLANNING ITEMS**

9. Approved California Highway Patrol (CHP) Statewide SAFE Call Box Coordination Contract *(Resolution 34-19)*
10. Approved On-Call Real Property Service for Santa Cruz Branch Rail Line Right-of-Way (Resolution 35-19)

11. Approved Highway 1 Bus on Shoulder Implementation (Resolution 36-19)

BUDGET AND EXPENDITURES ITEMS

12. Approved Fiscal Year 2019-20 Work Program (Resolution 37-19)

13. Accepted status report on Transportation Development Act (TDA) revenues

14. Accepted status report on Measure D revenues and distribution

ADMINISTRATION ITEMS

15. Approved the Bicycle Advisory Committee membership appointments

16. Approved Lease Agreement with Humble Sea Brewing Company (Resolution 38-19)

17. Approved Agreement for Financial Advisory Services (Resolution 39-19)

INFORMATION/OTHER ITEMS

18. Accepted monthly meeting schedule

19. Accepted correspondence log

20. Accepted letters from RTC committees and staff to other agencies

   a. Letter to the California Public Utilities Commission regarding Senate Bill 1376 Implementation from Grace Blakeslee, Senior Transportation Planner

21. Accepted information items - none

REGULAR AGENDA

22. Commissioner reports on RTC related items – oral reports

Commissioners reported: That time is needed to complete a diligent study for the best options for the rail corridor; discussed the potential repercussions of the 2019 Disaster Relief Bill, particularly as it relates to Federal Highway Assistance fund extensions; directed staff to provide information on the potential impacts of the 2019 Disaster Relief Bill and to provide recommendation for action on this matter.

23. Director’s Report – oral report

Guy Preston, Executive Director, presented his report (available on the RTC’s website: https://sccrtc.org/meetings/commission/agendas/). Mr. Preston also
reported to the Commission that he and Ginger Dykaar, Senior Transportation Planner, will attend the 2019 Rail-Volution Conference in Vancouver, Canada in September.

Commissioner comments: Appreciation for County Counsel Brooke Miller’s efforts and valuable work for the Commission and wished her well in her future endeavors

Public Comment received from:
Brian Peoples

24. Caltrans report

Chair Bottorff moved the item to follow Item 25.

25. 9:30 A.M. PUBLIC HEARING: Measure D: Five-Year Programs of Projects for Regional Projects and Community Bridges Lift Line

Rachel Moriconi, Senior Transportation Planner, presented the staff report and responded to Commissioner questions.

Commissioners discussed: Relationship between the RTC and Community Bridges in providing services; inquiries regarding potential encroachment issues regarding Highway 1 expansion; Capitola Bridge Rail Trestle analysis report; Measure D fund distribution and how the site-generated portion is managed; Cruz511 effectiveness and incentives to promote commuting solutions; need to use Measure D funds for congestion relief; fund allocation to District 5; need for road repairs; funding for Segment 18 of the Monterey Bay Sanctuary Scenic Trail (MBSST); Transportation Agency for Monterey County’s safe routes to schools pop-up projects and community outreach; bicycle or pedestrian bridge inclusion in the Capitola Rail Trestle Bridge study.

Chair Bottorff opened the public hearing at 9:28 a.m.

Public Comment received from:
David Van Brink
Peter Stanger
Janet Edwards
Judith Hoelscher
Cathy Marino
Murray Fontes
Gina Cole
Brian Peoples
Tom Nord
Lowell Hurst

Closed public hearing at 10:35 a.m.

Commissioner comments: The need for interagency collaboration to improve safety and pedestrian access on routes to schools; 5-year program of projects is representative of previous RTC determinations of high-priority projects; collaboration with the Santa Cruz County Board of Supervisors to improve community and quality of life for South County residents; appreciation for voters who helped pass Measure D; Measure D formula; Measure D funding for regional transportation needs; appreciation for staff for providing clear information on fund allocation; need to find funding and move forward with Segment 18; lauded Boulder Creek residents for mobilizing for improved safety on Highway 236; Measure D was based on collaboration and the imperative need for collaboration between regional agencies.

Commissioner alternate Schiffrin moved and Commissioner Rotkin seconded the staff recommendation to:

1. Approve the five-year programs of projects for Measure D regional investment categories and projects;
2. Amend the Fiscal Year 2019/20 RTC budget to reflect the approved Measure D “5-year programs of projects”; and
3. Direct staff to use Measure D funds to leverage other grants and to enter into agreements with implementing agencies, as may be necessary to implement projects allocated funds in the Measure D 5-year programs of projects and ensure requirements of the Measure D Ordinance are met.

The motion carried with Commissioners Bertrand, Bottorff, Brown, Caput, Coffman-Gomez, Gonzalez, McPherson, Rotkin, and Commissioner Alternates Mulhearn and Schiffrin voting “aye.” And Commissioner Johnson voting “no.”

24. Caltrans report

Aileen Loe, District 5 Deputy Director, gave the Caltrans report and responded to Commissioner questions.

Commissioners discussed: Highway 152 project; parking issues on Highway 1 in Davenport; funds for a traffic signal project at the Highway 1 crossing in Davenport; information on the Watsonville Downtown highway corridor project.
26. Transportation Funding Updates and Priority Projects

Rachel Moriconi, Senior Transportation Planner, presented the staff report and responded to Commissioner questions.

Commissioner discussion: Methodology behind the discretionary fund distribution; need for interagency discussion to develop a joint recommendation; Surface Transportation Block Grant program (STGB) funding; need for local streets and roads funding; and Measure D and Senate Bill 1 funds provide stability to fund regional transportation project.

Commissioner Alternate Mulhearn moved and Commissioner Bertrand seconded a motion to:

1. Apportion Surface Transportation Block Grant Program/Regional Surface Transportation Program Exchange (STBG/RSTPX) funds in a fair and equitable manner to the cities and county by formula. Henceforth those funds would no longer be considered discretionary by the RTC;
2. A committee composed of the city managers and the County Administrative Officer or their delegates shall be formed to establish this formula and to develop a policy that gives maximum flexibility to the cities and county for the use of the STBG/RSTPX funds;
3. That the Interagency Technical Advisory Committee will be delegated responsibility for developing the methodology for the distribution of the remainder of the discretionary funds.

Commissioners requested input from Chris Schneiter, City of Santa Cruz Public Works Assistant Director, Murray Fontes, City of Watsonville Public Works Principle Engineer, Steve Wiesner, County of Santa Cruz Public Works Assistant Director, and Barrow Emerson, Santa Cruz Metropolitan Transit District Planning and Development Director.

Commissioners discussed: Need to discuss which method would be the most effective to leverage funds; funding is needed for major arteries; need to discuss where the funding priorities lie; importance of local agencies to be responsive to local needs; funding will become increasingly more difficult to acquire; transportation funds needs to be flexible to address everyday needs; County of Santa Cruz is in a funding crisis to address needs of roads that were impacted by the winter storms in 2016-17; transit district is imperative to improve mobility and reduce greenhouse gas emissions and there is less transit now than in the past

Commissioner Alternate Schifferin moved a substitute motion and Commissioner Brown seconded the substitute motion to approve the staff
recommendation to:

1. Direct staff to continue to meet with its stakeholders for input and return to the RTC in August or September with a proposed process and timeline for programming the RTC’s discretionary funds; and

2. With the added direction that the Commission’s intention is support the distribution of the RSTP/STBG funds by a formula basis to the local jurisdictions for the current round of funding.

The motion passed with Commissioners Bertrand, Bottorff, Brown, Caput, Gonzalez, Rotkin, and Commissioner Alternate Schiffrin voting “aye”, and Commissioners Coffman-Gomez, Johnson, McPherson, and Commissioner Alternate Mulhearn voting “no.”

*Commissioner Johnson left the meeting.*

Commissioner Rotkin moved and Commissioner Gonzalez seconded a motion to accept the staff recommended priority regional projects list. The motion carried unanimously with Commissioners Bertrand, Bottorff, Brown, Caput, Coffman-Gomez, McPherson, Rotkin, and Commissioner Alternates Mulhearn and Schiffrin voting “aye.”

*Commissioner Caput left the meeting.*

27. Highway 1 Bay-Porter/State Park Auxiliary Lanes Cooperative Agreement with Caltrans and Consultant Contract with Mark Thomas and Company, Inc.

Sarah Christensen, Senior Transportation Engineer, presented the staff report and responded to Commissioner questions.

Commissioners discussed: Bidding requirement for local hiring in going to the state for Request for Proposals; ability to provide a local preference; importance of the bus on shoulder element; and Caltrans approval of the scope of work.

Commissioner Rotkin moved and Commissioner Coffman-Gomez seconded the motion to approve the staff recommendation to:

1. Approve the **Resolution (40-19)** authorizing the Executive Director to negotiate and enter into a Cooperative Agreement with Caltrans contingent on RTC Legal Counsel review, for the environmental phase of the Highway 1 Auxiliary Lanes Project between Bay Avenue/Porter Street and State Park Drive, with the RTC as the implementing agency
and Caltrans responsible for oversight.

2. Approve the **Resolution (41-19)** authorizing a professional engineering services contract with Mark Thomas & Company, Inc. for the environmental phase of the Highway 1 Auxiliary Lanes Project between Bay Avenue/Porter Street and State Park Drive.

The motion carried unanimously with Commissioners Bertrand, Bottorff, Brown, Coffman-Gomez, Gonzalez, McPherson, Rotkin, and Commissioner Alternates Mulhearn and Schiffrin voting “aye.”

28. Fiscal Years (FY) 2016/17 and 2017/18 Measure D Annual Report

Shannon Munz, Communications Specialist, presented the staff report.

Commissioner Rotkin moved and Commissioner McPherson seconded the staff recommendation to receive the Measure D Taxpayer Oversight Committee report to the public regarding Fiscal Years 2016/17 and 2017/18 expenditures and audits. The motion carried unanimously with Commissioners Bertrand, Bottorff, Brown, Coffman-Gomez, Gonzalez, McPherson, Rotkin, and Commissioner Alternates Mulhearn and Schiffrin voting “aye.”

29. Preview of item to be discussed in closed session

Guy Preston, Executive Director, informed the RTC that the closed session item relates to anticipated litigation pursuant to Government Code 54956.9b, 2 cases.

No report is expected.

Adjourned for closed session at 12:44 p.m.

30. Next meetings

A special RTC meeting is scheduled for Thursday, June 27, 2019 at 9:00 a.m. at the City of Santa Cruz Council Chambers, 809 Center Street, Santa Cruz, CA.

**There will be no meetings in July.**

The next RTC meeting is scheduled for Thursday, August 1, 2019 at 9:00 a.m. at the City of Scotts Valley Council Chambers, 1 Civic Drive, Scotts Valley, CA.

The next Transportation Policy Workshop meeting is scheduled for Thursday, June 20, 2019 at 9:00 a.m. at the RTC Offices, Santa Cruz, CA.

The meeting adjourned at 12:58 p.m.
Respectfully submitted,

Fernanda Dias Pini, staff

Attendees:

Heather  Adamson  AMBAG
Kirk  Ance  Lift Line/Community Bridges
Jessica  Cassidy  MBEP
Gina  Cole  Bike Santa Cruz County
Janet  Edwards  Measure D Taxpayer Oversight Committee
Murray  Fontes  City of Watsonville
Judith  Hoelscher  Santa Cruz County Resident
Lowell  Hurst  City of Watsonville
Tom  Nord  Hwy 236/Boulder Creek Country Club
Panagos  Pateras  J/E Properties
Brian  Peoples  Trail Now
Peter  Stanger  Santa Cruz County Resident
Steve  Wiesner  County Public Works
TO: Santa Cruz County Regional Transportation Commission  
FROM: Shannon Munz, Communications Specialist  
RE: Draft 2019 Public Participation Plan  

RECOMMENDATION

Staff recommends that the Regional Transportation Commission review and release the Draft 2019 Public Participation Plan for a minimum of a 45-day public comment review period and schedule a public hearing for the Draft 2019 Public Participation Plan for the August 1, 2019 commission meeting.

BACKGROUND

The Draft 2019 Public Participation Plan (PPP) has been prepared by the Association of Monterey Bay Area Governments (AMBAG) in collaboration with the Santa Cruz County Regional Transportation Commission (SCCRC), the Council of San Benito County Governments (SBtCOG), and the Transportation Agency for Monterey County (TAMC). A public participation plan is required to be updated and approved by metropolitan planning organizations and regional transportation planning agencies every four years. Once adopted by the RTC, the 2019 Public Participation Plan will serve as the official public participation plan for the agency for the four-year period from 2019-2023. The Draft PPP complies with applicable federal and state legislation including the current federal transportation act, Fixing America’s Surface Transportation Act (FAST Act), which was enacted in 2015.

The purpose of this plan is to establish the process by which the public can participate in transportation planning, programming and project implementation including the development of the Santa Cruz County Regional Transportation Plan (RTP) as well as the Metropolitan Transportation Plan/Sustainable Communities Strategy for the AMBAG region and the Regional Transportation Plans for Monterey and San Benito counties. The 2019 Public Participation Plan incorporates strategies to ensure that, to the greatest extent possible, interagency consultation and public participation are an integral part of the regional transportation planning and decision-making process.

DISCUSSION

Under the California Transportation Commission 2017 Regional Transportation Plan Guidelines, a documented public involvement process should be prepared prior to each RTPA’s development of its Regional Transportation Plan. The guidelines state that the documented public involvement procedures should have public input during
its preparation and have a minimum 45-day comment period before being adopted by the RTPA board.

The requirements for the Public Participation Plan under the FAST Act include increased involvement and collaboration with members of the public, decision makers and staff from the local jurisdictions and partner agencies within the region.

The *Draft 2019 Public Participation Plan* incorporates strategies to ensure that, to the greatest extent possible, interagency consultation and public participation are an integral part of the regional transportation planning and decision-making process. The plan emphasizes the transportation decision-making process, including the expanded use of visualization techniques and innovative online strategies in public outreach.

The public participation policies and procedures described in this plan are structured to comply with all applicable federal and state legislation, rules, and express the genuine regional value and interest for all residents of the Monterey Bay region to participate in the shaping and implementation of regional policies and decisions regarding the region’s multimodal transportation system.

Key sections of the *Draft 2019 Public Participation Plan* are listed below:

- Public Participation Plan Guiding Principles
- 2019 Public Participation Plan Timeline
- Incorporating Limited-English Proficiency (LEP) Populations into the PPP
- PPP Procedures and Development Process
- Interested Parties and Public Engagement
- Online and Visualization Outreach Strategies

In particular, the Public Participation Plan will play a key role in the public outreach strategy for development of the 2045 Santa Cruz County Regional Transportation Plan.

Below are key dates for developing the *2019 Public Participation Plan*. The items in bold are applicable to SCCRTC.

- June 12, 2019: AMBAG Board of Directors released the *Draft 2019 Public Participation Plan* for public comment.
- **June 27, 2019:** SCCRTC Board of Directors is scheduled to release the *Draft 2019 Public Participation Plan* for public comment.
- August 14, 2019: AMBAG Public Hearing on *Draft 2019 Public Participation Plan* scheduled to be held at the AMBAG Board of Directors August Meeting.
- **August 1, 2019:** SCCRTC Public Hearing on *Draft 2019 Public Participation Plan* scheduled to be held at the SCCRTC Board of Directors August Meeting.
- August 28, 2019: Close of the public comment period.
- **October 3, 2019:** SCCRTC Board of Directors scheduled to adopt the *Final 2019 Public Participation Plan*.
- October 9, 2019: AMBAG Board of Directors scheduled to adopt the *Final 2019 Public Participation Plan*. 
The outline for the *Draft 2019 Public Participation Plan* is attached (Attachment 1) and the full PPP document is online at the AMBAG website.

A summary of public outreach activities utilized by the RTC to provide information and solicit public input on the RTC’s plans, programs and projects is attached (Attachment 2). The RTC’s existing outreach process includes:

- conducting open public meetings and hearings to consider transportation issues with its standing committees and commissioners;
- opportunity to comment on plans, programs and projects;
- outreach through the RTC’s websites, social media, enews, new releases; and
- informational materials prepared for public presentations.

Public participation activities provide a feedback loop for projects to inform and vet issues in the project planning and development stages which help mitigate potential issues early on.

**Staff recommends that the Regional Transportation Commission review and release the Draft 2019 Public Participation Plan for a minimum of a 45-day public comment review period and schedule a public hearing for the Draft 2019 Public Participation Plan for the August 1, 2019 commission meeting.**

**SUMMARY**

The RTC is required by federal and state regulations to prepare and maintain a public participation plan for the county to establish the process by which the public can participate in transportation planning, programming and project implementation including the development of the 2045 Santa Cruz County Regional Transportation Plan. Once adopted, the *Draft 2019 Public Participation Plan* will meet these requirements. During its preparation, the plan should have public input and a minimum 45-day comment period.

**Attachments**
1. Draft 2019 Public Participation Plan Outline with link to full document
2. SCCRTC Public Participation Practices
DRAFT 2019 Public Participation Plan (PPP) Update

Outline

(full document is available on the AMBAG website: https://ambag.org/programs-services/planning/public-participation-plan)

I. Introduction
   A. About AMBAG and Coordination with Agency Partners
   B. Purpose & Guiding Principles of PPP
      o 2019 PPP

II. Regional Roles and Responsibilities
   A. California Department of Transportation (Caltrans District 5)
   B. AMBAG’s role and recent major documents that enabled public participation
      o MTP/SCS, MTIP, OWP
   C. Regional Transportation Planning
      o AMBAG’s partner agencies (RTPAs and Public Transit Operators)
      o Partner Agency Planning/Outreach Documents (RTP, RTIP, SRTP, etc.)
   D. Local Planning Coordination

III. PPP Requirements
   A. AMBAG’s previous PPP and past outreach efforts, current PPP policy
   B. Required and optional activities for outreach
      o Public Meetings, Workshops, Surveys, etc.
      o Innovative outreach approaches (mapping, visualization, social media, etc.)

IV. PPP Procedures and Development Process
   A. Preparation of PPP
   B. 7 Guiding Principles of PPP
      o Goal and Activity for each guiding principle
   C. 2019 PPP
      a. Major changes from 2015 PPP
         • Tie into 2020 Title VI/LEP Plan

V. Interested Parties and Public Engagement
A. SB 375 and SCS Public Outreach
B. Engagement of Minority, Low-Income, and Limited English Proficiency (LEP) Populations
C. Additional Methods for Public Participation
   a. Deliberative Polling, Public Workshops and Meetings, Community Outreach Events & Strategies, Other Activities
D. Additional Strategies to Increase Involvement
   a. Marketing and Visualization Strategies, Coordination Strategies, Feedback, Evaluation Strategies and Language Assistance Strategies

VI. Accountability

A. Intent of the PPP and Future Actions

Appendices

Appendix A: List of Acronyms
Appendix B: Public Participation Practices by Agency
Appendix C: Partner Transportation Agency Contacts
Appendix D: List of Stakeholders
Appendix E: Federal and State Regulations
Appendix F: Best Practices
Appendix G: Draft 2045 Public Involvement Plan
Appendix H: Draft 2045 Public Involvement Plan Comments and Responses
Appendix I: Public Notice
<table>
<thead>
<tr>
<th>Item</th>
<th>Frequency</th>
<th>Web</th>
<th>Email</th>
<th>Mail</th>
<th>Media</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>SCCRTC Meetings/</td>
<td>1-2 times per month, second meeting in a workshop format</td>
<td>Posted 3-6 days prior to meeting</td>
<td>Notification sent to distribution list and</td>
<td>Packet mailed to Commissioners and major</td>
<td>Main meeting is televised and rebroadcast on Community TV, media notified by email when packet is posted on web</td>
<td>Meetings are held throughout the County; hard copy of packet available in SCCRTC office, major libraries, some partner agency offices, and posted on social media</td>
</tr>
<tr>
<td>Agenda Packets</td>
<td></td>
<td></td>
<td>interested parties (e-news) when packet posted on web</td>
<td>libraries.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SCCRTC Actions</td>
<td>As needed for high profile program/project decisions</td>
<td>Press release and/or news feed posted</td>
<td>Notification to interested parties (e-news), if appropriate</td>
<td>None generally</td>
<td>Press release distributed before and/or after key SCCRTC actions (meeting)</td>
<td>Notification included in committee packets as appropriate</td>
</tr>
<tr>
<td>SCCRTC Highlights</td>
<td>Following main monthly meeting</td>
<td>Posted day or two following meeting</td>
<td>Notification sent to city council members, transit district board members, media, chambers of commerce, SCCRTC committee</td>
<td>None</td>
<td>(see email)</td>
<td>Meeting highlights are posted on the SCCRTC social media channels</td>
</tr>
<tr>
<td>Category</td>
<td>Frequency</td>
<td>Distribution Details</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>--------------------------------</td>
<td>-----------</td>
<td>------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Public Hearings</strong></td>
<td>As needed</td>
<td>Notice posted 10 or more days prior to hearing, materials posted with packet (at least 4 days prior)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Notification to interested parties (e-news) and those who receive the SCCRTC packets</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Press release sent 1-2 weeks in advance, media advisory sent the day before if a public event, paid ads may also be placed 1-2 weeks in advance</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Notification included in committee packets as appropriate, signs may also be placed on A-frame barricades on major thoroughfares.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Correspondence from the Public</strong></td>
<td>Varies</td>
<td>Entry included in correspondence log posted with packets</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>If correspondence is received via email, it is acknowledged via email.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>None</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Correspondence addressing specific SCCRTC projects may be included with that item in the SCCRTC meeting packets.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>SCCRTC Committees</strong></td>
<td>Every 1-2</td>
<td>Packets posted on web</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>months</td>
<td>Packets emailed, notification about packet availability emailed to interested parties (e-news)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Packets mailed to committee members that request it, fees may apply per SCCRTC Rules and Regulations</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>None, unless included in an important recommendation to the SCCRTC</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Correspondence --</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Approved SCCRTC plans</strong></td>
<td>As available</td>
<td>Plans, documents, info</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Link to posted document provided</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Documents mailed to major</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Press release sent out when</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Hard copies available in SCCRTC office and</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Documents and/or Project Information</td>
<td>completed environmental analyses, RTPs, feasibility analyses, Traffic Monitoring Reports, Regional Transportation Improvement Program (RTIP), etc.)</td>
<td>posted on the web and emailed to interested parties (e-news)</td>
<td>libraries, if public comment is solicited</td>
<td>document available with information about the public hearing, if one planned</td>
<td>public libraries, as appropriate.</td>
<td></td>
</tr>
<tr>
<td>-------------------------------------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>Social Media</td>
<td>Several times per week</td>
<td>Post updates, events, photos and videos on Facebook, Twitter, Instagram and Nextdoor as available</td>
<td>None</td>
<td>None</td>
<td>None</td>
<td></td>
</tr>
<tr>
<td>Language Assistance</td>
<td>Alternate formats (Spanish, hearing or sight impaired, etc) as appropriate</td>
<td>New website will be fully accessible for disabled users and have Spanish translation options</td>
<td>Currently limited</td>
<td>Currently limited</td>
<td>Coordinate with Spanish language media, as appropriate.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
TO: Regional Transportation Commission
FROM: Ginger Dykaar, Senior Transportation Planner
RE: Scotts Creek Lagoon and Marsh Restoration Grant Award

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC):

1. Receive information on the Scotts Creek Lagoon and Marsh Restoration Project grant award;
2. Authorize the Executive Director to enter into an agreement with the granting agency, the California Department of Fish and Wildlife, for the purpose of receiving funding for this project (Attachment 2);
3. Authorize the Executive Director to enter into an agreement with Caltrans for their work on this project (Attachment 2);
4. Authorize the Executive Director to enter into an agreement with the Santa Cruz Resource Conservation District for their work on this project (Attachment 2); and,
5. Reprogram $48,500 in Regional Surface Transportation Program (RSTP) Exchange funds from the Mar Vista Bicycle and Pedestrian Overcrossing project to this Scott Creek Lagoon and Marsh Restoration Project to serve as a match to the $237,689 in Proposition 1 & 68 funding; program $48,500 in Measure D Highway Corridors funds to the Mar Vista Bicycle and Pedestrian Project; and amend the Measure D Highway Corridors 5-year program of projects and the FY2019-20 RTC budget and work program and the Regional Transportation Improvement Program accordingly.

