



**Santa Cruz County
Regional Transportation Commission**

AGENDA

**Thursday, August 01, 2019
9:00 a.m.**

**NOTE LOCATION THIS MONTH
City of Scotts Valley Council Chambers
1 Civic Center Drive
Scotts Valley, CA**

NOTE

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

En Español

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

AGENDAS ONLINE

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COMMISSION MEMBERSHIP

Caltrans (ex-officio)	Tim Gubbins
City of Capitola	Jacques Bertrand
City of Santa Cruz	Sandy Brown
City of Scotts Valley	Randy Johnson
City of Watsonville	Trina Coffman-Gomez
County of Santa Cruz	Greg Caput
County of Santa Cruz	Ryan Coonerty
County of Santa Cruz	Zach Friend
County of Santa Cruz	John Leopold
County of Santa Cruz	Bruce McPherson
Santa Cruz Metropolitan Transit District	Ed Bottorff
Santa Cruz Metropolitan Transit District	Aurelio Gonzalez
Santa Cruz Metropolitan Transit District	Mike Rotkin

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

1. Roll call
2. Oral communications

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

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

3. Additions or deletions to consent and regular agendas

CONSENT AGENDA

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

MINUTES

4. Accept draft minutes of the June 10, 2019 Bicycle Advisory Committee meeting
5. Accept draft minutes of the June 11, 2019 Elderly and Disabled Transportation Advisory Committee
6. Approve draft minutes of the June 27, 2019 Regional Transportation Commission special meeting

POLICY ITEMS

No consent items

PROJECTS and PLANNING ITEMS

7. Approve letter of support for the Appeal of Permits for Rail Trail Phase II of Segment 7 in the City of Santa Cruz

BUDGET AND EXPENDITURES ITEMS

8. Accept status report on Transportation Development Act (TDA) revenues
9. Accept Measure D revenues and distribution
10. Approve FY 2018-19 budget amendments (**Resolution**)

ADMINISTRATION ITEMS

No consent items

INFORMATION/OTHER ITEMS

11. Accept monthly meeting schedule
12. Accept correspondence log
13. Accept letters from RTC committees and staff to other agencies
 - a. Letter to Steve Palmisano, Public Works