BACKGROUND

Scotts Creek is a small coastal watershed north of the unincorporated town of Davenport along Highway 1 in northern Santa Cruz County. It is among the most biologically significant watersheds in Santa Cruz County and supports both coho salmon and steelhead trout which are listed as “endangered” and “threatened” respectively. The Scotts Creek estuary is also critical habitat for red legged frogs, western pond turtles, tide water gobies, and other sensitive wildlife, including snowy plovers that use the beach areas. It has been a focal point of research on natural resource management, hydrology, and fisheries for decades. However, this critical component of the watershed has been functionally degraded by historic activities, most notably construction of Highway 1 which restricts the natural function of the lagoon.

In 2013, the RTC entered into a memorandum of understanding (MOU) with the California Department of Transportation, Resource Conservation District of Santa
Cruz County, County of Santa Cruz, and CalPoly Swanton Pacific Ranch. The MOU was formed to 1) develop a Project Concept Report for the restoration of Scotts Creek Lagoon and Marsh through replacement of the Highway 1 bridge that preserves and enhances the critical transportation link and enhances the critical habitat and function of the Scotts Creek Lagoon and Marsh; and 2) work with a technical advisory committee (TAC) composed of federal and state natural resource agencies and regulatory agencies to identify, analyze, and recommend alternatives for bridge replacement and environmental enhancement. The Project Concept Report was completed in 2015 with much input from the TAC and funding from the Coastal Conservancy, US Fish and Wildlife, and Caltrans.

From 2016 to the present, the Resource Conservation District has continued to advance the habitat restoration design efforts by hiring a consultant to perform a suite of technical studies and data collection efforts to inform the design work. Funding for this portion of the project was through the Wildlife Conservation Board and California Coastal Conservancy. The next step is to include in the restoration design replacement of the transportation facility consistent with the goals for habitat restoration and climate change resiliency.

**DISCUSSION**

The Santa Cruz County Regional Transportation Commission (RTC) was awarded $237,689 in planning grant funds from the California Department of Fish and Wildlife (CDFW) for the Scotts Creek Lagoon and Marsh Restoration Project, one of 38 statewide projects selected to receive funding for multi-benefit ecosystem restoration and protection projects under the CDFW’s Proposition 1 and Proposition 68 grant programs. The Scotts Creek project will continue critical work to develop a restoration design that includes a 21st-century transportation corridor and restoration of the ecological condition and dynamism of the Scotts Creek lagoon, marsh, and dune system while also planning for climate change resiliency. The proposed planning efforts will set the stage for enhancing the entire lagoon system so that it has the capacity to support a more vibrant, resilient ecological community.

The purpose of the project funded by CDFW is to develop CEQA-ready engineering designs for a new bridge, road fill removal, and associated infrastructure to re-establish a dynamic estuarine system in Scotts Creek Lagoon benefitting multiple threatened and endangered species and resulting in a more resilient ecosystem and transportation corridor. The bridge designs will be integrated with the ecological restoration plans developed in partnership between the project team and federal and state resource agencies. A strategic funding plan for implementation of the Scotts Creek Lagoon and Marsh Restoration Project will also be developed as part of this project.

Caltrans will lead development of CEQA-ready bridge designs and fill prism removal through development of a Caltrans Project Initiation Document (PID). The PID is the standard process by which Caltrans technical experts and planners collaborate to develop preliminary engineering designs and other critical documents to support
both the NEPA/CEQA analysis and advance the project into the implementation pipeline. The work conducted through this grant will both align with Caltrans internal protocols and will be transparent and collaborative with the Technical Advisory Committee (TAC). The PID is a programming document that outlines the project’s scope, cost and schedule to allow for approval by the California Transportation Commission and program funds for future phases of transportation funding. The PID is required to justify the need for the project, identify the scope, cost and schedule required to deliver the project and account for potential risks from the environmental clearance phase to final phase of construction. The PID is required to coordinate the improvements on the State transportation system with the Department of Transportation.

The Resource Conservation District of Santa Cruz County (RCDSCC) will coordinate project partner meetings and members of the TAC to inform development of the integrated restoration project designs. RCDSCC will also lead the development of a strategic plan for funding implementation of the project, including developing cost estimates for the remaining project phases (permitting, CEQA, 100% designs, implementation), detailed schedules, and identify funding strategies.

The Santa Cruz County Regional Transportation Commission (RTC) will be responsible for administering the grant ensuring that the project adheres to the agreed-upon timeline, and that all invoices, reports, and deliverables are completed in a timely fashion.

Schedule:
- July-September 2019: Project Initiation including development of RTC/CDFW agreement, RTC/Caltrans agreement, RTC/RCD agreement
- October 2019 - March 2021: Project Team/Technical Advisory Committee Meetings
- October 2019 - March 2021: Development of Project Initiation Document
- March 2021: Draft Project Initiation Document
- June 2021: Final Approved Project Initiation Document
- June 2021: Strategic Funding Plan

Staff recommends that the RTC authorize the Executive Director to enter into an agreement with the California Department of Fish and Wildlife for the purpose of receiving $237,689 for the Scotts Creek Lagoon and Marsh Restoration Project; authorize the Executive Director to enter into an agreement with Caltrans for their work on this project; authorize the Executive Director to enter into an agreement with the Santa Cruz Resource Conservation District for their work on this project; reprogram $48,500 in RSTP Exchange funds from the Highway 1 Mar Vista Overcrossing project to serve as match for this grant; program $48,500 from the Measure D Highway Corridors funds to the Highway 1 Mar Vista Overcrossing project; and amend the Measure D 5-year program of projects, the Regional Transportation Improvement Program and the FY2019-20 RTC budget and work program accordingly (Attachment 2).
FISCAL IMPACT

Pending approval, this action will allow RTC to receive $237,689 from the CDFW that will be provided to Caltrans ($180,603) and the RCDSCC ($57,086) for their work on the project. The grant requires a match of at least $48,448. Staff recommends reprogramming $48,500 in previously committed and programmed RSTP Exchange funds from the Highway 1 Mar Vista Pedestrian Overcrossing project to the Scott Creek Lagoon and Marsh Restoration project to serve as match for the grant. To off-set the RSTPX funds on the Mar Vista project, staff recommends programming $48,500 in previously uncommitted Measure D Highway Corridors funds to the Mar Vista Overcrossing project. There are sufficient funds in the Measure D Highway Corridors account for this programming. The Measure D Highway Corridors 5-year program of projects, the Regional Transportation Improvement Program and the FY 2019/20 budget and work program would be amended accordingly.

SUMMARY

The California Department of Fish and Wildlife is recommending award of a grant to the RTC for Scotts Creek Lagoon and Marsh Restoration Project. RTC will administer the grant and partner with both Caltrans for development of the project initiation document for CEQA-ready bridge design and the Resource Conservation District for coordination with the TAC and development of the Funding Plan Strategy.

Attachments:

1. Scotts Creek Lagoon and Marsh Restoration Grant Award Fact Sheet
2. Resolution Authorizing the Executive Director to Enter into Agreements with the California Department of Fish and Wildlife, Caltrans, and Santa Cruz County Resource Conservation District
**Project Description**

Scotts Creek, a small coastal watershed north of the unincorporated town of Davenport along Highway 1 in northern Santa Cruz County, is among the most biologically significant watersheds in Santa Cruz County. It has been a focal point of research on natural resource management, hydrology, and fisheries for decades. However, this critical component of the watershed has been functionally degraded by historic activities, most notably, construction of Highway 1 which restricts the natural function of the lagoon.

In 2019, the Santa Cruz County Regional Transportation Commission (RTC) was awarded $237,690 in planning grant funds from the California Department of Fish and Wildlife (CDFW) for the Scotts Creek Lagoon and Marsh Restoration Project, one of 38 statewide projects selected to receive funding for multi-benefit ecosystem restoration and protection projects under the CDFW’s Proposition 1 and Proposition 68 grant programs.

The grant awarded to the RTC will be used to continue critical work that builds off existing ecological data and tools that the project team, made up of staff from the RTC, California Department of Transportation, and the Resource Conservation District of Santa Cruz County, has developed to-date along with both state and federal resource agencies.

The Scotts Creek project will continue critical work to develop a restoration design that includes a 21st-century transportation corridor and restoration of the ecological condition and dynamism of the Scotts Creek lagoon, marsh, and dune system, while also planning for climate change resiliency. The proposed planning efforts will set the stage for enhancing the entire lagoon system so that it has the capacity to support a more vibrant, resilient ecological community.

**Project Highlights**

- Will develop CEQA-ready engineering designs for a new bridge, road fill removal, and associated infrastructure to re-establish a dynamic estuarine system in Scotts Creek Lagoon
- Will integrate bridge designs with the ecological restoration plans developed in partnership between the project team and federal and state resource agencies
- Will benefit multiple threatened and endangered species, resulting in a more resilient ecosystem and transportation corridor
- Will develop a strategic funding plan for implementation of the Scotts Creek Lagoon and Marsh Restoration Project

**Once Restored:**

- Will result in 10-20 acres of flooded marsh plain restored habitat and 3-4 acres of wetland restored habitat
- Will allow for increased habitat complexity and quality and renewed landscape connectivity between the beach and marsh
The RTC will be responsible for administering the grant ensuring that the project adheres to the agreed-upon timeline.

**Schedule**

- **July - September 2019**: Project initiation including development of RTC/CDFW agreement, RTC/Caltrans agreement, RTC/RCD agreement
- **October 2019 - March 2021**: Project Team/Technical Advisory Committee meetings
- **October 2019 - March 2021**: Development of Project Initiation Document
- **March 2021**: Draft Project Initiation Document
- **June 2021**: Final Approved Project Initiation Document and Strategic Funding Plan

---

**Focal Fish and Wildlife Species**

The Scotts Creek estuary provides an invaluable habitat for a variety of native biota. It supports coho salmon and steelhead trout which are both listed as “endangered” and “threatened.” It is also a critical habitat for red legged frogs, western pond turtles, tide water gobies, and other sensitive wildlife, including snowy plovers that use the beach areas.
RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of June 27, 2019
on the motion of Commissioner
duly seconded by Commissioner

A RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO ENTER INTO AGREEMENTS
WITH THE CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE (CDFW), CALIFORNIA
DEPARTMENT OF TRANSPORTATION, AND THE SANTA CRUZ COUNTY RESOURCE
CONSERVATION DISTRICT FOR SCOTTS CREEK LAGOON AND MARSH RESTORATION
PROJECT; APPROVE MEASURE D FUNDING AS MATCH TO THE CDFW PROPOSITION 1 & 68
FUNDING; AND AMEND THE FY 2019-2020 BUDGET ACCORDINGLY

WHEREAS, the RTC is eligible to receive federal and state funding for transportation
planning efforts;

WHEREAS, Scotts Creek Lagoon and Marsh is one of the most biologically significant
watersheds in Santa Cruz County and is critical habitat for a number of threatened and
endangered species;

WHEREAS, the Scotts Creek watershed has been functionally degraded by historic
activities, most notably construction of Highway 1 which restricts the natural function of the
lagoon;

WHEREAS, in 2013, RTC entered into a Memorandum of Understanding to work with
other agencies in developing a plan for Scotts Creek Lagoon and Marsh Restoration including
bridge replacement;

WHEREAS, the California Department of Fish and Wildlife developed the Watershed
Restoration Grant Program to fund multi-benefit ecosystem and watershed restoration projects;

WHEREAS, the CDFW released a grant proposal solicitation notice in November 2018
and grant applications were due December 2018;

WHEREAS, CDFW requires a resolution authorizing the grantee to execute and perform
the grant agreement and carry out the project;

WHEREAS, California Department of Transportation (Caltrans) will be performing the
work to develop the project initiation document (PID) for CEQA-ready bridge designs and fill
prism removal. The PID is required to advance the project into the implementation phase;

WHEREAS, the Resource Conservation District will be coordinating the partner agencies
and the technical advisory committee to solicit input on the project and will be developing the
Funding Plan Strategy;
BE IT RESOLVED BY THE SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION (RTC):

1. The Executive Director, or his or her designee, is hereby authorized to execute and perform the grant agreement with the California Department of Fish and Wildlife to carry out the project;

2. The Executive Director, or his or her designee, is hereby authorized to enter into an agreement with the California Department of Transportation (Caltrans) for their work on Scotts Creek Lagoon and Marsh Restoration Project; and,

3. The Executive Director, or his or her designee, is hereby authorized to enter into an agreement with the Santa Cruz Resource Conservation District for their work on Scotts Creek Lagoon and Marsh Restoration Project; and,

4. Approval is authorized to reprogram $48,500 in Regional Surface Transportation Program (RSTP) Exchange funds from the Mar Vista Bicycle and Pedestrian Overcrossing project to this Scott Creek Lagoon and Marsh Restoration Project to serve as a match to the $237,689 in Proposition 1 & 68 funding; program $48,500 in Measure D Highway Corridors funds to the Mar Vista Bicycle and Pedestrian Project; and amend the Measure D Highway Corridors 5-year program of projects, the FY2019-20 RTC budget and work program and the Regional Transportation Improvement Program accordingly.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

ABSENT: COMMISSIONERS

____________________________
Ed Bottorff, Chair

____________________________
Guy Preston, Secretary
TO: Regional Transportation Commission (RTC)

FROM: Sarah Christensen, P.E., Senior Transportation Engineer

RE: Storm Damage Repairs – Bowman & Williams, Inc. Contracts Renewal

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC) approve:

1. The attached resolution (Attachment 1) authorizing contracts renewal with Bowman & Williams, Inc. to continue providing professional engineering services for storm damage repairs along the Santa Cruz Branch Rail Line.

BACKGROUND

Contracts were executed with Bowman & Williams, Inc. to prepare the construction documents for storm damage repairs to the Santa Cruz Branch Rail Line (SCBRL). The storm damage repairs for the 7 sites are being funded initially out of the Measure D rail program budget, and the RTC will seek reimbursement by the Federal Emergency Management Agency (FEMA) and the California Office of Emergency Services (CalOES). The storm damage repairs are part of the initial rehabilitation and repair projects noted in Section 5.1 of the operating agreement with Progressive Rail, Inc.

DISCUSSION

In January of 2018, the RTC approved entering into contracts with Bowman & Williams, Inc. for an amount up to $150,000 to provide engineering services related to storm damage repairs. That amount was enough for Sites 1, 2, 4, 6, and 7. In January 2019, the RTC approved a contract amendment in the amount of $36,500 with Bowman & Williams, Inc. to prepare the construction documents for storm damage Site 5 and continue with the development of the other sites.

The permits for the construction of the repairs are still pending. To ensure continued progress with storm damage repair projects, staff recommends that the RTC approve the attached resolution (Attachment 1) authorizing a contract renewal with Bowman & Williams, Inc. to continue providing professional engineering services for the storm damage repair work on the Santa Cruz Branch Rail Line.
**Next Steps**

Staff will continue to manage the storm damage repair projects and provide regular updates. Later this year, staff will advertise storm damage repair projects and seek Commission approval to award construction contracts to the lowest bidder(s).

**FISCAL IMPACT**

No fiscal impact is expected. Funding allocation for contracts renewal with Bowman & Williams, Inc to extend the terms of engineering services for the storm damage repair work was incorporated as part of the FY 18/19 and 19/20 budgets.

**SUMMARY**

The storm damage repair projects are in various stages of development. Staff recommends authorization to renew the professional engineering services consultant contract with Bowman & Williams, Inc. to continue preparing construction documents.

**ATTACHMENTS:**

1. Resolution authorizing a contract renewal with Bowman & Williams, Inc. to continue providing professional engineering services.
RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of June 27, 2019
on the motion of Commissioner
duly seconded by Commissioner

A RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO RENEW CONTRACTS WITH
BOWMAN & WILLIAMS, INC. TO CONTINUE PROVIDING PROFESSIONAL ENGINEERING
SERVICES IN ASSOCIATION WITH THE 2017 STORM DAMAGE REPAIRS ON THE SANTA
CRUZ BRANCH RAIL LINE

WHEREAS, the Regional Transportation Commission (RTC) purchased the Santa Cruz
Branch Rail Line (Branch Line) in October 2012; and

WHEREAS, in early 2017, the Branch Line suffered damages due to historic rain storms
that hit Santa Cruz County and other parts of the state; and

WHEREAS, the heavy rain storms of 2017 were declared state and national disasters and
the RTC submitted a Request for Public Assistance to the Federal Emergency Management
Agency (FEMA);

WHEREAS, civil engineering services are required to produce plans, specifications and cost
estimates for the permanent storm damage repairs and to help ensure that FEMA, CalOES, and
Regulatory Agencies requirements are met;

WHEREAS, contracts were awarded to Bowman & Williams, Inc. in January of 2018 to
prepare construction documents for the storm damage repair sites; and

WHEREAS, in January 2019, contracts with Bowman & Williams, Inc. were amended for
$36,500 for civil engineering services associated with the 2017 storm damage repairs;

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

1. The Executive Director is authorized to renew contracts with Bowman & Williams, Inc.
to continue providing professional engineering services associated with the 2017
storm damage repairs, and

2. The Executive Director is authorized to negotiate and execute amendments to this
agreement provided that the amendments are consistent with the RTC’s approved
budget and work program.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSENT: COMMISSIONERS

ABSTAIN: COMMISSIONERS

7-3
RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC) adopt the attached resolution (Attachment 1) amending the fiscal year (FY) 2019-20 budget as shown on Exhibit A to Attachment 1 to increase the budgeted Transportation Planning Technician positions to 2.5 from 2 and reduce the budgeted Transportation Planner positions to 6.5 from 7.

BACKGROUND

After review and recommendation from the Budget and Administration/Personnel (B&A/P) Committee, in April 2019, the Regional Transportation Commission (RTC) approved the initial budget for fiscal year (FY) 2019-20. Due to staffing adjustment needs, it is currently necessary to consider an amendment to the RTC’s FY 2019-20 budget.

DISCUSSION

The RTC recently lost a Senior Transportation Planner and the position has been filled with a starting Transportation Planner. One of the main assignments of the Senior Transportation Planner who left was to produce the Measure D implementation plan. The Executive Director will now manage that effort and requires the assistance of a new half-time Transportation Planning Technician to do so. Therefore, it is necessary to increase the authorized and budgeted 2 full time equivalent (FTE) Transportation Planning Technician positions to 2.5 FTE.

The increase of .5 FTE to the Transportation Planning Technician positions can be achieved without increasing the staffing budget by reducing the Transportation Planner budgeted positions by .5 FTE from 7 FTE to 6.5 FTE. This can be done because a full time Transportation Planner was recently on maternity leave and has returned half-time. In addition, there are savings from the fact that a Transportation Planner position previously filled at a senior level is now filled at a starting level. Therefore, staff recommends that the RTC adopt the attached resolution (Attachment 1) amending the RTC’s FY 2019-20 budget as shown on Exhibit A to Attachment 1.

Because some of the staffing is temporary in nature, it may be necessary to fill the temporary positions by entering into an agreement with a temporary staffing
agency and use some of the funds budgeted for salaries and benefits to cover the services of the temporary staffing agency.

**FISCAL IMPACT**

There is no fiscal impact because the increase in the budgeted positions for the Transportation Planning Technician will be covered by a reduction in the budgeted positions for the Transportation Planner positions.

**SUMMARY**

Due to staffing adjustment needs, staff recommends amending the RTC’s FY 2019-20 budget to increase the budgeted Transportation Planning Technician positions by .5 FTE and reduce the Transportation Planner positions by .5 FTE. This will not impact the RTC’s staffing budget.

**Attachments:**

1. Resolution amending the FY 2019-20 budget as shown on Exhibit A
RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission on the date of June 27, 2019 on the motion of Commissioner duly seconded by Commissioner

A RESOLUTION AMENDING THE FY 2019-20 BUDGET AND WORK PROGRAM FOR THE REGIONAL TRANSPORTATION COMMISSION

WHEREAS, the Santa Cruz County Regional Transportation Commission (RTC) adopts and periodically amends a budget and work program for each fiscal year to guide its expenses and work;

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

1. The FY 2019-20 Budget and Work Program for the Santa Cruz County Regional Transportation Commission (RTC) are hereby amended as shown in Exhibit A;

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

ABSENT: COMMISSIONERS

________________________________________
Ed Bottorff, Chair

ATTEST:

________________________________________
Guy Preston, Secretary

Attachments: Exhibit A - SCCRTC FY 2019-20 Budget and Work Program as amended

Distribution: RTC Fiscal
<table>
<thead>
<tr>
<th>Staff Positions</th>
<th>FY19-20 Authorized</th>
<th>FY19-20 Approved</th>
<th>FY19-20 Proposed</th>
<th>Difference</th>
<th>Note</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Executive Director</strong></td>
<td>1.00</td>
<td>1.00</td>
<td>0.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Deputy Director</strong></td>
<td>1.00</td>
<td>1.00</td>
<td>0.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Fiscal Officer SCCRTC</strong></td>
<td>1.00</td>
<td>1.00</td>
<td>0.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Administrative Services Officer</strong></td>
<td>1.00</td>
<td>1.00</td>
<td>0.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Transportation Engineer</strong></td>
<td>1.00</td>
<td>1.00</td>
<td>0.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Transportation Planner I-IV</strong></td>
<td>8.00</td>
<td>8.00</td>
<td>0.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Communications Specialist</strong></td>
<td>1.00</td>
<td>1.00</td>
<td>0.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Accountant I-III</strong></td>
<td>1.00</td>
<td>1.00</td>
<td>0.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Administrative Assistant I-III</strong></td>
<td>2.00</td>
<td>2.00</td>
<td>0.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Transportation Planning Technician</strong></td>
<td>2.00</td>
<td>2.50</td>
<td>0.50</td>
<td>Add temporary 1/2 FTE position</td>
<td></td>
</tr>
<tr>
<td><strong>Paid Intern</strong></td>
<td>0.50</td>
<td>0.50</td>
<td>0.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total Positions</strong></td>
<td>19.50</td>
<td>20.00</td>
<td>0.50</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Note:** FTE = full-time equivalent
AGENDA: June 27, 2019

TO: Regional Transportation Commission

FROM: Grace Blakeslee, Senior Transportation Planner, and Joanna Edmonds, Transportation Planning Technician

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 approve Lisa Berkowitz’s reappointment (Attachment 1) to the E&D TAC member position representing Consolidated Transportation Service Agency/Community Bridges, approve the reappointment of Clay Kempf (Attachment 2) to the E&D TAC member position representing Social Services Provider – Seniors, and nominate members for vacant positions as shown in the revised membership roster (Attachment 3).

BACKGROUND

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

DISCUSSION

At the June 11, 2019 meeting, the E&D TAC recommended that the RTC approve Lisa Berkowitz’s (Attachment 1) reappointment to the E&D TAC member position representing Consolidated Transportation Service Agency/Community Bridges and Clay Kempf’s (Attachment 2) to the E&D TAC member position representing Social Services Provider – Seniors. Ms. Berkowitz is the Program Director of Santa Cruz County Meals on Wheels at Community. Mr. Kempf is the Executive Director of the Seniors Council of Santa Cruz and San Benito counties.

FISCAL IMPACT

None.

SUMMARY

The E&D TAC and staff recommended that the RTC approve the reappointment of Lisa Berkowitz (Attachment 1) to the E&D TAC member position representing the Consolidated Transportation Service Agency/Community Bridges position, approve the reappointment of Clay Kempf (Attachment 2) to the E&D TAC member position representing Social Services Provider – Seniors position, and nominate members for vacant positions as shown in the revised membership roster (Attachment 3).
Attachment 1: Committee Appointment Application for Lisa Berkowitz
Attachment 2: Committee Appointment Application for Clay Kempf
Attachment 3: E&D TAC Roster

I:\E&DTAC\MEMBERS\TC Member Reports\2019\SR_RTC_JuneSpecMtg2019.docx
COMMITTEE APPOINTMENT APPLICATION

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

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

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

PLEASE TYPE OR PRINT CLEARLY

Name: Lisa Berkowitz

Home address: ____________________________

Mailing address (if different): ____________________________

Phone: (home) ____________________________ (business/message) ____________________________

E-mail: ____________________________

Length of residence in Santa Cruz County: 42 Years

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

☑ CTSA Community Bridges □

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

SCCRTC Elderly and Disabled Transportation Advisory Committee
Area on Aging Advisory Council
**Statement of Qualifications:** In the space provided below, please include 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.

Since 1976 I have worked in the field of aging and for the past 40 years I have worked for Community Bridges (previously named Food & Nutrition Services) in their senior division of services. The mission of the division of senior service has been to address the challenges faced by adults as we age. Being able to maintain one’s independence is significantly affected by health, financial and geographic issues. Transportation services are a key concern and frequently play a pivotal role in determining the success of many other life choices and decisions. I hope to stay involved in the committee’s efforts to ensure that transportation services for seniors and adults with disabilities remain an important issue in our community.
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 6/3/2019 

Date

How did you learn about this opportunity?

☐ newspaper  ☐ flyer
☐ radio      ☐ friend/family member
☐ internet   ☑ other

Return Application to: SCCRTC
Elderly & Disabled Transportation Advisory Committee
1523 Pacific Avenue
Santa Cruz, CA 95060
fax: 460-6178 email: gblakeslee@sccrtc.org

Questions or Comments: (831) 460-3200

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

Home address: 

Mailing address (if different): 

Phone: (home) n/a (business/message) 

E-mail: 

Length of residence in Santa Cruz County: 42 years

Position(s) I am applying for: □ Any appropriate position
☑ Social Services Provider for the Elderly

Previous experience on a government commission or committee (please specify):
E & D TAC since 1991
SSTAC - San Benito County 2000-present
Aging & Long Term Care Commission - San Benito County 2000-present
Long Term Care Commission - Santa Cruz County - 1991-2011
### Relevant Work or Volunteer Experience

<table>
<thead>
<tr>
<th>Organization</th>
<th>Town or Address</th>
<th>Position</th>
<th>Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Seniors Council of</td>
<td>234 Santa Cruz Ave., Aptos,</td>
<td>Executive Director</td>
<td>2000- pres</td>
</tr>
<tr>
<td>Food &amp; Nutrition Service</td>
<td>236 Santa Cruz Ave., Aptos</td>
<td>Director of Transportatio</td>
<td>1990-1998</td>
</tr>
</tbody>
</table>

**Statement of Qualifications:** In the space provided below, please include 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.

Serving older adults and people with disabilities has been the primary goal of all the position in my chosen career. Today I am both a senior and a person with a disability so the cause is also personal.

Past accomplishments include intensive involvement in the Section 5310 process; as a grant applicant; as a statewide Section 5310 (then UMPTA Section 16(b)(2)) Advisory Committee member; and more recently as part of the SCCRTC review panel. Also contribute to Unmet Needs Priority List; encouraging E&D TAC involvement in local and statewide issues such as the Senior Solutions Summit and transportation-related strategies and legislation, and encouraging all local transportation plans and systems to be age-friendly and PWD-friendly.
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.

6/3/19 Date

How did you learn about this opportunity?

☐ newspaper ☐ flyer
☐ radio ☐ friend/family member
☐ internet ☑ other

Return Application to: SCCRTC
Elderly & Disabled Transportation Advisory Committee
1523 Pacific Avenue
Santa Cruz, CA 95060
fax: 460-6178 email: gblakeslee@sccrtc.org

Questions or Comments: (831) 460-3200
L:\E&DTAC\MEMBERS\Application\COMMITTEE APPOINTMENT APPLICATION.doc
## Membership Roster
### June 2019

(Year in Parentheses) = Membership Expiration Date

<table>
<thead>
<tr>
<th>Members</th>
<th>Representing</th>
<th>Alternate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clay Kempf (2022 – pending)</td>
<td>Social Services Provider - Seniors</td>
<td>Patty Talbot (2022)</td>
</tr>
<tr>
<td>vacant</td>
<td>Social Services Provider - Seniors (County)</td>
<td>vacant</td>
</tr>
<tr>
<td>Jon Bailiff (2020)</td>
<td>Social Service Provider - Disabled</td>
<td>Alex Weske (2020)</td>
</tr>
<tr>
<td>vacant</td>
<td>Social Service Provider - Disabled (County)</td>
<td>vacant</td>
</tr>
<tr>
<td>Tara Ireland (2020)</td>
<td>Social Service Provider - Persons of Limited Means</td>
<td>vacant</td>
</tr>
<tr>
<td>Lisa Berkowitz (2022 – pending)</td>
<td>CTSA (Community Bridges)</td>
<td>vacant</td>
</tr>
<tr>
<td>Kirk Ance (2020)</td>
<td>CTSA (Lift Line)</td>
<td>Jesus Bojorquez (2022)</td>
</tr>
<tr>
<td>John Daugherty, Vice Chair (2022)</td>
<td>SCMTD (Metro)</td>
<td>Daniel Zaragoza (2022)</td>
</tr>
<tr>
<td>Caroline Lamb (2022)</td>
<td>Potential Transit User (60+)</td>
<td>vacant</td>
</tr>
<tr>
<td>vacant</td>
<td>Potential Transit User (Disabled)</td>
<td>vacant</td>
</tr>
</tbody>
</table>

### Supervisory District Representatives

<table>
<thead>
<tr>
<th>Members</th>
<th>Representing</th>
<th>Alternate</th>
</tr>
</thead>
<tbody>
<tr>
<td>vacant</td>
<td>1st District (Leopold)</td>
<td>vacant</td>
</tr>
<tr>
<td>vacant</td>
<td>2nd District (Friend)</td>
<td>vacant</td>
</tr>
<tr>
<td>Veronica Elsea, Chair (2022)</td>
<td>3rd District (Coonerty)</td>
<td>vacant</td>
</tr>
<tr>
<td>vacant</td>
<td>4th District (Caput)</td>
<td>vacant</td>
</tr>
<tr>
<td>Deborah Benham (2022)</td>
<td>5th District (McPherson)</td>
<td>vacant</td>
</tr>
</tbody>
</table>

Grace Blakeslee, Staff, Regional Transportation Commission
TO: Regional Transportation Commission

FROM: Tommy Travers, Transportation Planner

RE: Bicycle Advisory Committee Membership Appointment

RECOMMENDATIONS

The Bicycle Advisory Committee and staff recommend that the Regional Transportation Commission approve Sally Arnold as the alternate to represent Supervisorial District 3 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 consideration by 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 organization. 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 May, RTC staff notified Commissioners of expired seats on the Committee. Commissioner Coonerty requested that any recent applications received from individuals residing in his district be forwarded to him. Commissioner Coonerty subsequently nominated Sally Arnold for the alternate seat representing County Supervisorial District 3. Her application is included as Attachment 1 with personal information redacted. The Committee reviewed her application at the June 10, 2019 meeting and recommended that the RTC approve her nomination.

The alternate seat until April had been held by William Menchine, who has served and actively contributed to the Committee since 2002. RTC staff, on behalf of the Committee, extend appreciation for Will’s many years of engaged service on behalf of the Santa Cruz County bicycling community and for the bicycle network improvements he has contributed towards realizing.

The Committee has all voting seats filled but continues to have three vacancies for alternate seats. Those alternate seats represent Supervisorial District 4, the City of Capitola, and the City of Scotts Valley. The application for interested applicants and more information are available on the RTC website at https://sccrtc.org/meetings/bike-committee/.

The Bicycle Advisory Committee and staff recommend that the Regional Transportation Commission approve the nomination submitted by Commissioner Coonerty as described above and shown in the draft roster (Attachment 2).
FISCAL IMPACT

Committee members may request reimbursement for their travel costs to attend the meetings. Therefore, the fiscal impact is minimal.

SUMMARY

Representation on the RTC’s Bicycle Advisory Committee (Committee) corresponds to City and Supervisorial District seats on the RTC. Each Commissioner nominates individuals to represent their respective jurisdiction for Committee consideration and RTC approval. A nomination has been made by Commissioner Coonerty for the District 3 alternate seat. The Bicycle Advisory Committee and staff recommend that the Regional Transportation Commission approve the appointment of Sally Arnold as the alternate representative for District 3 on the RTC Bicycle Advisory Committee.

Attachments:
1. Application for Sally Arnold with personal information redacted
2. Draft Roster
Dear Ms. Schenk,

I am applying to represent Santa Cruz on the RTC Bicycle Advisory Committee.

I have worked as an educator and community organizer for the past 40 years. Now that I am retired, I have more time to dedicate to my interest in transportation policy. I see it as an important nexus point between economic justice and the environment. I volunteer with Friends of the Rail & Trail, the Campaign for Sensible Transportation, and the Sierra Club. I have been attending the Regional Transportation Committee meetings in this last year, and would be pleased to lend my experience and voice to the Bicycle Advisory Committee.

I am a 60 year old casual cyclist. I use my bike to do my errands around town and for the occasional recreational ride. I rediscovered cycling as an adult 15 years ago. I remember well how intimidating it was to first roll out onto the city streets and navigate through the car traffic. I understand how much an appropriate bike infrastructure can invite new cyclists to enjoy the fun and convenience of hopping on your bike and leaving one’s car behind.

I hope you will consider me for this position.

Sally Arnold

References:

Mark Mesiti-Miller  Sierra Club & FORT                  <mark@dm5.biz>
Jack Nelson        Sierra Club & CFST                  <nelsontrio@cruzio.com>
Rick Longinotti    Sierra Club & CFST                  <longinotti@baymoon.com>
Barry Scott        FORT                                  <barry_scott@sbcglobal.net>
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 October 29, 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.
## Draft July 2019 Bicycle Advisory Committee Roster

<table>
<thead>
<tr>
<th>Members</th>
<th>Representing</th>
<th>Alternate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Grace Voss</td>
<td>County of Santa Cruz-District 1</td>
<td>Janneke Strause</td>
</tr>
<tr>
<td>Shea Johnson</td>
<td>County of Santa Cruz-District 2</td>
<td>Casey Beyer</td>
</tr>
<tr>
<td>Peter Scott</td>
<td>County of Santa Cruz-District 3</td>
<td>Sally Arnold*</td>
</tr>
<tr>
<td>Anna Kammer</td>
<td>County of Santa Cruz-District 4</td>
<td>Vacant</td>
</tr>
<tr>
<td>Rick Hyman</td>
<td>County of Santa Cruz-District 5</td>
<td>Theresia Rogerson</td>
</tr>
<tr>
<td>Mike Moore</td>
<td>City of Capitola</td>
<td>Vacant</td>
</tr>
<tr>
<td>Matt Farrell</td>
<td>City of Santa Cruz</td>
<td>Bruce Sawhill</td>
</tr>
<tr>
<td>Richard Masoner</td>
<td>City of Scotts Valley</td>
<td>Vacant</td>
</tr>
<tr>
<td>Murray Fontes</td>
<td>City of Watsonville</td>
<td>Drew Rogers</td>
</tr>
<tr>
<td>Amelia Conlen, Chair</td>
<td>Bike to Work</td>
<td>Kira Ticus</td>
</tr>
<tr>
<td>Leo Jed</td>
<td>Community Traffic Safety Coalition</td>
<td>Jim Langley</td>
</tr>
</tbody>
</table>

* Appointed individual as requested by Commissioner Coonerty.
BACKGROUND

In November 2016, the residents of Santa Cruz County approved Measure D, a ½-cent transaction and use tax with a term of thirty years. The Santa Cruz County Regional Transportation Commission (RTC) is the designated administrator of Measure D. The RTC allocates, administers, and oversees the expenditure of all Measure Revenue which are not directly allocated by formula annually to other agencies, consistent through an Implementation Plan.

The purposes of an Implementation Plan are to define the scope, cost, and delivery schedule of each Expenditure Plan project or program, detail the revenue projections and possible financing tools needed to deliver the Expenditure Plan within the 30 years promised to voters, and describe the risks, critical issues and opportunities that the RTC, as the Local Transportation Authority, should address to expeditiously deliver the Expenditure Plan.

The RTC is beginning the process of developing an inaugural Strategic Implementation Plan (SIP) for Measure D revenues by identifying program objectives and goals supported by sound financial objectives. This process is expected to be completed during the upcoming fiscal year 2019-2020.

On June 6, 2019, the RTC authorized the Executive Director to enter into an agreement with KNN Public Finance, LLC (KNN), a municipal advisory firm, to provide financial advisory services in the planning and analysis related to the development of the Measure D SIP.

DISCUSSION

KNN will present a broad overview of the Measure D Expenditure Plan, revenue allocation, Cash Flow Model, and the development of RTC inaugural SIP. KNN will also present on funding and borrowing options for Measure D projects and programs.
FISCAL IMPACT

There are no impacts associated with this report, but future actions based on the information received today could have fiscal implications associated financing and leveraging Measure D to secure other grant funding.

SUMMARY

KNN Public Finance, LLC staff will give an interactive presentation to the Commission on the development of the Measure D Strategic Implementation Plan and funding and borrowing options for Measure D projects and programs.

\RTCSERV2\Shared\RTC\TC2019\TC0619-SPECIAL\Regular\SIP\2019-SR-KNN-Presentation.docx
AGENDA: June 27, 2019

TO: Regional Transportation Commission (RTC)
FROM: Brianna Goodman and Rachel Moriconi, Transportation Planners
RE: Highway 9/San Lorenzo Valley Complete Streets Corridor Plan

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC):

1. Receive the final Highway 9/San Lorenzo Valley Complete Streets Corridor Plan (SR9/SLV Plan) (online www.sccrtc.org/slvplan), inclusive of any modifications requested by the board at this meeting;
2. Submit the plan to Caltrans and County of Santa Cruz for consideration;
3. Encourage continued partnerships with Caltrans and the County of Santa Cruz to implement near term maintenance and safety projects, to integrate project components into forthcoming projects where feasible, to secure funding for priority projects in the corridor, and to integrate the SR9/SLV Plan into other active transportation and other planning documents as appropriate; and
4. Authorize RTC staff to negotiate funding and cooperative agreements with Caltrans and the County of Santa Cruz as may be necessary to facilitate implementation of priority projects identified in the plan and recommend future actions by the Commission.

BACKGROUND

Highway 9 is the primary travel corridor through San Lorenzo Valley. It serves as the "Main Street" and economic center for the towns of Felton, Ben Lomond, Brookdale, and Boulder Creek, and as an interregional arterial connecting Silicon Valley and Santa Cruz. San Lorenzo Valley community members, the County of Santa Cruz, Santa Cruz Metropolitan Transit District, Caltrans, the RTC and other stakeholders have identified significant transportation deficiencies along the corridor. Since state, federal, and local revenues are severely constrained, a comprehensive plan is needed to help coordinate and prioritize transportation investments for this important corridor.

The Santa Cruz County Regional Transportation Commission (RTC) was awarded a Sustainable Communities Transportation Planning Grant (FTA 5304) of $249,000 from Caltrans to prepare a complete streets corridor transportation plan for the Highway 9-San Lorenzo Valley corridor and the RTC also committed Measure D and local funds to the plan. The consultant team of Kimley-Horn and Trail People was hired to assist in preparation of the plan, with oversight provided by RTC, Caltrans, Santa Cruz METRO, and County of Santa Cruz staff.
DISCUSSION

The Highway 9/San Lorenzo Valley (SLV) Complete Streets Corridor Plan identifies transportation needs and opportunities and prioritizes potential transportation projects and concepts along Highway 9 and adjoining county roads through San Lorenzo Valley (SLV). This multimodal plan includes corridor-wide and location specific ideas for improving safety for pedestrians, bicyclists and motorists; access to schools, businesses, and bus stops; traffic operations, pavement conditions, drainage and other needs in this important travel corridor.

The corridor plan includes:
- Information on existing conditions and infrastructure gaps;
- Conceptual complete street designs that may be used to facilitate subsequent design, environmental review, and construction of priority infrastructure projects;
- Data, evaluation, analysis of conceptual projects;
- Summary of public outreach and input;
- Identification and prioritization of transportation projects and concepts to address transportation challenges on the corridor.

Staff has updated the plan, based on comments that were received on the draft plan. **Staff recommends that the Regional Transportation Commission (RTC) receive the final Highway 9/San Lorenzo Valley Complete Streets Corridor Plan (SR9/SLV Plan) (online at www.sccrtc.org/slvplan), inclusive of any modifications requested by the board at this meeting.**

The Executive Summary is attached (Attachment 1). After integrating any modifications requested at this meeting and making any final formatting or minor edits, staff will publish the final plan. Commissioners that would like a bound hard copy of the plan should inform staff.

**Public Comments and Document Updates**

The Highway 9/San Lorenzo Valley (SR9/SLV Plan) Complete Streets Corridor Plan is a community-based planning document. The plan was developed based on community input since 2013, including extensive input in 2017 and 2018 (focus groups, community workshops, online surveys, etc.). On January 17, 2019 the RTC released the draft plan for public review. The RTC solicited public input on the draft plan through email notices to over 500 individuals and stakeholder groups, two well attended public open houses, an online survey, news releases and articles, neighborhood social media groups, community calendars, flyers, RTC advisory committee meetings, and a public hearing at the RTC’s February 7, 2019 meeting. Comments on the draft plan were due on February 15, 2019.

Staff worked with the project team and stakeholders to integrate input received into the final plan (available online at: www.sccrtc.org/slvplan). A summary of comments received and significant edits to the document are included in Attachments 2 and 3. All of the comments received are available on the project webpage. Based on
comments received, the scope, description and/or priority level for several projects and concepts were modified.

Summary of Corridor Priorities
A significant amount of the input received on the draft plan related to prioritizing projects or concepts. While almost every project or concept had several people identifying them as one of their highest priorities, generally the highest priorities were as follows:

- Walkways, crosswalks, and other pedestrian safety measures in town centers and to the SLV Schools complex in Felton;
- Bicycle lanes, wider shoulders, separated paths, and other bicycle facilities and safety measures;
- Methods to reduce vehicle speeds on the corridor and to improve safety;
- Intersection modifications along Highway 9 in town centers and other higher use intersections to improve traffic flow and safety for all users, especially at the SLV School entrances, Graham Hill Road, and Bear Creek Road; and
- Maintenance and emergency preparedness.

Next Steps/Implementation
This corridor-specific plan facilitates implementation of priority projects and concepts. The plan will be used as a stepping stone to prioritize projects for more detailed analysis and to secure funding, which includes using Measure D funds designated for the area to leverage other funds. The plan is expected to be used by Caltrans, the County of Santa Cruz, and developers when identifying complete streets and other transportation components to incorporate into other capital projects, as feasible. It also provides a framework for partnering with Caltrans to implement investments that promote complete streets, implement sustainable community strategies, and improve multi-modal access, connectivity, safety, security, system preservation, economic vitality, and environmental quality.

Caltrans and County Public Works staff have noted that while this plan identifies implementation priorities, it is a planning document, identifying projects to be considered for future implementation, and is not a detailed implementation plan. Each individual project will require a more detailed feasibility analysis before being approved for implementation.

Already, Caltrans has been investigating which suggestions and priority concepts could be integrated into near term maintenance or planned capital State Highway Operation and Protection Program (SHOPP) projects and is identifying opportunities to partner on funding and implementation of some improvements (Attachment 4). Caltrans expects to complete that initial screening later this summer. Through that process, staff anticipates that components of some projects and concepts will be integrated into SHOPP capital maintenance projects that are planned over the next 3-7 years; Caltrans may recommend that the County Public Works Department implement some projects through encroachment permits; other major projects may require a new, separate project initiation document (PID) in order to develop cost estimates,
preliminary designs, and conduct more detailed screening of projects. At its June 6, 2019 meeting, the RTC set aside $250,000 in Measure D funds, approved by voters for San Lorenzo Valley (SLV) Highway 9 corridor improvements, for those next steps.

In order to facilitate and support implementation of the plan, staff recommends that the RTC also:

- Submit the plan to Caltrans and County of Santa Cruz for consideration;
- Encourage continued partnerships with Caltrans and the County of Santa Cruz to implement near term maintenance and safety projects, to integrate project components into forthcoming projects where feasible, to secure funding for priority projects in the corridor, and to integrate the SR9/SLV Plan into other active transportation and other planning documents as appropriate;
- Authorize RTC staff to negotiate funding and cooperative agreements with Caltrans and the County of Santa Cruz as may be necessary to facilitate implementation of priority projects identified in the plan and recommend future actions by the Commission.

SUMMARY

Caltrans awarded the RTC a planning grant to prepare a complete streets plan for the Highway 9 corridor through San Lorenzo Valley (SLV). The plan identifies, evaluates, and prioritizes transportation concepts that improve safety, access to schools, businesses, and bus stops, and traffic operations. The plan was updated based on comments received on the draft document. Staff recommends that the RTC accept the final plan (online at www.sccrtc.org/slvplan) and request that Caltrans and the County of Santa Cruz accept the plan and work in partnership with the RTC to facilitate implementation of priority projects and concepts identified in the plan.

Attachments:
1) Executive Summary
2) Summary of updates from the draft plan
3) Summary of comments received
4) Letters from Aileen Loe, Caltrans Deputy District Director
5) Draft Highway 9/SLV Complete Streets Corridor Plan (available electronically on the RTC website – www.sccrtc.org/slvplan)
6) Public comments received on the draft plan (available electronically on the RTC website – www.sccrtc.org/slvplan)

\rtcserv2\shared\hwy 9\corridorplan\staffreportshwy9\finaladopt-hwy9slv-sr.docx
Executive Summary

Highway 9/San Lorenzo Valley Complete Streets Corridor Plan

Shaped by community input about transportation challenges that San Lorenzo Valley residents currently face and desires for the future, the Highway 9/San Lorenzo Valley Complete Streets Corridor Plan (SR9/SLV Corridor Plan) is a planning study that provides a vision, guiding principles, and realistic strategies to improve how people get around San Lorenzo Valley.

This corridor plan focuses on the section of Highway 9 which serves as the “Main Street” and economic center for the towns, villages, and communities of Felton, Ben Lomond, Brookdale, and Boulder Creek, as well as connecting county maintained roads (Figure ES1). Priorities identified in the plan improve safety for pedestrians, bicyclists and motorists; improve access to schools, businesses, residences, and transit; and improve traffic operations throughout this travel corridor.

This is a “Complete Streets” plan, which means it is focused on planning, designing, operating, and maintaining transportation facilities that improve mobility for all users, including motorists, pedestrians, bicyclists, transit vehicles, and truckers, as appropriate to the function and context of the facility. A well-designed complete street does not just work better; it feels better, particularly for pedestrians and cyclists, and it looks better, with enhanced aesthetics and amenities that complement the setting and adjacent uses.

Existing Conditions

This mountainous area of Santa Cruz County has narrow curving roadways frequently impacted by steep terrain, high collision rates, significant gaps in bicycle and pedestrian facilities, limited transit service, traffic backups at a number of choke points, as well as pavement, drainage, and other assets in disrepair.

Daily traffic volumes: Highway 9 is used by over 16,000 vehicles between Ben Lomond and Boulder Creek and over 21,000 vehicles each day between Felton and Ben Lomond, with use expanding with tourism and special event traffic during summer months. (see Figure ES 2)

Traffic choke points: While traffic volumes through SLV are relatively low compared to other state highways and major arterials in Santa Cruz County, during peak travel periods motorists regularly experience moderate to severe backups through the town centers, in front of SLV Elementary, Middle and High Schools (SLV Schools Campus) just north of Felton, and at major

Figure ES 1: Corridor Plan Area Map
intersections, including the Highway 9/Graham Hill Road intersection in Felton and Highway 9/Bear Creek Road intersection in Boulder Creek.

**Figure ES 2: Average Daily Traffic Volumes on Highway 9**

<table>
<thead>
<tr>
<th>Post Mile</th>
<th>Location Description – HIGHWAY 9</th>
<th>Daily Traffic Volume</th>
</tr>
</thead>
<tbody>
<tr>
<td>5.64</td>
<td>FELTON, north of SAN LORENZO AVENUE</td>
<td>7600</td>
</tr>
<tr>
<td>6.46</td>
<td>FELTON, south of GRAHAM HILL ROAD</td>
<td>12,100</td>
</tr>
<tr>
<td>6.46</td>
<td>FELTON, north of GRAHAM HILL ROAD</td>
<td>20,800</td>
</tr>
<tr>
<td>8.11</td>
<td>BEN LOMOND, south of GLEN ARBOR ROAD</td>
<td>19,600</td>
</tr>
<tr>
<td>9.71</td>
<td>BEN LOMOND, SAN LORENZO RIVER BRIDGE</td>
<td>15,200</td>
</tr>
<tr>
<td>11.3</td>
<td>BROOKDALE, north of ALAMEDA AVENUE</td>
<td>11,400</td>
</tr>
<tr>
<td>13.04</td>
<td>BOULDER CREEK, south of SOUTH JCT. RTE. 236</td>
<td>12,000</td>
</tr>
<tr>
<td>13.24</td>
<td>South of BEAR CREEK ROAD</td>
<td>17,700</td>
</tr>
<tr>
<td>13.24</td>
<td>North of BEAR CREEK ROAD</td>
<td>10,700</td>
</tr>
<tr>
<td>20.86</td>
<td>North of WATERMAN GAP, NORTH JCT. RTE. 236</td>
<td>2800</td>
</tr>
</tbody>
</table>

Source: Caltrans Traffic Census Program, 2017

**Collisions:** There have been a number of significant collisions in the past decade in SLV. Leading causes of injury and fatal collisions from 2013 to 2017 involved unsafe speed or improper turning (*CHP SWITRS*). Residents are justly concerned about speeding on roadways throughout SLV, especially near schools, residential and commercial areas. The narrow curving right-of-way and close proximity to buildings, fences, and trees meant nearly 40% of all collisions 2013-2017 were “hit object” collisions, rather than a collision between two vehicles. Impaired driving from alcohol or drugs is also a significant challenge. There have been about 30 collisions involving bicycles and pedestrians in the corridor over the past ten years. California Highway Patrol (CHP) is responsible for traffic enforcement through SLV, though officers are responsible for covering very large areas. Caltrans conducts investigations of major incidents.

**Walking:** While there are some pedestrian facilities (sidewalks, paths, and crosswalks) in town centers, the rural nature of the area has left most pedestrians outside of the town centers walking in dirt along the shoulders of Highway 9 and on local roads. Especially as more vehicles use the roads, more formalized separation of pedestrians is desirable. Many existing sidewalks in town centers are not compliant with the latest accessibility (Americans with Disabilities Act or ADA) standards. Narrow roadways, pinched by hillsides, gullies, and trees make construction of walking paths between town centers difficult.

**Bicycling:** While there are no dedicated bicycle lanes or paths along Highway 9 or local roads in SLV, the highway is regularly used by bicyclists commuting through and between town centers, cyclists accessing parks, as well as recreational cyclists, sometimes traveling the entire length of Highway 9 from Santa Clara County/Saratoga to Santa Cruz. Where shoulders exist, cyclists often use that space, but otherwise are sharing the road surface with motorists.

**Transit:** SLV is served by three public bus routes, school buses, as well as paratransit services for seniors and people with disabilities offered by Santa Cruz METRO and Community Bridges Lift Line. Santa Cruz METRO’s three bus
routes have an average monthly ridership of approximately 40,000.

Goals and Objectives

The primary purpose of the Highway 9/San Lorenzo Valley Complete Streets Corridor Plan is to create an actionable short-term and longer-term multi-modal complete streets corridor plan that addresses transportation challenges for all modes of transportation along the Highway 9 corridor through San Lorenzo Valley (generally Felton to Boulder Creek) and within the town centers. In evaluating potential transportation projects, the project team considered how well projects address objectives identified by the community. Chapter 1 Introduction provides greater detail on objectives and criteria used to evaluate priority projects.

Project Objectives

- Safety
- Pedestrian Access and Connectivity
- Bike Access and Connectivity
- Sustainability/Reduce emissions and vehicle miles traveled (VMT)
- Traffic Flow for Vehicles
- System Preservation/Maintenance
- Transit Connectivity
- Economic Vitality
- Town Character Compatibility
- Public Support
- Ease of Implementation, including cost and available funding
- Anticipated Use Level

Implementation Priorities

In recognition that funding for transportation projects is limited, the Highway 9/San Lorenzo Valley Complete Streets Corridor Plan prioritizes transportation investments that improve multi-modal transportation access and connectivity, safety and security, operations, economic vitality and environmental quality through San Lorenzo Valley. In order to identify priorities, the project team (SCCRTC, Caltrans, County Public Works, County Planning, Santa Cruz Metro, and consultants) reviewed existing conditions (collisions, facilities, traffic volumes, etc.), conducted extensive community outreach, and considered information from other relevant documents and past community input. After reviewing hundreds of project ideas and challenge areas, the project team developed a consolidated list of a priority projects. The team then evaluated how
well those projects address goals and primary objectives and solicited stakeholder feedback on project components. The overall vision for the corridor, including corridor-wide priorities and sample cross sections (see Figure ES 4), are included in Chapter 2.

Priority Projects: Chapter 3 Priority Projects by Location identifies priority projects along the corridor. A more exhaustive list of ideas and concepts for SLV are included in Appendix B Identified Projects List. A range of potential short- and longer-term infrastructure modifications in these areas are described in Chapter 3 and are listed in Table ES 4. Figures ES 6 to ES 9 show components of these priority projects, split according to mode of transportation.

Based on how well the priority projects meet objectives listed above and public input, some of the highest priorities for the corridor include the following.

- SLV Schools Campus Circulation: Improving traffic flow and bike and pedestrian access to SLV Elementary, Middle, and High Schools has consistently been identified as one of the highest priorities for SLV. (Projects 9 and 10)
- Highway 9/Graham Hill Road Intersection: redesign intersection to improve circulation, pedestrian, and bicycle access through the intersection. (Project 8)
- Felton: Pedestrian, roadway and parking modifications (Projects 4, 6, and 7)
- Ben Lomond: Multimodal improvements in the town center and Highland Park connection on Highway 9 (Projects 4, 6, and 7)
- Brookdale crosswalk safety improvements (Project 20)
- Boulder Creek crosswalk improvements (Project 23) and Bear Creek Road/Highway 9 intersection modification (Project 27)
- Corridor-wide priorities: roadway maintenance, speed reduction, crosswalks and pedestrian visibility, and wider shoulders for bicycles

Additional information regarding implementation priorities can be found in Chapter 4 Project Evaluation and Implementation Plan.

How this Plan will be Used
This Complete Streets Corridor Plan is a high level planning document. While implementation of any of the projects will require additional feasibility analysis, this plan will be used to guide and coordinate transportation investments along the Highway 9 corridor through SLV. It serves as a resource for Caltrans, County Public Works, County Planning, the Regional Transportation Commission (RTC), SLV Unified Schools District (SLVUSD), residents and businesses to use to improve this transportation corridor. It prioritizes infrastructure projects (Chapter 4 Project Evaluation and Implementation Plan); shows preferred roadway cross sections for town centers, suburban areas and rural areas which can be used as a framework for future updates to infrastructure in areas not identified in the priority projects (Chapter 2 Corridor Vision); includes a “toolkit” illustrating a range of potential transportation facility modifications, projects, and programs and answers questions about what can be done within Caltrans’ right-of-way (Appendix A Complete Streets Improvements Toolkit); and identifies potential funding sources, including opportunities to use $10 million of
Measure D revenues earmarked for the area to leverage other local, state and federal funds (Chapter 4 Project Evaluation and Implementation Plan and Appendix C Funding Opportunities).

While it is anticipated that many projects will be implemented independently, as other transportation and non-transportation projects are implemented along the corridor, public and private entities are expected to consider and incorporate complete streets components and concepts identified in this corridor plan. This may include Caltrans maintenance, operational, and preservation projects (SHOPP), new land use developments, or major infrastructure modifications.
### Executive Summary

**Table ES 5: Priority Projects**

<table>
<thead>
<tr>
<th>Area</th>
<th>#</th>
<th>Projects/Concepts</th>
</tr>
</thead>
<tbody>
<tr>
<td>Corridor wide</td>
<td></td>
<td>A SLV Corridor Reduce Speeding and other Safety Measures</td>
</tr>
<tr>
<td></td>
<td></td>
<td>B SLV Corridor Transit and Travel Demand Management</td>
</tr>
<tr>
<td></td>
<td></td>
<td>C SLV Corridor Bicycle Facilities or Separated Paths</td>
</tr>
<tr>
<td></td>
<td></td>
<td>D SLV Corridor Increase Turnouts</td>
</tr>
<tr>
<td>Felton</td>
<td></td>
<td>E SLV Corridor Pedestrian Crossing Safety, Lighting and other Visibility</td>
</tr>
<tr>
<td>SLV Schools</td>
<td></td>
<td>F Roadway Maintenance</td>
</tr>
<tr>
<td></td>
<td></td>
<td>G Emergency Preparedness and Resiliency</td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>Henry Cowell State Park Access and Parking</td>
</tr>
<tr>
<td></td>
<td>2</td>
<td>Southern Felton Neighborhood Bicycle and Walking paths</td>
</tr>
<tr>
<td></td>
<td>3</td>
<td>Henry Cowell State Park to Downtown Felton Pedestrian and Bicycle Connection</td>
</tr>
<tr>
<td></td>
<td>4</td>
<td>Downtown Felton Crosswalks</td>
</tr>
<tr>
<td></td>
<td>5</td>
<td>Downtown Felton Bicycle and Walking Connections near Library</td>
</tr>
<tr>
<td></td>
<td>6</td>
<td>Downtown Felton Pedestrian Walking Facilities</td>
</tr>
<tr>
<td></td>
<td>7</td>
<td>Downtown Felton Roadway, Bicycle, and Parking Improvements</td>
</tr>
<tr>
<td></td>
<td>8</td>
<td>Highway 9 and Graham Hill Rd Intersection Redesign</td>
</tr>
<tr>
<td>Schools</td>
<td></td>
<td>9 Pedestrian and Bicycle Connection to SLV Schools Campus from Felton</td>
</tr>
<tr>
<td></td>
<td>10</td>
<td>SLV Schools Campus Site Access</td>
</tr>
<tr>
<td></td>
<td>11</td>
<td>North SLV Schools Bike/Ped Connections</td>
</tr>
<tr>
<td>Ben Lomond</td>
<td></td>
<td>12 Willowbrook Drive Commercial Area Improvements and Glen Arbor Bike/Ped Connection</td>
</tr>
<tr>
<td></td>
<td>13</td>
<td>Pedestrian and Bicycle Connections from Ben Lomond to Highlands Park</td>
</tr>
<tr>
<td></td>
<td>14</td>
<td>Ben Lomond Crosswalks and Transit Improvements</td>
</tr>
<tr>
<td></td>
<td>15</td>
<td>Mill Street and Glen Arbor Rd Pedestrian Improvements</td>
</tr>
<tr>
<td></td>
<td>16</td>
<td>Ben Lomond Downtown Core Multiuse Improvements</td>
</tr>
<tr>
<td></td>
<td>17</td>
<td>Pedestrian and Bicycle Connections from Mill St to Alba Rd</td>
</tr>
<tr>
<td></td>
<td>18</td>
<td>Hubbard Gulch/Alba Road Operational Improvements</td>
</tr>
<tr>
<td>Brookdale</td>
<td></td>
<td>19 Brookdale Sidewalks</td>
</tr>
<tr>
<td></td>
<td>20</td>
<td>Brookdale Crosswalk Improvements</td>
</tr>
<tr>
<td></td>
<td>21</td>
<td>Irwin Way/Highway 9 Intersection Improvements</td>
</tr>
<tr>
<td>Boulder Creek</td>
<td></td>
<td>22 Boulder Creek Elementary Neighborhood Multimodal Improvements</td>
</tr>
<tr>
<td></td>
<td>23</td>
<td>Boulder Creek Crosswalk Improvements</td>
</tr>
<tr>
<td></td>
<td>24</td>
<td>Parking and Bicycle Facilities in downtown Boulder Creek</td>
</tr>
<tr>
<td></td>
<td>25</td>
<td>Sidewalk and Storefront improvements downtown Boulder Creek</td>
</tr>
<tr>
<td></td>
<td>26</td>
<td>Bike/Ped Connections to Boulder Creek Library &amp; Bear Creek Rd, Traffic Calming Hwy 236</td>
</tr>
<tr>
<td></td>
<td>27</td>
<td>Highway 9/Bear Creek Rd Intersection Improvements</td>
</tr>
<tr>
<td>North</td>
<td></td>
<td>28 Pedestrian and Bicycle Improvements at Garrahan Park and Mt Store</td>
</tr>
</tbody>
</table>
Figure ES 6: Auto Priority Projects Map

Note: Information shown on maps and graphics is for planning purposes only and reflects general locations of potential new facilities or modifications to existing facilities that have been identified as priorities. See area map for more specific details.
Figure ES 7: Pedestrian Priority Projects Map
Figure ES 8: Bicycle Priority Projects Map

- **Proposed New Facilities/Modifications**
  - New or improved bike facility
  - New multi-use path

- **Existing Facilities**
  - Biked route

**Note:** Information shown on maps and graphics is for planning purposes only and reflects general locations of potential new facilities or modifications to existing facilities that have been identified as priorities. Use area maps for more detailed views.
Figure ES 9: Transit Priority Projects Map
Summary of Updates and Other Changes

**Final Highway 9/ San Lorenzo Valley (SLV) Complete Streets Corridor Plan**

The following is a summary of changes that have been made to the *Highway 9/San Lorenzo Valley (SLV) Complete Streets Corridor Plan* based on comments and questions received on the draft plan during the comment period. This list reflects significant modifications to the document. Minor edits, including those of grammatical or clarifying nature, were also made, but are not listed below. No major modifications were made to Chapter 1, Appendix C, or Appendix F.

**Executive Summary**

- List of priorities updated based on public input
- Table ES 5 list of projects and concepts added
- Maps updated

**Updates to Chapter 2: Corridor Vision**

**Preferred Roadway Cross Sections**

- Text added to clarify that where feasible bicycle and pedestrian facilities should be wider than minimum 4-foot standards, especially in residential and commercial areas.
- Cross Section images (figures) were updated to clarify widths and range of widths (vehicle lane, shoulder, sidewalk, etc.)

**Rural Cross Section: Wider Shoulders**

- Text added to clarify that Caltrans defined ideal minimum shoulder width is 4 feet, though 5- to 8-foot shoulders are preferable in the San Lorenzo Valley in segments used by pedestrians and cyclists.
- Text added to reflect bicycle community request that if constraints prohibit shoulder widening to the minimum, any shoulder widening that can be installed should be added.

**Suburban Cross Section**

- Text added to note that bicycle lane and sidewalk widths should be increased when feasible or adjusted to meet requirements of the *California Highway Design Manual (HDM)*.
- Text added note that sidepaths require separation from the adjacent roadway, which could include grade separation, earth, flexible posts, inflexible posts, inflexible barriers, or on-street parking.

**Corridor Priority A – Safety Measures:**

- Changed name of this section from “Reducing Speeding” to “Safety Measures”
- Text added regarding:
  - Reducing collisions and improving safety for people driving, walking, biking, and riding buses is one of the highest priorities in San Lorenzo Valley.
  - List of sample safety “countermeasures” added, including information on speed feedback signs or trailers, speed limits, roadside barriers to reduce crash severity, widening shoulders, enhanced signing and pavement markings, enhanced delineation
treatments (e.g. pavement markings) and pavement friction, vegetation removal/trimming, public education to reduce distracted and impaired driving.

- Near-term Caltrans projects planned for the corridor

**Corridor Priority B – Transit and Travel Demand Management**

- Text added regarding: school bus service, paratransit service for seniors and people with disabilities, alternative transportation service models such as microtransit and community transit, expanded transit services

**Corridor Priority C – Bicycle Facilities or Separated Paths**

Text added regarding:

- Options if insufficient space for bike lanes or wider shoulders in both directions, including widening shoulders in uphill direction, adding signage about passing bicycles, sharrows.
- Rental bicycle/bikeshare and electric bicycle programs
- Systemwide bicycle facilities identified as priorities: bicycle boxes and green lanes at intersections and driveways and bicycle parking

**Corridor Priority D – Turnouts**

Added text that where possible, turnouts should be sufficient for transit buses, bulldozer carriers, water tenders, and semi-trucks. Fire departments and/or CalFire should be consulted regarding fire water turnouts.

**Corridor Priority E – Pedestrian Safety Lighting and other Visibility Improvements**

Added suggestions regarding daylight headlight signs

**Corridor Priority F – Roadway Maintenance**

- Added additional information on maintenance, including vegetation removal, culverts, paving turnouts, street-sweeping; and funding shortfalls and backlog of repairs
- Added examples of planned maintenance projects

**Corridor Priority G – Emergency Preparedness and Resiliency**

- Split out from Priority F
- Added text regarding:
  - Dynamic LED signs, low frequency advisory radio messages or other ways to alert motorists to changing travel conditions
  - Evacuation route and emergency management plans.
**Updates to Chapter 3: Priority Projects by Location**

**Project 1: Henry Cowell State Park Access and Parking**

Noted access and parking will need to be considered and addressed in coordination with State Parks.

**Project 2: Southern Felton Neighborhood Bike and Walking Paths**

Reflected request to evaluate adding crosswalk near San Lorenzo Ave.; access and parking will need to be considered and addressed in coordination with State Parks, and sight distance will need to be evaluated for any crosswalks in the area.

**Project 3: Henry Cowell State Park to Downtown Felton Bike and Pedestrian Connection Improvements**

Additional feasibility considerations and language added to clarify location of sidepath and access and parking will need to be considered and addressed in coordination with State Parks.

**Project 4: Downtown Felton Crosswalks**

Information added that one of the crosswalks was identified in a successful 2018 HSIP grant.

**Project 6: Downtown Felton Pedestrian Walking Facilities**

Added shade trees, benches, tree wells, and other aesthetic features.

**Project 7: Downtown Felton Roadway, Bicycle, and Parking Improvements**

Added consideration of “keep clear” markings at high traffic driveways, increased bicycle parking in the downtown core, and language about balancing different uses requiring additional analysis during the design phase.

**Project 8: Highway 9 and Graham Hill Rd Intersection Redesign**

- Added tiers to reflect the potential order if phased implementation is necessary due to funding or other constraints
- Text added regarding possible modification to current driveway access and parking, pedestrian priority signals that allow pedestrian to begin walking before cars receive a green light, and that County Planning anticipates the lane restriping on Felton Empire Road will take place ahead of other intersection improvements.

**Project 9: Bike/Pedestrian Connections to San Lorenzo Valley Schools Campus from Felton/Graham Hill Road and Felton-Empire**

- Images added, including photos and new figure
- Text added that since the schools are on the west side of Highway 9, that is generally the most desirable alignment for pedestrian facilities to minimize students crossing the highway and this alignment may require shifting or narrowing auto travel lanes.
- **SLV Schools Campus to Fall Creek Drive Multiuse Path:** Text added that maintenance agreement may be required for Farmer St.
**SLV Schools Campus to Felton Empire Rd. via Highway 9:**
- Text added regarding potential near term options, challenges, and class 1 path options
- Of cross-section of pedestrian path above retaining wall
- Text modified to reflect community requests for construction in nearer term.

**Project 10 – San Lorenzo Valley Schools Campus Site Access**

Added text to evaluate adding a “no right turn on red” sign at the High School entrance signal light for southbound traffic on Hwy 9 to reduce conflicts with cars exiting campus, limiting drop-off/pick-up parking to one side of the Elementary School parking lot to increase traffic flow, and community suggestions regarding bridge replacement on north side of schools, and possible alternate school bypass.

**Project 11: North San Lorenzo Valley Schools Bike/Pedestrian Connections**

- Added information about potential feasibility constraints (sight lines and right-of-way) that may affect right turn pocket or merge lanes options at Highway 9/El Solyo intersection
- Added information on alternative improvements suggested by community members regarding:
  - Crosswalk locations
  - Stop light at El Solyo Heights intersection
  - Location of northbound bus stop

**Project 12: Willowbrook Drive Commercial Area Multimodal Improvements and Glen Arbor Bike/Ped Connection**

- Added analysis of crosswalk at Hwy 9 and Willowbrook Dr. and bicycle parking at businesses.

**Project 13: Bike/Ped Connections from Ben Lomond to Highlands Park**

- Added text regarding:
  - Bike lanes/shoulder widening to 5’ on both sides of Highway 9 from Highlands Park to south Ben Lomond
  - Walking or multiuse path on Highway 9 north of Highlands Park to Hillside Ave/Grace Street.
  - Highlands Park to South Glen Arbor Road options
  - RRFB to crosswalk at Highlands Park entrance
  - Multiuse path/trail on east side of Highway 9 along Highlands Park.
  - Potential constraints: roadway realignment, drainage and utilities, trees, guardrails and retaining walls
  - Bicycle and pedestrian bridge over the San Lorenzo River to connect Glen Arbor Road to the back/eastside of Highlands Park near Maple Drive or Riverside Park eliminated from the priority project list due to several practical challenges
  - Text regarding bike and pedestrian facilities on Glen Arbor Road modified
Project 14: Ben Lomond Crosswalks and Transit Improvements

Added consideration of off-set crosswalks at Main St. and Hwy 9 and a bulb-out to potential new crosswalk at Hillside Ave.

Project 15: Mill Street and Glen Arbor Road Pedestrian Improvements

Added clarification about location of sidepath, enhanced pedestrian crossings on Glen Arbor Rd. at Brookside and Pine St., and potential walkway on the north/east side of Glen Arbor Road from Brookside to Newell Creek Road with a crosswalk at Madrone Avenue.

Project 16: Ben Lomond Downtown Core Multiuse Improvements

- Changes to Tier I – added install new walkways and striping (to close the gap in pedestrian facilities), on Love Creek Road to the Mill St S/Glen Arbor Rd S signal to provide continuous pedestrian facilities on both sides of Highway 9 between Mills St N and Mill St S., and evaluate options to redesign Highway 9/Love Creek Rd/Glen Arbor Road intersection to provide safer pedestrian access.
- Changes to Tier II – added lighting. Deleted Main St between Highway 9 and Mill St, per the Ben Lomond Town Plan.
- Changes to Tier III – added Mill St. N/Glen Arbor S. Deleted Hillside Ave.
- Added Tier IV: Fill gaps in sidewalks on Main St and Mill Street south and west of Highway 9, per the Ben Lomond Town Plan.
- Added Tier V: Add sidewalks and bike lanes on Highway 9 from Hillside Ave. to San Lorenzo River bridge and the Mill St S/Glen Arbor Rd S intersection to provide access to the Hillside Ave transit stops.
- Information added regarding shade trees, benches, tree wells, and other aesthetic features, and informal parking and perpendicular parking near fire department.

Project 17: Pedestrian and Bicycle Connections from Mill Street to Alba Rd

Added pedestrian walkway and lighting (deleted facilities), Tier 1: Walkway on from Mill St N to 9733 Hwy 9 (hotel) north of San Lorenzo River, and bicyclists to possible alternative improvement to create right-of-way space by moving travel lanes eastward on the westside of Highway 9.

Project 18: Hubbard Gulch/Alba Road Operational Improvements

Added near bus stops to clarify location of new crosswalk and sight distance and bus stop locations should be considered when determining crosswalk location.

Project 19: Brookdale Sidewalks

Added one or both sides of Highway 9 to construction of sidewalks, and add or include shade trees, benches, tree wells, and other aesthetic features, consistent with Caltrans’ Main Street-California (2013).
Project 20: Brookdale Crosswalk Improvements

Added yield striping, high visibility pedestrian signs, and bulb-outs or protected concrete landing pads to existing crossings at Pacific/Clear Creek and Larkspur St., RRFB and flashing beacons to Pacific/Clear Creek crosswalk, remove tree at Pacific (deleted could be removed), and the crosswalk north of Pacific St/Clear Creek Road is undergoing evaluation as part of a successful 2018 HSIP grant.

Project 21: Irwin Way and Highway 9 Intersection Improvements

Added reduce collisions to goal of project and added while lighting Irwin Way and other intersections has been identified as a safety need and several community members have expressed concerns about light pollution and potential impacts on wildlife.

Project 22: Boulder Creek Elementary Neighborhood Multimodal Improvements

- Changed “bike and pedestrian connectivity” to “multimodal safety and connectivity
- Added:
  - Traffic calming features on Highway 9 north of Lorenzo Ave before curve to slow traffic traveling northbound into town center. May include speed feedback signs, signage alerting drivers that pedestrian present, and/or other methods discussed under Corridor Priority A in Chapter 2.
  - Consider features to prevent vehicles, including delivery trucks, from parking in middle of highway, obstructing view of pedestrians crossing.
  - Landscaping in the refuge island (Lomond St. intersection)
  - Pedestrian facilities should include safe path of travel from elementary school bus drop-off locations to the elementary school entrance.
  - Speed bumps/humps on neighborhood streets near Elementary School
  - Pedestrian scale lighting at the intersections near Boulder Creek Elementary on Laurel and Lomond Streets
  - Text on the County’s 2016/2017 Boulder Creek Elementary School Safe Routes to Schools Improvement Project
  - Bicycle facilities were also considered for Lomond St. but were eliminated from the priority list due to community opposition due to steepness of roadway and prioritization of pedestrian facilities. Such facilities may be considered in the future, or on alternate routes such as Laurel St for Safe Routes to School bicycle access.
- Deleted bicycle facilities on Lomond St. between Highway 9 and Boulder Creek Elementary

Project 23: Boulder Creek Crosswalk Improvements

Added text regarding stop sign visibility, pedestrian scale lighting at Hwy 9 and 236 crosswalk, new crosswalk on west leg of intersection (Highway 236 at Oak St), midblock pedestrian crossings, and landscaped medians, historic rural character, and truck and bus turning radius.
Project 24: Parking Improvements and Bicycle Facilities in Downtown Boulder Creek

Added:

- To improve the Caltrans right-of-way in downtown Boulder Creek, to narrow the travel way to slow vehicle speeds, and to increase safety for cyclists to goal of project
- Adding parking: Pave shoulders on side streets and install back-in angled parking with tree wells on Highway 9 from Highway 236 to Lomond St, as well as analysis of options for additional formalized parking in the Boulder Creek town center
- Add bicycle sharrows on Highway 9 (Tier 1)
- Signage to alert riders of alternate routes on Lomond St - Railroad Ave - Middleton Ave.
- Tiers reflect priorities if bicycle lanes need to be incrementally constructed as funding opportunities become available
- Prohibiting parking in center of Highway 9, encourage truck deliveries to occur behind shops to improve traffic flow and increase visibility along highway. Planted medians (see below) could be an effective way of meeting this need.
- Modifying center merge lanes on Highway 9 for cars turning left onto Highway 9 from east side streets by including planted medians to reduce speeds between left turn pockets, as shown in Figures 3.40 and 3.41

Possible Alternative Improvements: The draft plan included a two-way center turn lane through the town center. The Boulder Creek Specific Plan (1992) and some community members and businesses requested a two-way center turn lane not be added along Highway 9, and suggested reduction in existing “stacking” lanes instead to allow more space for angled parking. The 1992 plan also notes that strategically located and sized park-and-walk/park-and-ride lot(s) may be beneficial. If back-in angled parking is only feasible on one side, it has been suggested they be placed on the east side, in combination with street trees.

Deleted:

- Narrow the travel way to slow vehicle speed and to increase safety for cyclists from goal of project
- Tier I would include a two-way center turn lane and back-in angled parking as well as analysis of options for additional formalized parking in the Boulder Creek village core
- Tier II would add bicycle facilities from Middleton Avenue and the Boulder Creek Bridge to Mountain Street
- Tier III would extend bike lanes south to River Street.

Project 25: Sidewalk and Storefront Improvements in Downtown Boulder Creek

Added:

- Add shade trees, benches, tree wells, and other aesthetic features, consistent with Caltrans’ Main Street-California (2013)
- Add bicycle parking through commercial area
Possible Feasibility and Design Considerations: New and updated sidewalks should include shade trees, especially on the east side of Highway 9, and pedestrian-scale lighting wherever feasible. Widening sidewalks could impact other options for use of the right-of-way, such as back-in angled parking, bike lanes, or median islands (Project #24). The community should be consulted during the design process for downtown Boulder Creek improvements to determine their priorities.

Reference the 1992 Boulder Creek Specific Plan when considering tree placement. Retain historic pistons and rings along sidewalks.

Changed including sidewalks to widening sidewalks to allow dining in the town center.

Project 26: Pedestrian and Bicycle Connections to the Boulder Creek Library, Bear Creek Road, and Big Basin State Park

Added:
- And eventually to Ridge Dr. to sidepath or sidewalk on West Park Ave.
- Traffic calming features north of library/near West Ave on Highway 9 and on Highway 236 near Redwood Ave to slow traffic traveling into town center. May include speed feedback signs, signage alerting drivers to watch for pedestrians.
- Traffic calming and pedestrian access to bus stops on Highway 236 near Boulder Creek Golf and Country Club neighborhood. May include stop signs at Highway 236/West-East Hilton Drives intersection, radar feedback signage, school bus stop signage, concrete platform for East Hilton bus stop, and installation of curb 200 feet on northwest side of intersection.

Deleted: Bicycle lanes on Highway 236/Big Basin Way from the core area to Big Basin State Park

Project 27: Highway 9/Bear Creek Road Intersection Improvements

- Added analysis and installation of traffic control (e.g. stop sign) for vehicles on Highway 9 and Include analysis of a stop sign for southbound vehicles on Highway 9, 3-way stop, a roundabout, a traffic light, flashing red lights with new stop signs, flashing yellow signs, and other mechanisms, and there is some community disagreement about adding stop signs, the number of stop signs and any lights; which will need to be evaluated in more detail during project implementation.
- Deleted stop sign for southbound vehicles on Highway 9.

Project 28: Bicycle/Pedestrian Improvements at Garrahan Park and Mountain Store

Added high visibility pedestrian signs, and yield striping to two new crosswalks, RRFB to Pool Dr. crosswalk, and the crossing at Pool Drive is currently under evaluation as part of a successful 2018 HSIP grant.

Updates to Chapter 4: Project Evaluation & Implementation

- Added summary text that slowing traffic, improving pedestrian access and reducing crashes (auto, pedestrian, and bicycle) were the highest priorities identified by community members.
Several projects moved between near, short, medium, and longer term priorities based on community input.
Text added regarding potential interim implementation options near schools.
Additional information and graphics added regarding the implementation process, including information on Caltrans and County process, and actions that should be considered during implementation of projects.
Under Funding Opportunities Overview: additional text added regarding the State Highway Operation and Protection Program (SHOPP).

**Updates to Appendix A: Complete Streets Improvements Toolkit**

- Information added regarding speed limits, pedestrian lanes, pedestrian corrals in median islands, sidepaths, safe routes to schools education programs, walking school bus and bicycle train, bike and walk to school day, and paratransit.
- Text added that truck and bus turning radii will need to be considered in intersections and in lane width design.

**Updates to Appendix B: Identified Projects**

- Additional project ideas and challenge areas identified by community members added to this mega list of ideas.

**Updates to Appendix D: Public Input**

- Text added summarizing public outreach and input received on the Draft Plan.
- Summary of Public Comment on Draft Plan added
- Summary of Updates from Draft Plan added
- Examples of Outreach on Draft Plan added
- Comments received posted

**Updates to Appendix E: Background Documents and Prior Community Input**

- Examples of Caltrans projects supporting complete streets since 2014 added.
Summary of Public Comments on
the Draft Highway 9/San Lorenzo Valley (SLV) Complete Streets Corridor Plan

The following is a summary of comments the Santa Cruz County Regional Transportation Commission (RTC) received on the draft Highway 9/San Lorenzo Valley (SLV) Complete Streets Corridor Plan. Input was received by the RTC via emails, letters, comment forms, an online survey, and at several meetings held from January 17, 2019 to February 15, 2019. All of the emails, comment letters, and forms, as well as the survey results, were posted on the RTC website and available to the RTC board. Appendix D of the plan also summarizes public input over the past several years that was used to draft the plan. While the following summary does not include every unique comment, additional information is included in the final document in response to most comments and questions received during the comment period. Answers to some questions and comments are beyond the scope of this plan and would not be explored until detailed analysis occurs in later phases, including project-level environmental review and design engineering.

General Summary of Comments

- Comments received ranged from strong support for the Highway 9/SLV Complete Streets Corridor Plan (plan) in its entirety, to support of certain project types or projects in a specific location, to voicing concerns about potential impacts or certain aspects of projects analyzed, to opposition to any modifications, including bicycle and/or pedestrian facilities, and other comments in between.
- Most respondents expressed general support for concepts and priorities identified in the plan (such as additional bicycle and pedestrian facilities, enhanced crosswalks, improved or additional parking facilities, increased maintenance of the existing system, improved transit facilities, increased enforcement to reduce speeding, and traffic flow improvements), though many provided specific design suggestions or modifications to some specific locations.
- Concerns expressed by those opposed to specific improvements or projects identified in the plan often focused on pedestrian and bicyclist safety, impacts on local businesses and tourism, impacts to private property and privately maintained roads, traffic flow impacts, light pollution, and tree preservation along the Highway 9 corridor.

Points of Disagreement

Conflicting comments were received regarding several proposals in the draft plan. For all of the projects and concepts in the plan, additional analysis will be needed to determine feasibility of the concepts and any alternatives. In some instances, additional community input will be needed to explore opportunities for consensus.

Corridor-wide

- While adding sidewalks, bicycle facilities and various safety measures were regularly identified as among the highest priorities, several people expressed concerns about
diminishing the rural feel of SLV; associating sidewalks, ADA ramps, bulb outs, flashing beacons, street lights, and wider shoulders/bicycle lanes as more urban.

- **Wider shoulders:** While many people advocated for wider shoulders, concerns were also expressed that wider shoulders, even if for pedestrians and bicycles, could result in vehicles driving faster.

- **Lane and shoulder widths:** There was also some disagreement on whether standard lane and shoulder widths or more narrow lanes would be preferable, especially if it increases space for cyclists and pedestrians. There was also some disagreement whether incremental/piecemeal widening and new bike or pedestrian facilities were preferable to consistent widths for both auto and active transportation facilities.

- **Lighting:** While lighting at pedestrian crossings and other intersections in SLV, including flashing beacons, was identified as a safety need by many community members, several people have expressed concerns about light pollution and potential impacts on wildlife.

- **Parking:** While any businesses expressed interest in increasing parking supply in town centers and bicyclist groups expressed support for back-in angled parking, some community members expressed opposition to diagonal parking.

- **Tree removal:** Several community members requested removal of trees and vegetation that they consider a hazard or that result in narrower shoulders or travel lanes, while other community members expressed strong opposition to removing any trees.

**Boulder Creek**

- **Parking vs. bicycle lanes:** There was some disagreement on whether parking or bicycle lanes should be prioritized through the village core, especially if there is insufficient space for both. For instance, the Boulder Creek Business Association identified pedestrian facilities and added parking as a higher priority than bicycle lanes; the RTC Bicycle Committee recommended adding parking only “where it will not conflict with bike lanes” (Project 24).

- **Parking vs. wider sidewalks:** Some businesses expressed interest in opportunities to widen sidewalks through the core in order to allow for outdoor seating, while others expressed preference for angled parking.

- **Bear Creek Road/Hwy 9 Intersection:** While most community members expressed support for modifications to the intersection, there was some disagreement on what type of modifications to make at Bear Creek Road. Input included support and opposition to any stop signs, 2-way stop, 3-way stop, a roundabout, flashing lights, or a traffic light.

**Implementation Priorities** *(Chapters 3 and 4)*

While there was generally support for the list of 34 priority projects, implementation priorities varied among participants. For instance, improving pedestrian safety between Graham Hill Road and the Schools Complex in Felton (Project 9) was identified as the highest priority at the Felton Open House and among online survey respondents who live in or travel most in Ben Lomond and Felton, however priorities in Boulder Creek and among the other projects varied. Unsurprisingly, residents of Boulder Creek prioritized projects in Boulder Creek and north of the Felton School complex over those in Felton.
Corridor-wide Priorities (Chapters 2 and 4)

Corridor Priority A – Safety Measures: reduce speeding, reduce collisions, and improve safety for all users in the SLV Corridor

Comments received discussed reducing the speed of vehicles traveling through corridor, prioritizing traffic calming and pedestrian safety improvements, support for complete streets elements such as curb extensions, pedestrian refuge islands, high visibility crosswalks, lighting, and lane markings that will slow traffic, requests for a gateway sign to Ben Lomond installed near Fillmore Ave. and Mills St. N in a landscaped island (as recommended in the town plan), requests to add medians in downtowns where possible, the addition of directional signs with “Nameoftown #miles” at key intersections (lit if feasible with solar powered lights that are photocell controlled), a suggestion for rumble strips on the center lane divider, requests to reduce speed limits in Ben Lomond and Brookdale to 25 mph, and adding RRFBs to any/all of the crosswalks on Hwy 9.

Corridor Priority B – SLV Corridor Transit and Travel Demand Management

Comments received included support for micro-transit, more protected bus shelters, and increased bus service, a request for METRO to use the Clipper system (single fare payment system connected with the Bay Area), a recommendation to add bike parking to bus stops and make rental bikes/bike share available, a request for a transit center in Boulder Creek that coordinates with Santa Clara Valley Transportation Authority (VTA), and a request for a transit bus from SLV to the Saratoga, Cupertino, and/or Sunnyvale Caltrain stations (7 am – 9 am, 5 pm – 7 pm on weekdays).

Corridor Priority C – Bicycle Facilities or Separated Paths along Highway 9 and Highway 236

Comments received included:

- Concerns that 4-foot bike lanes are too narrow (preference for Caltrans standards or to reduce lane widths)
- Requests for buffered bike lanes where possible (even for short segments)
- Adding bike boxes at signalized intersections and green back bike legends in traffic lanes –
- Support to make Hwy 9 bike-friendly, requests to provide sharrows in the roadway wherever bike lanes are not feasible and to add “Bicycles May Use Full Lane” signage
- Support for bike improvements as described in the draft plan
- Opposition to some multi-use paths
- Request to include a cross section of the proposed multi-modal path
- Recommendation to add text that whenever roadwork occurs, any possible shoulder widening should occur
- Request that if there is not enough room for a bike lane in both directions on a roadway but room for one bike lane, the plan should specify that the lane be installed in the uphill direction
• Request that where there are not, or until there are, adequate shoulders for cyclists, add a recommendation to stencil sharrows on the roadway and post bicycles “may use full lane” and “pass 3 ft min” signs
• Request that where there is such a sidepath and insufficient room for a bike lane on the opposite side of the road as well, that non-sidepath side of the highway should contain signing (e.g., bikes may use full lane), markings (e.g., sharrows), etc. that indicates the presence of cyclists.
• Request to prepare an overall bike lane striping project that aggregates all of the bike lane proposals that can be immediately accomplished with pretty much striping alone (i.e., with only minor construction work) and installing these lanes under one contract
• Request to employ temporary installations or demonstration projects in order to build support for and help advance projects in the Plan
• Request to prioritize routes that will get students safely to school while providing options for parents who choose not to drive

Corridor Priority D – Increase the number of turnouts along Highway 9
Comments received included support for adding passing lanes and turnouts, adding dotted center lines where it is safe to pass, widening sections to two lanes for passing, widening shoulders beyond what the draft plan calls for, paving and improved maintenance of turnouts, and adding turnouts and turn-arounds sufficient for transit buses, bulldozer carriers, water-tenders, and semi-trucks.

Corridor Priority E – Pedestrian Safety Lighting and other Visibility Improvements along Highway 9
Comments received included requests for additional lighting at key intersections and at night on west Hwy 9 in Boulder Creek between Redwood Keg Liquor (E Lomond St.) and Travis Tree Professionals (between Middleton Ave. and W Park Ave.), adding lighting at intersections where the road is narrow and cannot be widened; to use motion sensitive or on-demand lights (only those approved by International Dark-Sky Association (IDA)); to add RRFBs to any/all of the crosswalks along Hwy 9; and adding a daylight headlight section/safety corridor (with 4 signs – northbound in Paradise Park, northbound and southbound in Felton, and southbound in Boulder Creek); and opposition to adding any lighting in the corridor.

Corridor Priority F – Roadway Maintenance
Comments received included requests for improved maintenance of roadways and turnouts, concerns; concerns about abandoned vehicles along Hwy 9 and Bear Creek Rd., requests for the Sheriff or CHP to clean up graffiti and trash on the side of Hwy 9 and Bear Creek Rd., and concerns about potholes in turnouts.

Corridor Priority G – Emergency Preparedness and Resiliency
Comments received included:

• Requests for development of evacuation and emergency response plans and more involvement from Santa Cruz County Office of Emergency Services (OES), CHP, Santa
Cruz County Fire Chief’s Association, Cal Fire “CZU” Felton Area, affected volunteer fire districts (especially Boulder Creek, Ben Lomond, Felton), Santa Cruz City Fire Department, and the Santa Cruz County Sheriff’s Department;

- Concerns with narrowing roadways at intersections (which will make it too narrow for large vehicles, logging trucks, evacuation routes for fire safety, and road repairs);
- Opposition to 11-foot lanes and concerns with how the width of traffic lanes would affect emergency evacuations;
- Requests for tree removal, especially on evacuation routes or if fire hazards;
- Request for adequate lighting and signage for corridor use as an evacuation route;
- Request to include pedestrian safety signs and surface mounted flexible stakes that can be driven over if needed instead of bulb-outs, especially at Highlands Park, which is hub for disaster response.

Priority Projects (Chapters 3 and 4)

Project 1: Henry Cowell State Park Access and Parking

Comments received included support and opposition to plans to restrict and/or organize parking near Ox Trail and along Hwy 9 south and input that access and parking should be considered and addressed in coordination with State Parks.

Project 2: Southern Felton Neighborhood Bike and Walking Paths

Comments received discussed pedestrian access to the Henry Cowell entrance from the north and south, downtown Felton, and the school bus stop in front of the Big Foot Museum in Felton; requests to shore-up the hillside on the Oak Dr. side above Shingle Mill Cree, and support for a southern neighborhood bike and walking connection to the Henry Cowell entrance that includes a multi-use sidepath.

Project 3: Henry Cowell State Park to Downtown Felton Bike and Pedestrian Connection Improvements

Comments received discussed concerns with pedestrian safety at the barrier at Shingle Mill Creek, requests to connect the Redwood Dr. crossing with Oak Ave., requests for wider shoulders on the east side of Hwy. 9 at Russell and bike lanes from Laurel Dr. to the Henry Cowell entrance, concerns that the plan does not help access from “Big Foot Hill,” Oak Ave. and south, support for an RRFB at the Henry Cowell entrance, and support for bike/ped improvements from the Henry Cowell entrance to downtown Felton, specifically a sidepath on the east side of Hwy 9 and bike lanes between Laurel Dr. and the Henry Cowell entrance.

Project 4: Downtown Felton Crosswalks

Comments received discussed support for the RRFB at Wild Roots in downtown Felton, a request to install “Keep Clear” markings near the driveway for the restaurant on the southeast corner of Hwy 9 and Graham Hill Rd., and suggestions for speed bumps on Felton Empire Rd. before the blind curve uphill from the Cooper St./Gushee St. crosswalk.
Project 5: Downtown Felton Bicycle and Walking connections near Library

Comments received included support for bulb-outs at Gushee/Felton Empire and a request for drainage improvements at Gushee St. and Plateau Ave.

Project 6: Downtown Felton Pedestrian Walking Facilities

Comments received included a suggestion to reduce the width of angled parking to 18 ft. in order to add sidewalks or bike lanes.

Project 7: Downtown Felton Roadway, Bicycle, and Parking Improvements

Comments received included a request for wider bike lanes over increased parking, increased bike access from Santa Cruz to SLV on Hwy 9 and Graham Hill Rd., support for improvements in Downtown Felton including bike lanes with green treatments at conflict zones and back-in angled parking, a suggestion to reduce the width of angled parking to 18 ft. to add sidewalks or bike lanes, concerns about back-in angled parking at grade, and the suggestion to have diagonal parking like Hwy 130 at Alum Rock Village between Stewart and Manning in San Jose.

Project 8: Highway 9 and Graham Hill Rd Intersection Redesign

Comments received included requests for wider shoulders on Graham Hill Road for bikes and pedestrians, the addition of bike boxes, green lanes, and signals that prioritize pedestrian crossing at intersections, increased bike access Santa Cruz to SLV on Hwy 9 and Graham Hill Rd., support for widening for bike lanes and green lane treatments, and a request from the County of Santa Cruz that improvements either incorporate and/or be designed so as not to interfere with restriping eastbound Felton Empire Road as one left lane and one through/right lane (required as mitigation for new Felton library).

Project 9: Bike/Pedestrian Connections to San Lorenzo Valley Schools Campus from Felton/Graham Hill Road and Felton-Empire

Comments received discussed:

- Requests to prioritizing safe bike and pedestrian access between SLV schools, downtown Felton, and the new library
- Requests to prioritize pedestrian facilities from Graham Hill Road to schools on Hwy 9
- Support for improving bike/ped access from the SLV school campus south to Fall Creek Rd. in the short term, with a mid-term connection to Cooper St.
- Suggestion to add flashers or speed bumps prior to the downhill curve before the crosswalk at Felton-Empire Rd. and Gushee St./Cooper St.
- Support for a multi-use path on the west side of Hwy 9 from SLV schools to Fall Creek Dr. (short term) and Clearview Place (mid-term)
- Maintenance required if additional pedestrian, bicyclist, and vehicle traffic along Fall Creek Dr. and Farmer St.,
- Extra space where garbage cans are put out and block the shoulder, requests for pedestrian traffic to be separated from Hwy 9
• Adding a two-way center turn lane for traffic turning from southbound Hwy 9 between San Lorenzo Way to Graham Hill Rd.
• Requests for reflective bumps or a barrier along Hwy 9 shoulders between Fall Creek Dr. and SLV High School

Two alternatives for SLV Schools access were submitted by a member of the public:
   (1) Bypass through east side of SLV Schools campus:
       • Repair footbridge at Hacienda Way
       • Construct path between SLV Elementary and Hwy 9
       • Path exit to Fall Creek Dr., onto Farmer St. and Cooper St. and then into town
       • Challenge is the path through bus school entrances
   (2) Bypass through west side of SLV Schools campus
       • Hacienda Way up to existing service road on the north side of the soccer field
       • Path on west side of soccer field connecting to other service road
       • Connects to Fall Creek Drive as in (1)

Project 10: San Lorenzo Valley Schools Campus Site Access

Comments received included support for improvements at SLV Schools campus, especially the access road and improved traffic flow and bus pull-off, a suggestion to put parking on only one side of the lot to increase flow, a request to add a no-right turn light and sign for the southbound Hwy 9 entrance to SLV High School, and support for widening in front of the SLV school campus to allow the addition of bike lanes with green lane treatments at conflict zones.

Project 11: North San Lorenzo Valley Schools Bike/Pedestrian Connections

Comments received included requests to repair and reopen the footbridge behind SLV Elementary, support for the enhanced trail bypass of Hwy 9 via Hacienda Way connecting to Brackney Rd., support for bike/ped access from the SLV school campus north to Hacienda Way with a formalized path to Brackney Rd., requests for a crosswalk with lights and a signal at El Solyo Heights, a request for a right turn lane on El Solyo Heights to Hwy 9 with a merging lane on Hwy 9, and support for crosswalk safety and bike/pedestrian access at SLV schools; opposition to moving northbound bus stop to Lazy Woods.

Two alternatives for SLV Schools access were submitted by a member of the public (see Project 9 above for details of each alternative).

Project 12: Willowbrook Drive Commercial Area Multimodal Improvements and Glen Arbor Bike/Ped Connection

Comments received included support for a well-marked crosswalk (like Main St. and Hwy 9 in Ben Lomond) at Hwy 9 and Willowbrook Dr. and suggestion that the crosswalk at Willowbrook Dr. and Hwy 9 to be a top 10 priority.
Project 13: Bike/Ped Connections from Ben Lomond to Highlands Park

Comments received included opposition to bike/ped connection to backside of Highlands Park over San Lorenzo River, requests to build a multiuse path directly on Hwy 9 rather than along Glen Arbor, suggestions that facilities on Highway 9 be a high priority, questions about how this project would fit with the long-term vision from the Ben Lomond Town Plan, support for the draft plan’s recommendation for bus stops, crosswalks and turn lanes at the entrance to Highlands Park, and support for the addition of an RRFB at the entrance to Highlands Park.

Project 14: Ben Lomond Crosswalks and Transit Improvements

Comments received included:

- Request for a crosswalk at Fillmore Ave. and Hwy 9 with at least one bulb-out on the west side of Hwy 9
- Request to move the Glen Arbor bike path to the eastside of the road
- Request to add a pedestrian flasher at Main St. and Hwy 9 crosswalk
- Request for a crosswalk across Hwy 9 at Casa Nostra (Miles St./Hillside Ave.) in Ben Lomond
- Support for crosswalks at Mill St./Glen Arbor Rd., Hillside Ave./Hwy 9, and Fillmore Ave/Hwy 9
- Support for a crosswalk on the south leg of the Mill St./Hwy 9 traffic signal
- Support for a crosswalk at the intersection with Hillside Ave. transit stops including concrete pads, benches, and shelters
- Support for installation of a Ben Lomond village gateway crosswalk on the east side of Fillmore Ave./Hwy 9 with a bulbout
- Support for past practices in Boulder Creek and Felton where multiple, successive crosswalks exist across Hwy 9
- Request to square up the Main St. crosswalk and the request to include an offset crosswalk as a potential alternative.

Project 15: Mill Street and Glen Arbor Road Pedestrian Improvements

Comments received included opposition to a walkway on the south side of Glen Arbor Rd. and concerns regarding right-of-way, requests for a walking path along Glen Arbor Rd. from Hwy 9 to Pine St. on the north side, a request for enhanced crossings at Brookside and Pine, a low retaining wall, and pedestrian scale lighting, and a longer-term project to extend the walkway on Glen Arbor Rd. from Pine St. to Newell Creek Rd. with a crosswalk at Madrone Ave.

Project 16: Ben Lomond Downtown Core Multiuse Improvements

Comments received included support for sidewalks and pedestrian improvements from Scarborough Lumber to the Post Office and Sunnyside Ave. along Main St., support for better lighting, bike lane striping, better intersection markings, filling gaps in sidewalks, and reducing speed to 25 mph through Ben Lomond, support for green bike markings at intersections, support for new walkways and striping improvements in front of Henflings, the Fire Department,
and Love Creek Rd., support for a sidewalk on Highway 9 to Scarborough Lumber, support for filling sidewalk gaps on Main St. and Mill Street west of Hwy 9 between N. Mill St. and Main St. as shown in the draft plan, and a proposal to extend the walkway through the Love Creek Rd./Hwy 9 intersection to the existing traffic signal rather than mid-block on Love Creek Rd. as in the draft plan.

Project 17: Pedestrian and Bicycle Connections from Mill Street to Alba Rd

Comments received included requests to prioritize a walkway from Quality Inn in Ben Lomond into the downtown area on the west side of Hwy 9 (between N. Mill St. and San Lorenzo River bridge), a request to remove the tree in Caltrans right of way between San Lorenzo River bridge and N. Mill St., a request to shift the striping to the east where possible to make more space for bikes/peds on the west side of Hwy 9, a request to add lighting along this section of roadway, and a suggestion to add a bike path on one side and pedestrian (multiuse) path on the other side of Highway 9 from Brookdale to Ben Lomond.

Project 18: Hubbard Gulch/Alba Road Operational Improvements

Comments received included opposition to a crosswalk at Alba Rd. in Ben Lomond due to limited sight distance and limited demand, concerns with the feasibility of the project due to limited right-of-way, sight restrictions, and utility poles, support for restriping the turn/merge pockets to comply with current Caltrans standards, support for studying a crosswalk at California Dr. and Hwy 9, and a request to create a safe walking path along Love Creek Rd. from Hwy 9 to the intersection of Love Creek Rd. and Brookside Ave.

Project 19: Brookdale Sidewalks

Comments received included a suggestion to add a bike path on one side and pedestrian path on the other side from Brookdale to Ben Lomond, a request to move the bus stop at Pacific in Brookdale a few feet south by the redwood tree, concerns with safety due to redwood trees near roadway, support for sidewalks from Larkspur extension and Western Ave. to school bus stop, and request for a walkway along Hwy 9 in Brookdale due to increased visitors at Brookdale Lodge.

Project 20: Brookdale Crosswalk Improvements

Comments received included support for a RRFB at Pacific St., requests to remove the redwood tree that blocks view at Pacific St., support for a pedestrian crossing at Pacific St. and Clear Creek Rd., and concerns with safety due to the redwood trees near roadways.

Project 21: Irwin Way and Highway 9 Intersection Improvements

Comments received included requests to make the Irwin Way intersection a top priority and concerns about light pollution.
Project 22: Boulder Creek Elementary Neighborhood Multimodal Improvements

Comments received discussed concerns with the bike lane on Lomond St. conflicting with school parking and being too steep for children to ride bikes up, requests for speed bumps in Boulder Creek Elementary neighborhood, requests for pedestrian-scale lighting at the intersections near Boulder Creek Elementary on Laurel St. and Lomond St., opposition to bike lanes in Boulder Creek, requests to prioritize safe routes to school for cyclists and pedestrians, and requests to prioritize pedestrian and driver safety improvements over bicycle improvements to downtown Boulder Creek.

Project 23: Boulder Creek Crosswalk Improvements

Comments received included support for an RRFB at Forest St., opposition to any RRFBs, requests to improve signage at stops signs at Hwy 9 and Hwy 236 intersection, requests to prioritize pedestrian and driver safety improvements over bicycle improvements in downtown, concerns regarding bulb-outs in downtown Boulder Creek blocking the right-hand turn lane from southbound Hwy 9 to Hwy 236, the need for pedestrian scale lighting at the crossing at Hwy 9 and Hwy 236, support and opposition to a traffic signal at Hwy 9 and Hwy 236, and support and opposition to bike lanes, sharrow and green lanes in Boulder Creek.

Project 24: Parking Improvements and Bicycle Facilities in Downtown Boulder Creek

Comments received included support and opposition to bike lanes in Boulder Creek; opposition to a two way center turn lane; support and opposition to pedestrian islands and trees in median; requests to unbundle bike lanes in Tier II and III, make bike lanes a higher priority, eliminate the choice between bike lanes and angled parking, remove bike lanes to make room for pedestrian refuge islands and back-in angled parking, to not have bike lanes up against parking; support for sharrow and "Share the Road" signage for bikes instead of bike lanes; a request for the County to pave shoulders on side streets to increase parking, prioritize pedestrian and driver safety improvements over bicycle improvements to downtown, and support to add diagonal parking, reduce angled parking width to 18’ to add sidewalks or bike lanes, and support for back-in angled parking with tree wells and pedestrian islands in downtown Boulder Creek.

Project 25: Sidewalk and Storefront Improvements in Downtown Boulder Creek

Comments received included support and opposition to back-in angled parking, a request to preserve the pistons and rings on the sidewalks that have historical significance, request for a pedestrian walkway and/or bike trail along Hwy 236 from Big Basin to downtown Boulder Creek, and request to widen the road on west Hwy 9 in Boulder Creek between Redwood Keg Liquor (E Lomond St.) and Travis Tree Professionals (between Middleton Ave. and W Park Ave.) for a pedestrian foot path or sidewalk, separation between traffic and pedestrians and add lighting at night.
Project 26: Pedestrian and Bicycle Connections to the Boulder Creek Library, Bear Creek Road, and Big Basin State Park

Comments received discussed widening the road on west Hwy 9 in Boulder Creek between Redwood Keg Liquor (E Lomond St.) and Travis Tree Professionals (between Middleton Ave. and W Park Ave.) for pedestrian foot path or sidewalk, the need for curb/gutter/sidewalks, separation between traffic and pedestrians and add lighting at night, the need for a crosswalk at West Park Ave. and Hwy 9, requests for speed feedback signs at the intersections of Hwy 9 and West Park Ave., Hwy 236, and River St., and support for the project as described in the draft plan.

Project 27: Highway 9/Bear Creek Road Intersection Improvements

Comments received discussed the need for a crosswalk at West Park Ave. and Hwy 9 (library access), support for the project as described in the draft plan, opposition to a stop sign on southbound Hwy 9 at Bear Creek Rd., adding a bike box on northbound Hwy 9 for turning on to Hwy 236, support for a 3-way stop at Bear Creek Rd. and Hwy 9, the need for improved sight lines at Bear Creek Rd. and Hwy 9, concerns about pedestrian safety at Bear Creek Rd. and Hwy 9, support for a traffic light at Bear Creek Rd. and Hwy 9, support for a crosswalk on northbound Hwy 9 and a crosswalk southbound at Bear Creek Rd., and requests for red or yellow flashing lights at Bear Creek Rd. and Hwy 9.

Project 28: Bicycle/Pedestrian Improvements at Garrahan Park and Mountain Store

Comments received discussed opposition of bulb-outs at Garrahan Park.

Comments made for areas Outside of the Project Area

Comments received discussed support for a cyclist dedicated path that takes cyclists away from Hwy 9 from Felton to Santa Cruz, a request for a bike/pedestrian path from Felton to UCSC through Pogonip, the need for walkways from Boulder Creek to Stapp Rd. along Hwy 9, and a request for a bike/pedestrian path from Boulder Creek to Scotts Valley.
June 19, 2019

Guy Preston
Executive Director
Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue
Santa Cruz, CA 95060

Dear Mr. Preston:

This is to provide an update about next steps toward implementation of Complete Streets (CS) improvements along Highway 9 in the San Lorenzo Valley. Caltrans staff has recently completed an initial screening of the 175 suggestions identified within the 2019 Draft Highway 9 San Lorenzo Valley Complete Streets (SLVCS) Corridor Plan released this spring. Many suggestions have merit. While some are being considered for action without delay, Caltrans staff notes that most will require data collection and further technical review and analysis before any commitments can be made about implementation.

Meanwhile, as of July 1, 2019, Caltrans will have four Project Initiation Documents (PIDs) underway to develop the scope, cost and schedule for projects in the Highway 9 corridor. These PIDs will be developed for programming in the State Highway Operations and Preservation Program (SHOPP) - two from the Safety program and two from the Asset Management program (pavement preservation). As an update to our previous correspondence (see Caltrans letter dated April 16, 2019), the limits on the pavement project have changed to address the first 7.5 miles of Highway 9 from Highway 1 to Graham Hill Road in Felton; a second project will address the northerly limits, beginning near the northerly junction of Highway 236 and continuing north approximately 9 miles (postmiles 18.9/27). A diagram enclosed with this letter illustrates the relationship of these efforts.

To provide the proper vetting of the 175 or so suggestions from the SLVCS Corridor Plan along 16-miles of Highway 9, we recommend initiating a dedicated scoping document (CS-PID) to be prepared concurrently with the proposed SHOPP PIDs. This will allow the partners to: (1) consider incorporating appropriate CS elements within the scope of one or more of the proposed SHOPP projects, and (2) identify other improvements that may proceed along a separate path for implementation by Caltrans, the County of Santa Cruz or the Santa Cruz Metropolitan Transit District. This CS-PID would be prepared by Caltrans in partnership with and funded by SCCRTC under a reimbursement agreement.

The final CS-PID would outline the scope, cost and schedule for improvements that would proceed independently by one or more of the implementing agencies when funding is available. Implementation timeframes will vary depending on factors such as complexity and fund type.

Notwithstanding the potential for appropriate actions to be taken by one or more of the
implementing agencies in the near term, the projects proposed for SHOPP programming are being prepared for the 2022 SHOPP cycle to begin construction by 2026. Programming for Safety projects are expedited into the current SHOPP cycle by amendment and allocated at the time contract plans are completed.

This unique approach aligns with the opportunity for new funding partnerships presented in part by the local Measure D program. Local partnership funding may be necessary to augment the SHOPP programming available on one or more of the proposed projects up to and including construction capital. Completion of the CS-PID would also provide the foundation for discretionary program funding applications, such as the State’s Active Transportation Plan.

Should the RTC agree, we suggest beginning the process of entering into a Cooperative Agreement to get the CS-PID underway as soon as possible. Please contact Garin Schneider at (805) 549-3640 to proceed with this next step.

Sincerely,

AILEEN K. LOE
Deputy District Director

Enclosure

c: 5th District County Supervisor Bruce McPherson
    29th District Assembly Member Mark Stone
SR 9 Collaborative Scoping for Complete Streets

- San Lorenzo Valley Complete Streets (CS) PID*
- Proposed
  - SHOPP CT Safety (Striping) PID
  - SHOPP CT CAP-M PID
  - SHOPP CT CAP-M PID

* Proposed

PID = Project Initiation Document
CAP-M = Capital Preventive Maintenance (Pavement Preservation)
SHOPP = State Highway Operations and Protection Program

NOT TO SCALE
06/19/19
April 16, 2019

Guy Preston, Executive Director
Santa Cruz County Regional Transportation Commission (SCCRTC)
1523 Pacific Avenue
Santa Cruz, CA 95060

Dear Mr. Preston,

Over the past five years, Caltrans with the Santa Cruz County Regional Transportation Commission (RTC) and the County of Santa Cruz have worked closely to evaluate the needs and opportunities to improve the livability of the Highway 9 corridor in the San Lorenzo Valley. Caltrans actions taken to date are included with this letter. We especially appreciate the strong local leadership brought forth in development of the San Lorenzo Valley Complete Streets Corridor Plan and the commitment of $10 million in Measure D funding toward implementation.

As the RTC nears completion of the corridor plan, we look ahead to advancing this partnership into the implementation phase. Beginning July 1, 2019 Caltrans will begin work on a scoping document, referred to as a Project Initiation Document (PID), for pavement preservation along 18 miles of Highway 9 within the limits of the corridor plan. This PID is being prepared for a project to be funded in the 2022 State Highway Operations and Preservation Program (SHOPP).

Prior to beginning the PID, Caltrans staff will be screening the recommendations from the corridor plan. This screening process will identify the type of improvements that could be implemented in a variety of ways either by Caltrans or by others. This will also provide the basis for identifying Complete Streets elements that could be carried into the SHOPP project scope with and without an augmentation of local funds.

Carrying locally-sponsored elements into the SHOPP project scope with an augmentation of local funds would begin with the PID development and continue through construction. Should the RTC be in favor of this approach, a financial contribution from the RTC to Caltrans for the PID development will be required. This arrangement would be formalized through a Cooperative Agreement between Caltrans and the RTC for execution by July 1, 2019.

We look forward to advancing our partnership to enhance the livability of the San Lorenzo Valley with more Complete Streets.

Sincerely,

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

Enclosure
TO: Regional Transportation Commission

FROM: Guy Preston, Executive Director and Ginger Dykaar, Senior Transportation Planner

RE: Alternatives Analysis for High Capacity Public Transit on the Rail Right-of-Way – Scope of Work for Request for Proposals

RECOMMENDATIONS

RTC staff recommend that the Santa Cruz County Regional Transportation Commission review and provide input on the draft scope of work for the Alternatives Analysis (Attachment 1) for High-Capacity Public Transit on the Rail Right-of-Way.

BACKGROUND

Acquisition of the Santa Cruz Branch Rail Line by the RTC in 2012 provides a unique opportunity for Santa Cruz County to utilize this right-of-way for a dedicated transit facility that runs the length of the county. The Unified Corridor Investment Study (UCS) identified priority transportation investments on Highway 1, Soquel Ave/Dr and Freedom Blvd and the Santa Cruz Branch Rail Line (SCBRL) that will maximize mobility and environmental benefits. The outcome of the UCS, completed in January 2019, directed staff to:

1. protect the rail right-of-way for a high-capacity public transit service next to a bicycle and pedestrian trail and continue to consider passenger rail service on the rail right of way consistent with Prop 116 requirements; and

2. work jointly with Santa Cruz Metropolitan Transit District to develop a scope of work for additional analysis of high-capacity public transit alternatives on the Santa Cruz Branch Rail Line including their cost, operations, and funding plans and a plan to protect METRO’s current funding sources.

An Alternatives Analysis will be performed to evaluate transit investment options that provide an integrated transit network for Santa Cruz County utilizing all or part of the length of the rail right-of-way as a dedicated transit facility. Transit alternatives will be compared utilizing a performance-based planning approach to define a transit project that will provide the greatest benefit to the Santa Cruz County residents, businesses and visitors. Proposed future intercounty and interregional connections to the Bay Area, Monterey, Gilroy and beyond will be considered.
DISCUSSION

The Regional Transportation Commission (RTC) intends to engage the services of a consultant to produce an Alternatives Analysis and Business Plan for High Capacity Public Transit on the Rail Right-of-Way.

The overall project objectives include:
- Identify, evaluate and compare a range of high-capacity public transit service options for the Santa Cruz Branch Rail Line for 2035 that can coexist with a bicycle and pedestrian trail within the rail right-of-way
- Serve potential customers between Watsonville and Santa Cruz
- Evaluate an integrated transit network for Santa Cruz County utilizing all or parts of the SCBRL as a dedicated contiguous transit facility
- Evaluate proposed future interregional connections to the San Francisco Bay Area, Monterey, Gilroy and beyond
- Provide information including ridership forecasts, travel time, capital and operating/maintenance costs, revenue projections and funding/financing options as well as other performance measures
- Provide information on station/boarding locations, passing sidings/lanes and maintenance facilities for transit vehicles
- Evaluate system controls and safety, including positive train control for rail and other systems that would be needed for other services, especially with respect to at-grade crossings, at the coexistence of a bicycle and pedestrian trail within close proximity of transit vehicles.
- Provide governance options for transit service
- Involve the community, partner agencies, the RTC and METRO in the decision-making process to identify a preferred alternative and next steps
- Identify opportunities to maximize transit-oriented land development to justify transit investment
- Develop a strategic business plan for the selected alternative, including a prototypical cash flow analysis of environmental clearance, right-of-way, design, construction, operations, and maintenance.

RTC staff has been working closely with METRO staff to develop the scope of work for consultant services to perform the Alternatives Analysis. METRO will be bringing the scope to their board at their June 28 meeting.

The tasks in the scope of work include:
- Develop a public and stakeholder outreach plan
- Assess METRO funding through 2045
- Identify goals and objectives
- Determine screening criteria and performance measures for evaluating alternatives
- Development of alternatives to evaluate
- Conduct value engineering to further define alternatives
- Compare alternatives based on performance measure analysis
- Estimate cost of alternatives considered
• Meetings with partner agencies to solicit input
• Public workshops to solicit input
• Presentations to METRO and RTC
• Identify the preferred alternative
• Prepare a report to document the Alternatives Analysis
• Develop a business plan including funding strategy of the preferred alternative

**RTC staff recommend that the Santa Cruz County Regional Transportation Commission review and provide input on the draft scope of work for the Alternatives Analysis (Attachment 1) to be released in the request for proposals for consultant services.**

**SCHEDULE**

The proposed timeline for the Alternatives Analysis is summarized below.

July 2, 2019 - Release the Request for Proposals for Alternatives Analysis
August 14, 2019 - Proposal Deadline
August 26, 2019 - Consultant Interviews
September 5, 2019 – Provide Recommendation to Commission on a Consultant Contract
December 2020 – Final Alternatives Analysis Report

**FISCAL IMPACT**

In March 2019, RTC received a $100,000 state grant from Caltrans for developing a Rail Integration Network Study which is a component of the Alternatives Analysis. RTC has also programmed $550,000 in Measure D-Rail Corridor funds for this work as part of the 5-year plan, approved on June 6, 2019. RTC staff is scheduled to provide a recommendation on a contract to perform this work at the September 5th 2019 board meeting.

**SUMMARY**

The Regional Transportation Commission (RTC) intends to engage the services of a consultant to produce an Alternatives Analysis and Business Plan for High Capacity Public Transit on the Rail Right-of-Way. RTC and METRO staff have been working together on the scope of work to be released in the request for proposals. **RTC staff recommend that the RTC review and provide input on the scope of work (Attachment 1) to be released for the Alternatives Analysis.**

**Attachments:**

1. Scope of Work for Alternatives Analysis Request for Proposals

S:\RTC\TC2019\TC0619-SPECIAL\Regular\Alt Analysis\2019-Alt Analysis SR.docx
Alternatives Analysis for High Capacity Public Transit on Rail Right of Way

Scope of Work

The Regional Transportation Commission (RTC) intends to engage the services of a consultant to produce an Alternatives Analysis and Business Plan for High Capacity Public Transit on the Rail Right-of-Way. Acquisition of the rail line in 2012 provides a unique opportunity for Santa Cruz County to consider a dedicated transit facility that runs the length of the county. The outcome from the 2019 Unified Corridor Investment Study was to reserve the Santa Cruz Branch Rail Line (SCBRL) for high-capacity public transit adjacent to a bicycle and pedestrian trail. The Alternatives Analysis will evaluate public transit investment options that provide an integrated transit network for Santa Cruz County utilizing all or part of the length of the rail right-of-way, between Pajaro Station and Shaffer Road, as a dedicated transit facility, adjacent to the proposed Monterey Bay Sanctuary Scenic Trail (MBSST). Proposed future intercounty and interregional connections to the Bay Area, Monterey, Gilroy and beyond will be considered. A performance-based planning approach will be utilized to assess various public transit options for the rail right of way including sustainability benefits and economic vitality. Transit alternatives will be compared to define a viable project that will provide the greatest benefit to the Santa Cruz County residents, businesses and visitors.

The overall project objectives include:
- Identify, evaluate and compare a range of high-capacity public transit service options for the Santa Cruz Branch Rail Line for 2035 that can coexist with a bicycle and pedestrian trail within the rail right-of-way
- Serve potential customers between Watsonville and Santa Cruz
- Evaluate an integrated transit network for Santa Cruz County utilizing all or parts of the SCBRL as a dedicated contiguous transit facility
- Evaluate proposed future interregional connections to the San Francisco Bay Area, Monterey, Gilroy and beyond
- Provide information including ridership forecasts, travel time, capital and operating/maintenance costs, revenue projections and funding/financing options as well as other performance measures
- Provide information on station/boarding locations, passing sidings/lanes and maintenance facilities for transit vehicles
- Evaluate system controls and safety, including positive train control for rail and other systems that would be needed for other services, especially with respect to at-grade crossings, at the coexistence of a bicycle and pedestrian trail within close proximity of transit vehicles.
- Provide governance options for transit service
- Involve the community, partner agencies, the RTC and METRO in the decision-making process to identify a preferred alternative and next steps
- Identify opportunities to maximize transit-oriented land development to justify transit investment
- Develop a strategic business plan for the selected alternative, including a prototypical cash flow analysis of environmental clearance, right-of-way, design, construction, operations, and maintenance.
The project area includes the Santa Cruz Branch Rail Line from the Pajaro Station outside the City of Watsonville to Shaffer Rd on the west side of Santa Cruz as well as the area encompassed by Santa Cruz METRO’s local bus service in order to evaluate an integrated transit network for Santa Cruz County. See Exhibit 1 for map of the rail corridor showing the proximity to the urban areas of Santa Cruz County including residential and commercial areas as well as parks and beaches. The rail right of way passes within 1 mile of half of the County’s population and can provide access to 44 schools and 92 parks.

A travel demand model using the TransCAD platform was developed for Santa Cruz County. The Santa Cruz County travel demand model will be available to the consultant that is awarded the project after a model user agreement has been submitted.

RTC staff and Santa Cruz Metropolitan Transit District (METRO) staff will be working together with the consultants on this project. RTC staff, METRO staff and consultants along with input from the Commission, RTC committees, METRO Board and committees, stakeholders, and public will establish the project goals, performance measures, and project alternatives to consider for implementation on this corridor. The public has shown substantial interest in the rail right of way and how best to utilize this facility. A stakeholder/public outreach strategy that engages the various communities of this county is critical to this study. The RTC will consider moving towards environmental review of the preferred alternative that follows the Alternatives Analysis. One purpose of performing this analysis is to provide a reasonably narrow project definition of the preferred transit project for future environmental review, based on the work performed in this planning study.

The hired consultant will perform the following scope of work.

**SCOPE OF SERVICES**

**Task 1: Project Management and Coordination**

**Task 1.1: Project Kick Off Meeting**

Consultant will participate in a project kick-off meeting with the project team to review the details of the scope of work, project schedule and deliverables. This meeting shall take place in Santa Cruz. The goals of the study, performance measures, projects and alternatives to be analyzed, transportation modeling tools and any other methodologies that will be needed to perform an alternatives analysis will be discussed. The project team will also discuss previously completed studies relevant to this project. Initial value engineering and service planning (Task 6) for Bus Rapid Transit, based on an initial plan provided by METRO, shall be performed as early as possible in the project schedule.

**Deliverable 1.1.1:** Initial project schedule, meeting agenda and minutes.

**Task 1.2: Biweekly Check-Ins and Written Progress Reports**
Consultant will hold conference calls every 2 weeks with Regional Transportation Commission (RTC) and METRO staff to present progress and status of tasks. Written progress reports will be submitted monthly to the RTC contract manager with each invoice. Each report should be sufficiently detailed for the contract manager to determine if the consultant is performing to expectations and is on schedule, percentage of budget spent and achievement of overall study objectives. Reports will also contain a summary of obstacles and issues, recommended solution or course of action, and a timeline for resolution. Additional conference calls with RTC and METRO staff will be scheduled as needed to address timely issues in an effort to maintain the project schedule.

**Deliverable 1.2.1:** Biweekly meeting agendas and conference calls

**Deliverable 1.2.2:** Monthly schedule updates

**Deliverable 1.2.3:** Written progress reports with each invoice

### Task 2: Review Relevant Studies and Develop Outreach Plan

#### Task 2.1: Review Previous Studies Relevant to Project

Consultant shall review previous rail, transit and other relevant studies including the Unified Corridor Investment Study (2019), the State Rail Plan (2018), Santa Cruz Branch Rail Line Rail Transit Feasibility Study (2015), the 2040 Santa Cruz County Regional Transportation Plan, AMBAG 2040 Sustainable Communities Strategy/Metropolitan Transportation Plan, the 2019 METRO Onboard Transit Study, Watsonville Transit Planning Study (2011), the Santa Cruz Metro Short Range Transit Plan (2014), METRO 10-Year Strategic Business Plan (2019), METRO Long Range Bus Replacement Plan (2019), Zero Emissions Bus Implementation Plan (2019), 2019 METRO On-Board Transit Survey, Major Transportation Investment Study (1999), Santa Cruz Branch Rail Line Bridge Inspection Reports, and Santa Cruz Branch Rail Line Culvert Inspection Report, Around the Bay Rail Study (1998), Transportation Agency for Monterey County (TAMC) studies on rail service including the Monterey Bay Rail Network Integration Study (ongoing) and the Coast Rail Corridor Service Implementation Plan (ongoing). Alternatives Analysis from other regions shall also be reviewed including the Transportation Agency for Monterey County (TAMC) Alternatives Analysis for Caltrain Extension to Monterey County (2009), TAMC Alternatives Analysis for the Monterey Peninsula Fixed Guideway Corridor Study (2012), 2018 Caltrain Business Plan, 2018 High Speed Rail Business Plan.

**Deliverables 2.1.1:** List of studies reviewed

#### Task 2.2: Coordinate with TAMC on the Monterey Bay Rail Network Integration Study

Consultant shall coordinate with Transportation Agency for Monterey County (TAMC) and their consultants on the Monterey Bay Rail Network Integration Study (ongoing) and the Coast Rail Corridor Service Implementation Plan (ongoing). Regardless of the high-capacity public transit alternative, coordination on transit service planning with
TAMC will allow for consideration of transit interregional connections at Pajaro Station for connectivity to Monterey, the San Francisco Bay Area, and the proposed high-speed rail line at Gilroy and beyond.

**Deliverables 2.2.1:** Meeting agendas for coordination with TAMC and consultants

**Task 2.3: Transit Systems in Similar Communities**

Identify rail and bus rapid transit systems in areas similar to Santa Cruz County.

**Deliverables 2.2.2:** Memorandum on other rail and bus rapid transit systems for comparison

**Task 2.4: Develop Public and Stakeholder Outreach Plan**

Consultant shall develop a public involvement plan that provides multiple, diverse opportunities for members of the public to participate in the development of the study. Both traditional and nontraditional outreach methods and technologies will be identified to solicit input at key milestones. RTC and METRO staff will develop a stakeholder list with assistance from the consultant that includes partner agencies, community organizations, developers, and business leaders. Community Workshops should target areas adjacent to the rail line and potential station locations and should utilize a combination of presentation, discussion, and interactive exercises. Outreach will include direct solicitation to organizations who serve traditionally underrepresented, hard-to-reach groups. Milestone Outreach Plan dates shall be integrated into the Task 1 schedule deliverables.

**Deliverables 2.4.1:** Memorandum containing Public and Stakeholder Outreach Plan
**Deliverables 2.4.2:** Final Stakeholder list

**Task 3: Identify Goals, Performance Measures, and Data Needs**

**Task 3.1: Develop Goals, Criteria and Performance Measures**

Consultant will draft goals, criteria and performance measures for the alternatives analysis. The criteria will be used to determine which of the initial alternatives will be evaluated in the final list. The performance measures will be used to assess the final list of alternatives and to determine the preferred alternative. Performance measures will be based on regional, state and federal planning goals as well as requirements for transportation funding programs, including Federal Transit Administration Small Starts and New Starts, the Transit Intercity Rail Program (TIRCP) and State Rail Assistance Program (SRA). Performance measures will assure consistency with best practices and technical feasibility and will consider input from the public, stakeholders, RTC Advisory Committees, and the RTC.

At a minimum, the consultant will develop performance measures that evaluate:

- Transit ridership
- Transit travel time
- Vehicle miles traveled and associated greenhouse gas emissions
• Service to disadvantaged communities
• Technical Feasibility
• Safety
• Funding options, both public and private
• Project Development and Capital Construction Cost
• Cost/Benefit
• Operations and Maintenance Costs
• Cost/rider
• Impacts to local traffic at grade crossings
• Impacts to the Monterey Bay Sanctuary Scenic Trail (rail trail)
• Key climate vulnerabilities

Deliverable 3.1.1: Memorandum with draft goals, criteria and performance measures

Task 3.2: Data Availability & Needs

After development of goals, the initial screening criteria and performance measures, consultant will identify any data requirements that are needed to perform this study including analysis of how the different transit service alternatives will achieve the goals. Consultant will identify existing data from RTC, METRO, AMBAG, Caltrans, U.S. 2010 Census and American Community Survey and any other sources that would be beneficial for this study. Any data collection efforts to support this analysis will also be identified.

Deliverable 3.2.1: Develop a list of data needs and any data collection efforts needed

Task 3.3: Research and Develop Methodologies for Analysis

The Santa Cruz County travel demand model (SCCModel) will be used by consultant to provide information for the performance measure analysis. The Santa Cruz County Travel Demand Model (SCCModel) is a 4-step travel demand model using the TransCAD platform designed to forecast future travel patterns on both roadway and transit routes throughout Santa Cruz County (SCC). The model can be used to assess how changes in population, employment, demographics and transportation infrastructure affect travel patterns within the county. The model currently has a base year of 2015 and a horizon year for 2035. Data for the SCCModel comes from a multitude of sources including the 2010 Census data, the American Community Survey data, and the Association of Monterey Bay Area Governments (AMBAG) travel demand model. Data used for estimation, calibration and validation of the SCCModel includes the 2012 California Household Travel Survey (CHTS), the 2012 Transit On-Board Survey and traffic count data collected by Caltrans and others.

There are two documents that provide detailed information about the SCCModel, the SCC Model Development Report and the SCC Model User Guide. The Model Development Report provides information on the main input data sources, descriptions of the model components and methodologies, and model calibration and validation results. The SCC Model User Guide provides detailed instructions of how to run the model, and information on the input and output files. These documents are
available on the SCCRTC website (http://sccrtc.org/about/opportunities/rfp/). The base year for the model was updated to 2015 for the Unified Corridor Study and may be updated to 2018/2019 for the County of Santa Cruz General Plan. Information on the UCS update can be found in Appendix D of the Final Unified Corridor Investment Study (https://sccrtc.org/projects/multi-modal/unified-corridor-study/). The RTC expects that consultants will review these materials prior to submitting a proposal.

Additional methodologies and/or postprocessing analysis will also be needed to consider the various performance measures. The consultant will research and develop/utilize methodologies that can be used to forecast the impacts of the transit projects of interest on the performance measures. Consideration should be given to the following in developing the ridership projections, cost estimates, and funding options:

- Fare elasticity analysis
- Station/boarding locations and travel sheds (with and without proposed intercity rail connections to Monterey, Salinas, and Gilroy)
- Number of Transfers
- Trip origins and destinations/trip lengths
- Frequency and span of service
- Station access: pedestrian shed and first mile/last mile services including bus feeders
- Best mix of one-way and two-way transit on the rail right of way based on value engineering of the capital cost of improvements to the ROW, impacts to the proposed MBSST, and resulting cost/rider
- Weekday and Weekend projections
- Existing and proposed future interregional service
- Compatibility with the MBSST
- Compatibility with local road crossings
- Various vehicle types
- Siding/passing locations
- Maintenance facility locations
- Transit-oriented development
- Condition and service life of existing infrastructure (bridges, culverts, ballast, track, ties, switches, and signals)

**Deliverable 3.3.1**: Provide tools and document in detail the methods developed to evaluate the transit projects and their effects on the performance measures. Documentation should be in sufficient detail that the analysis can be repeated, and the assumptions and data inputs are clearly understood.

**Deliverable 3.3.2**: Develop a table listing the methods that will be used to forecast the impacts of each transit alternative on each of the performance measures.

**Task 3.4: Collect and Compile Data**

Based on the data assessment in Task 3.2, consultant will collect and compile transportation data required for the Alternatives Analysis.

Data collection could include but is not limited to:
• Any data on existing conditions, to be used in analysis for comparison to performance measure forecasts
• Acquire actual travel time and travel time reliability data for existing transit
• Compile injury and collision data by mode within project area
• Map origins and destinations of transportation disadvantaged populations within project area

**Deliverable 3.4.1:** Provide data that was collected and/or compiled for use in alternatives analysis in a format that is readily utilized. Include source of data and description of how data will be used in the analysis.

---

**TASK 4 Assess METRO Funding Through 2045**

Consultant will assess METRO capital and operating funding capacity through 2045 by consulting the AMBAG MTP/SCS, the SCCRTC RTP, and the UCS and reviewing Federal and State funding opportunities that are realistically available to METRO.

**Deliverable 4.1:** Forecast of METRO Capital and Operating Funds through 2045

---

**TASK 5 Develop and Evaluate Initial Alternatives**

**Task 5.1: Develop Initial Transit Alternatives**

Consultant will develop along with RTC and METRO staff and input from the public, community organizations, stakeholders, RTC advisory committees, METRO, and the RTC a set of initial high-capacity public transit alternatives for the rail right of way. Some of the initial alternatives are expected to be eliminated so the analysis can focus on a reasonable set of alternatives with greater community interest, financial feasibility, and potential for addressing current and future transportation needs. Initial high-capacity networks for analysis along the rail right-of-way should include, at a minimum various configurations of passenger rail and bus rapid transit.

**Deliverable 5.1.1:** Memorandum from consultant providing draft and final initial alternatives with detailed descriptions including maps of routes and potential stations/stops for each transit alternative.

**Task 5.2: Goals, Screening Criteria, Performance Measures, and Initial Alternatives**

**Input – Partner Agencies**

Consultant will present the draft goals, initial screening criteria, performance measures and initial alternatives at a partner agency meeting to solicit input. Graphical representations including maps and charts will be used to communicate the initial alternatives. Consultant will work with the project team to develop the agenda and materials, including graphical representations such as maps, charts, figures, pictures, and drawings, necessary to effectively communicate the initial alternatives for the partner agency meeting. Outreach will also be performed based on the Outreach Plan (Task 2.3)
Deliverable 5.2.1: Partner agency meeting agenda and minutes

Deliverable 5.2.2: Graphical representations (maps, charts, etc) of goals, initial screening criteria, performance measures, and initial alternatives.

Deliverable 5.2.3: Powerpoint and oral presentation of the draft goals, initial screening criteria, performance measures and initial alternatives designed and prepared by consultant for partner agency meeting.

Task 5.3: Goals, Screening Criteria, Performance Measures, and Initial Alternatives
Input – Public

Consultant will present the draft goals, initial screening criteria, performance measures and initial alternatives at two public workshops (north and south county) to solicit input. Graphical representations including maps and charts will be used to communicate the initial alternatives. Public outreach will also be performed based on the Public Outreach Plan (Task 2.3) including eNews letters, social media, online ads and newspaper ads. RTC and METRO staff will provide public workshop noticing and reserve the workshop locations.

Deliverable 5.3.1: Public Workshop meeting agendas

Deliverable 5.3.2: Revised graphical representations (maps, charts, etc) of goals, initial screening criteria, performance measures, and initial alternatives based on partner agency input.

Deliverable 5.3.3: Two Public Workshops with powerpoint and oral presentation of the draft goals, initial screening criteria, performance measures and initial alternatives designed and prepared by consultant.

Deliverable 5.3.4: Revised list of Goals, Criteria, and Performance Measures, based on partner agency and public input received.

Deliverable 5.3.5: Revised PowerPoint to Reflect Partner Agency and Public Input for use at RTC Meeting.

Task 5.4: Goals, Screening Criteria, Performance Measures, and Initial Alternatives
Input - RTC and METRO Meetings

Consultant will present the draft goals, performance measures and initial alternatives at an RTC meeting and a METRO meeting to solicit input. Graphical representations including maps and charts will be used to communicate the initial alternatives.

Deliverable 5.4.1: RTC and METRO Meeting Presentation

Deliverable 5.4.2: Revised list of Goals, Criteria, and Performance Measures, and Initial Alternatives based on RTC and METRO Meeting input received.
**Task 5.5: Screen Initial List of Alternatives based on Goals and Criteria and Develop Final List of Alternatives to Evaluate**

Consultant will develop the draft final list of alternatives based on the criteria identified in Task 5.1 with input from RTC and METRO staff.

**Deliverable 5.5.1:** Memorandum of final list of alternatives to be analyzed with a narrative discussing the opportunities and constraints of each alternative and why each was either rejected or will be included in the more detailed analysis.

**Task 5.6: Present Final List of Alternatives to Evaluate – METRO and RTC Meetings**

Consultant will present the draft final list of alternatives at a METRO meeting and RTC meeting to be evaluated in more detail with the approved performance measures. Graphical representations including maps and charts will be used to communicate the initial alternatives.

**Deliverable 5.6.1:** Powerpoint and oral presentation of the final alternatives designed and prepared by consultant for both RTC and METRO meetings.

**Deliverable 5.6.2:** Public Hearing at the RTC meeting to solicit public input on final list of alternatives to evaluate.

**Deliverable 5.6.3:** Final list of alternatives to evaluate, based on RTC, METRO, Advisory Committees, public, and partner agency input.

---

**Task 6 Conduct Value Engineering including Service Planning to Refine and Further Define Alternatives**

**Task 6.1: Develop Detailed Descriptions of Final List of Alternatives Utilizing Value Engineering**

Performance measure results for the alternatives can vary depending on the service plans, station locations, route structure, number of transfers, passing siding locations, etc. Consultants will utilize value engineering to refine/define the various alternatives with the greatest benefit in terms of travel time and ridership relative to both capital and operations and maintenance cost of service. Consultants will work with the project team to assess range of value engineering to perform.

Consultant will build on the Unified Corridor Investment Study and The Passenger Rail Feasibility Study to identify capital, operational and maintenance costs on the final list of alternatives.

Potential examples of alternatives to consider through value engineering include development of one-way or two-way BRT on the rail corridor with consideration for passing sidings or signal-controlled access points to segments with one-way
operations; integration of BRT on the rail corridor with service planning for the “bus on shoulders” service on Highway 1; BRT service between Santa Cruz and Watsonville utilizing the rail right of way where beneficial; METRO local service redesign integrated with BRT or passenger rail on the rail corridor; and, rail service with consideration of various vehicle types with and without freight.

**Deliverable 6.1.1:** Document capital, operational, and maintenance costs for transit alternatives.

**Deliverable 6.1.2:** Provide memo with draft and final results of value engineering for various alternatives based on travel time, ridership and capital and operations & maintenance cost estimates.

---

**Task 7 Conduct Performance Measure Analysis of Final List of Alternatives and Recommend Locally Preferred Alternative**

**Task 7.1: Perform Analysis of Final List of Alternatives**

The consultant will evaluate the transit alternatives building on the previous work of the Unified Corridor Investment Study and Passenger Rail Feasibility Study. Performance measures identified in Task 3 will be calculated for the final set of alternatives. Consultant will work with the project team regularly for input on the alternatives analysis. The consultant will document the tools, methods, and data sources used to complete the alternatives analysis.

**Deliverable 7.1.1:** Results of alternatives analysis including a matrix comparing the results of the performance measures analysis with a narrative discussing the opportunities and constraints of each alternative. Graphical representation of the alternative analysis results will be designed and prepared by consultant including Geographic Information System (GIS) maps, charts and a “performance dashboard”.

**Deliverable 7.1.2:** Documentation of the technical analysis completed for the alternatives analysis including methods, tools, data sources and assumptions.

**Task 7.2: Develop Revenue Projections and Funding Plan**

Consultant will build on the Unified Corridor Investment Study, The Passenger Rail Feasibility Study and the 2040 Santa Cruz County Regional Transportation Plan to identify local, state, federal, and private “reasonably available” funding sources to implement the final list of alternatives.

**Deliverable 7.2.1:** Document potential revenue from various sources with an assessment of level of confidence for obtaining each type of funding for each of the final alternatives. Develop plans for how each alternative transit service could potentially be funded.

**Task 7.3: Alternatives Analysis Results – Partner Agency Meeting**
Consultant will present findings of the alternative analysis results at a partner agency meeting to solicit input on selecting the preferred alternative. The graphical representations of the alternatives analysis including maps, charts and a “performance dashboard” will be used to communicate the analysis results. Consultant will work with the project team to develop the agenda for the partner agency meeting.

**Deliverable 7.3.1:** Alternatives Analysis partner agency meeting agenda and minutes

**Deliverable 7.3.2:** PowerPoint and oral presentation of the results of the alternatives analysis designed and prepared by consultant for partner agency meeting.

**Task 7.4: Alternatives Analysis Results – Public Input**

Consultant will present findings of the alternative analysis results at two public workshops and solicit input from the public on selecting the preferred alternative. Graphical representations of the alternatives analysis including charts and a “performance dashboard” will be used to communicate the analysis results. Public outreach will also be performed based on the Public Outreach Plan (Task 2.3) including eNews letters, social media, online ads and newspaper ads. RTC and METRO staff will perform all outreach associated with public workshop noticing and logistics.

**Deliverable 7.4.1:** Powerpoint and oral presentation of the results of the alternatives analysis designed and prepared by consultant for two public workshops.

**Deliverable 7.4.2:** Graphical representations (maps, charts, dashboard) of analysis of alternatives suitable for two public workshops.

**Deliverable 7.4.2:** Public Outreach based on the Outreach Plan

**Task 7.5: Alternative Analysis Results - RTC and METRO meetings**

Consultant will present findings of the alternatives analysis results at a METRO meeting and RTC meeting to solicit input on selecting the preferred alternative. The graphical representations of the alternatives analysis including maps, charts and a “performance dashboard” will be used to communicate the analysis results.

**Deliverable 7.5.1:** Powerpoint and oral presentation with graphical presentations on performance measure results of the final alternatives designed and prepared by consultant for both RTC and METRO meetings.

**Deliverable 7.5.2:** Public Hearing at the RTC meeting to solicit public input on performance measure results of final list of alternatives.

**Task 7.6 Develop Locally Preferred Alternative**
In consultation with partners, public, and decision makers, the consultants and RTC staff will recommend a transit project that best achieves corridor goals, referred to as the preferred alternative. The consultant will analyze the preferred alternative and how it performs in advancing the performance measures. The consultant will document the methods and tools used to complete the analysis and the results of the analysis. Comments will be solicited from the public, partner agencies, RTC Committees, METRO and RTC.

**Deliverables 7.6.1:** Recommendation of locally preferred alternative including detailed documentation, maps, charts and a performance “dashboard”.

---

**Task 8: Alternatives Analysis Report**

**Task 8.1: Preparation of Administrative Draft**

Consultant shall prepare an administrative draft of report that clearly documents the alternatives analysis and how the locally preferred alternative integrates with the regional rail network. Consultant shall submit administrative draft document to RTC and METRO staff. The report should include a detailed description of the analysis completed including any assumptions and limitations to the analysis. Methodologies used for evaluating the alternatives will need to be rigorously documented.

**Deliverable 8.1.1:** Administrative Draft of Alternatives Analysis for High-Capacity Public Transit on the Santa Cruz Branch Rail Line inclusive of the Rail Network Integration Study

**Task 8.2: Draft Report and Presentation for RTC, Public and Partner Agency**

Consultant shall address comments received on administrative draft from RTC staff and prepare draft report. RTC staff will solicit comments on the draft document from advisory Committees. Consultant will present the findings of the final alternative analysis results and the draft report of the Alternatives Analysis at a partner agency meeting to solicit input. Consultant will present the findings of the final alternative results and the draft report for the Alternatives Analysis for High-Capacity Public Transit on the Santa Cruz Branch Rail Line to the RTC and METRO. Consultant will consider comments received and make revisions as directed by RTC and METRO.

**Deliverable 8.2.1:** Draft of Alternatives Analysis for High-Capacity Public Transit on the Santa Cruz Branch Rail Line with Recommendation on Locally Preferred Alternative inclusive of the Rail Network Integration Study

**Deliverable 8.2.2:** Compiled list of comments from public, partner agency, advisory committees, METRO, and RTC

**Deliverable 8.2.3:** Meeting agenda, PowerPoint, and oral presentation of draft report at partner agency meeting and meeting minutes

**Deliverable 8.2.4:** PowerPoint and oral presentation of draft report at RTC and METRO meetings
Deliverable 8.2.5: Public Hearing at the RTC meeting to solicit public input on locally preferred alternative and draft report.

Task 8.3: Final Report

Complete the final report inclusive of how the locally preferred alternative integrates with the regional rail network. Final report will consider comments received from RTC and METRO, RTC Committees, stakeholders, public and RTC and METRO staff on draft document. Include credit of the financial contribution of the Caltrans grant program and Measure D on the cover of the report. Recommend “Next Steps” for implementation.

Deliverable 8.3.1: Final Report of Alternatives Analysis for High-Capacity Public Transit on the Santa Cruz Branch Rail Line inclusive of the Rail Network Integration Study

TASK 9 Business Plan for Locally Preferred Alternative

Task 9.1 Develop a Business Plan for the Locally Preferred Alternative

Develop a 25-year Business Plan (Horizon year of 2045) for implementation of the Locally Preferred Alternative that includes at a minimum the services provided, governance options, operating plan, marketing strategy and financial plan.

Deliverables 9.1.1: Business Plan for the Locally Preferred Alternative of High Capacity Public Transit on the SCBRL

Summary of Consultant Presentations to Public, Stakeholders, RTC and METRO Board

- Four Public Workshops - 2 workshops for Goals, Criteria, Performance Measures and Initial Alternatives (Task 5.3), public hearing at RTC meeting on Input and Approval on Final Alternatives to be analyzed (5.6), and 2 workshops for Alternatives Analysis Results and input on preferred scenario (Task 7.4)
- Two Stakeholder Meetings – Input on Goals, Performance Measures, Initial Alternatives and Alternatives to be Analyzed (Task 5.3), Alternatives Analysis Results and Input on Preferred Alternative (Task 7.3)
- Three METRO Board Meetings – Input on Goals, Performance Measures and Initial Alternatives (Task 5.4), Input on Final Alternatives to be Analyzed (Task 5.6), Input on Analysis Results and Preferred Alternative (Task 7.5), Input on Final Draft Report and Preferred Alternative (Task 8.2)
- Four RTC Commission Meetings – Input and Approval on Goals, Performance Measures and Initial Alternatives (Task 5.4), Input and Approval on Final Alternatives to be Analyzed (Task 5.6), Input and Approval on Analysis Results and Input on Preferred Alternative (Task 7.5), Input and Approval on Final Draft Report and Preferred Alternative (Task 8.2)
The following are some federal items and activities in 2019 that may be of interest.

**Infrastructure Package**
Chances of an infrastructure package during the President’s current term dropped precipitously this month following a tense meeting recently between the President and congressional Democratic leaders.

A few weeks earlier, those same players had agreed to work on crafting a $2 trillion measure focused on a range of infrastructure components, including transportation, but the President used a follow-up meeting to demand that Congress end investigations into his Administration and approve an updated Mexico-Canada trade agreement before he would consider infrastructure.

Democratic leaders emerged from the meeting believing that the President was never serious about infrastructure and has only been using the issue as leverage for other priorities. Earlier in his term, the President released a broad outline of a $1 trillion plan, $800 million of which would have come from state, local, and/or private resources that was never taken seriously on Capitol Hill.

Without the support of the President, there is no chance that an infrastructure package would get through the Republican-controlled Senate, which has been wary of considering a plan that would in all likelihood add to the federal deficit.

**Department of Transportation Budget**
While the Trump Administration has proposed steep cuts to some popular transportation programs in its annual budget proposals, Congress has provided increases to a number of Department of Transportation programs.

In what could be considered a “down payment” on an infrastructure plan, Congress has added and additional $10 billion in the last two fiscal years to existing programs in the area of infrastructure. Examples include:

- The popular TIGER discretionary program (rebranded as “BUILD” by the Trump Administration), which was targeted for elimination but instead has been increased to approximately $1 billion annually.
Grant programs at FTA for bus purchases and bus facility construction have received increases above the levels authorized by the FAST Act.

The Capital Investments Grant (CIG) program, which funds light rail, streetcar, and bus rapid transit projects, has also been slated for elimination by the President, and Congress responded by awarding the program increases the last two years.

Amtrak has also been funded by Congress and has received increases in recent years, whereas the Trump Administration has proposed phasing out subsidies for the railroad.

Significant funding for the first time for the new Consolidated Rail Infrastructure and Safety Improvements (CRISI) program at the Federal Railroad Administration, marking the first time in several years that FRA has had a robust discretionary grant program for capital improvements.

Federal highway and public transit formula programs have been funded at or near the levels authorized for them in the 2015 FAST Act, which in most cases was an increase of about 2% from previous year levels.

**Tax Credits**

For the last several years, Congress has approved one-year extensions of a group of tax breaks that cover a variety of areas. This package of “extenders” usually includes a tax break for railroad track maintenance on short line railroads (commonly known as the “45G” tax credit, after its section of the IRS Code) and a credit for the use of alternative fuels that benefit Santa Cruz METRO.

However, those tax breaks expired, and Congress has thus far failed to enact legislation to extend any of them. Leaders of the congressional tax-writing committee have said they would try to enact an “extenders” bill in 2019 that would provide retroactive extensions through 2020 to those that expired at the end of 2018. Like most federal legislation, the key to its enactment will be how the cost of the tax breaks will be offset.

**FAST Act Reauthorization**

The FAST Act, which was enacted in 2015 and authorizes federal highway and transit programs, expires in September 2020. The most significant hurdle to a new reauthorization will be finding a funding mechanism to keep the Highway Trust Fund (HTF), which provides guaranteed funding for many highway and transit programs, solvent. Federal gasoline taxes fund the HTF, but the current level of 18.3 cents per gallon is not enough to fund programs beyond 2020.

While other types of funding are being examined to potentially replace the gas tax as the primary source of funding for the HTF, such as charging drivers by vehicle miles travelled (VMT), none have garnered a consensus. The gasoline tax has not been increased since 1993, and while an increase (as well as indexing the tax for inflation) has broad appeal behind closed doors on both sides of the aisle in Washington, Members of Congress remain nervous about their electoral prospects if they raise taxes.

Without any new sources of dedicated revenue, the HTF would need an infusion of over $100 billion from the General Fund simply to fund highway and transit programs at their current levels from 2021 through 2025. Sponsors of the FAST Act managed to find approximately $70 billion
in one-time transfers into the HTF, but Congress will have a hard time repeating that feat in 2020.

**Earmarks**

With Democrats taking control of the House in 2019, there was talk that they would end the current ban on earmarks implemented by Republicans in 2011, but congressional appropriators earlier this year announced that the ban would remain in place during 2019 while House leaders examined way to establish guidelines under which earmarks could return.

For their part, Senate Republicans last month voted to make the earmark ban permanent in that chamber, but that vote would not prevent Senate Democrats to resume the practice should they take control of that chamber in 2021.

The RTC has benefitted from earmarks in the past for projects such as Highway 1 improvements, the Monterey Bay Sanctuary Scenic Trail, and purchase of the Santa Cruz Branch Rail Line.

However, we would caution that if earmarks do return, they will likely be fewer in number and smaller in size, and in some cases, the additional requirements that come with federal funding in these instances may not be worth the small federal investment.

**Storm Damages**

As you are well aware, Santa Cruz County endured over $100 million in damages to local roads as a result of storm in 2016 and 2017, and in recent months, the Federal Highway Administration has been denying County requests for extensions for the use of federal emergency relief funds. Currently there is a two year deadline to obligate the funds. Earlier this month, California’s Congressional delegation introduced the “Transportation Emergency Relief Funds Availability Act” (**H.R.3193**), which would safeguard federal funding for disaster-recovery transportation projects statewide. (See attached article) Locally Reps. Anna Eshoo and Jimmy Panetta have been actively seeking both administrative and legislative remedies to this problem.

s:/rtc/tc2019/tc0619-special/legislativeupdate/fed-update-june2019.docx
FOR IMMEDIATE RELEASE
June 11, 2019

Contact: Eric Olsen | (202) 360-3016 | Eric.Olsen@mail.house.gov

Garamendi Introduces Transportation Emergency Relief Funds Availability Act

WASHINGTON, DC—Today, Congressman John Garamendi (D-CA) and other members of California’s Congressional delegation introduced the “Transportation Emergency Relief Funds Availability Act” (H.R.3193), which would safeguard federal funding for disaster-recovery transportation projects statewide.

Congressman Garamendi is a senior member of the House Transportation and Infrastructure Committee. The bill’s original cosponsors include Representatives Jared Huffman (D-CA2), Mike Thompson (D-CA5), Mark DeSaulnier (D-CA11), Barbara Lee (D-CA13), Jackie Speier (D-CA14), Eric Swalwell (D-CA15), Ro Khanna (D-CA17), Anna G. Eshoo (D-CA18), Zoe Lofgren (D-CA19), Jimmy Panetta (D-CA20), Salud O. Carbajal (D-CA24), Katie Hill (D-CA25), Julia Brownley (D-CA26), Grace F. Napolitano (D-CA32), Norma J. Torres (D-CA35), Raul Ruiz (D-CA36), Gilbert Ray Cisneros, Jr. (D-CA39), Alan S. Lowenthal (D-CA47), Harley Rouda (D-CA48), and Scott H. Peters (D-CA52).

“I am proud to join other members of California’s Congressional delegation to stop the Trump Administration from targeting disaster-recovery funding for highway and transportation projects across our state,” said Congressman Garamendi. “Californians are facing increasingly frequent and severe floods and wildfires due to climate change. They deserve nothing less than the full-throated support of their federal government, and that’s exactly what our bill ensures.”

Current U.S. Department of Transportation regulations allow the federal government to claw back “emergency relief” funding for highway and public transportation projects if those projects do not reach construction within two fiscal years of being awarded federal funds. In January 2019, the Federal Highway Administration denied the California Department of Transportation’s (Caltrans) request for 1-year extensions for 66 out of 73 projects statewide. During previous administrations, such 1-year extensions were routinely granted.

The “Transportation Emergency Relief Funds Availability Act” (H.R.3193) would repeal the current 2-year regulatory deadline and provide up to 6 years for transportation projects funded
through an Emergency Relief Program to advance to construction. The new 6-year deadline would start following the date on which a disaster was declared by the respective state’s governor or the president.

“I applaud Congressman Garamendi’s efforts to ensure state and local governments have adequate time to utilize federal funds awarded to repair roads and infrastructure damaged by disasters,” said Caltrans Director Laurie Berman. “The Transportation Emergency Relief Funds Availability Act will help make sure federal Emergency Relief funds are fully utilized for significant and complex projects to repair disaster damage.”

In addition to Caltrans, the “Transportation Emergency Relief Funds Availability Act” (H.R.3193) is supported by the California State Association of Counties and the California Governor’s Office of Emergency Services (CalOES).

A copy of the “Transportation Emergency Relief Funds Availability Act” is available here.

A copy of the Federal Highway Administration’s January 31, 2019, letter to Caltrans Director Berman is available here.

A copy of the 73 “Emergency Relief” funded projects in California is available here.

###
TO: Regional Transportation Commission

FROM: Sarah Christensen, P.E., Senior Transportation Engineer

RE: Capitola Trestle Feasibility Study Update

RECOMMENDATIONS

1. Staff requests that the Measure D 5-year plan shift the $50,000 allocated for the Capitola Trestle feasibility study from FY 19/20 to FY 20/21 to line up with the completion of the alternatives analysis for high capacity transit on the Santa Cruz Branch Rail corridor.

BACKGROUND

In 2018, RTC staff released a Request for Qualifications (RFQ) for engineering services and established a list of qualified on-call engineering consultants for civil engineering, structural engineering/inspections, and construction management along the Santa Cruz Branch Rail corridor. The Commission authorized contracts with on-call engineering consultants on the approved on-call list for the first set of task orders including inspections, analysis and recommendation of repair and rehabilitation work for bridges, culverts, and other infrastructure on the Santa Cruz Branch Rail Line right-of-way.

At the June 2018 RTC meeting as part of the Measure D 5 year Plan approval, a member of the community requested that a feasibility study be conducted for the Soquel Creek Bridge at milepost 15.89 (also known as the Capitola Trestle) for modifications to or replacement of the existing bridge to provide both rail and trail in order to avoid a detour of the Monterey Bay Sanctuary Scenic Trail (MBSST) through the Capitola Village. The Commission approved this request and allocated $50,000 from the Measure D Rail Program for the feasibility study.

In January of 2019, the RTC adopted the preferred scenario for the Unified Corridor Investment Study (UCS) which included both high capacity public transit and the Monterey Bay Sanctuary Scenic Trail (MBSST) along the Santa Cruz Branch Rail right-of-way. Development of a scope of work to perform an alternatives analysis for high capacity public transit is underway, which will determine the transit mode for the Santa Cruz Branch Rail Corridor.

On June 6, 2019 as part of the Measure D 5 year plan approval, the RTC allocated a total of $4M to fund the preconstruction phases of MBSST Segment 10, and portions of Segments 11 and 12. This project will construct a trail from Live Oak to Aptos Village, excluding a portion of the trail through the City of Capitola due to the
constraint at the Capitola Trestle, which is assumed to be completed as a separate future project as discussed below.

DISCUSSION

Inspections of all 30 bridges began in the fall of 2018, and preliminary inspection reports were generated to meet Federal Railroad Administration as required for railroad bridge management programs. A more comprehensive inspection report is being prepared by the railroad bridge engineering consultant which will outline options for repairs and/or replacement of bridges as needed.

The Capitola Trestle is made up of 5 bridges that span Capitola Avenue, Riverview Avenue, Soquel Creek, and Wharf Road in the City of Capitola. Details on each of the 5 bridges are below, from south to north:

1. Bridge 15.89a is a 3-span ballast deck precast concrete box girder bridge that spans over Capitola Avenue.
2. Bridge 15.89b is a 15-span timber trestle bridge that spans over Riverview Avenue. Between the approximately 15-foot-long bridge spans, there are parking stalls leased by an adjacent business.
3. Bridge 15.89c is a 150-foot-long single-span open deck wrought iron bridge that spans over Soquel Creek. The bridge was designed in 1890 and may have been placed in service in its location 1910.
4. Bridge 15.89d is a 3-span timber trestle bridge that connects 15.89c to 15.89e, between Wharf Road and Soquel Creek.
5. Bridge 15.89e is a single-span concrete slab bridge that spans over Wharf Road.

The inspection reports have indicated that the two timber trestles need repairs, specifically the piles and bracing on 15.89d, and stringers and longitudinal bracing on 15.89b. The stringers, floor beams, and truss bearings at Pier 2 of the wrought iron bridge (15.89c) need replacement. Until repairs can be completed, RTC’s consulting engineers recommended that the bridge be inspected under load by a railroad bridge engineer, with trains operating at a 10 mile per hour slow order with load restriction on railcars. Staff will consider the recommended repairs and come back to the board with a request for future action, dependent on available funding and other priority work on the line.

The remaining service life of the wrought iron bridge (15.89c) is limited due to its age. According to the detailed analysis performed in 2012, if a full rehabilitation is undertaken, it could extend the service life by up to 20-30 years assuming no significant increase in load volume or weight on the bridge. However, once high capacity public transit is operating on the line, replacing the bridge would pose a challenge for transit operations, which would require a bus bridge or other detour through Capitola Village. Furthermore, cantilevering a new bicycle and pedestrian pathway off the existing bridge like what was recently done at the San Lorenzo River trestle poses many challenges, including the inability to weld to the wrought iron members in compression. For these reasons, staff recommends deferring the feasibility study.
Following the completion of the alternatives analysis that will determine the type of high capacity public transit on the Santa Cruz Branch Rail Line corridor, staff plans to develop the scope of work for the feasibility study, which could include replacement the bridge(s) that make up the Capitola Trestle with a new multimodal bridge, with construction ideally take place prior to transit operations commencing to avoid disruption of service. The alternatives analysis for high capacity public transit will determine what type of transit vehicles the bridge will need to be designed for, which is expected to conclude in early 2021.

Assuming the feasibility-level engineering study commences at the completion of the alternatives analysis for high capacity transit on the Santa Cruz Branch rail corridor, below is a project schedule showing the anticipated project milestones of either a bridge repair, retrofit, or replacement:

<table>
<thead>
<tr>
<th>Project Milestone</th>
<th>Anticipated Date*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Feasibility Study</td>
<td>through 2021</td>
</tr>
<tr>
<td>Preliminary Engineering/Environmental Review</td>
<td>2022 through end of 2023</td>
</tr>
<tr>
<td>Final Design</td>
<td>Mid-2023 through end of 2024</td>
</tr>
<tr>
<td>Advertise &amp; Award</td>
<td>Early 2025</td>
</tr>
<tr>
<td>Construction</td>
<td>Spring 2025 through 2026</td>
</tr>
<tr>
<td></td>
<td>*pending availability of funds</td>
</tr>
</tbody>
</table>

This project is anticipated to be competitive for future cycles of state Senate Bill 1 (SB1) funding, including Solutions for Congested Corridors, Active Transportation Program, and other transit capital funds due to the multimodal nature of the project.

**FISCAL IMPACT**

Staff requests that the Measure D 5-year plan shift the $50,000 allocated for the Capitola Trestle feasibility study from FY 19/20 to FY 20/21 to line up with the completion of the alternatives analysis for high capacity transit on the Santa Cruz Branch Rail corridor. Additional funds may be needed for the feasibility study, dependent upon the final scope. It is recommended that a request for future potential funding be deferred until the scope of work is developed.

**SUMMARY**

Inspections were performed on the 30 bridges within the Santa Cruz Branch Rail right-of-way, which includes the 5 bridges that make up the Capitola Trestle. In the short term, repairs are needed to the timber and wrought iron bridges. In the longer term, the bridge will be replaced with a new multimodal bridge that accommodates high capacity public transit and a multiuse trail. A feasibility study for the replacement of the bridge will begin upon completion of the alternatives analysis for high capacity public transit on the Santa Cruz Branch Rail corridor.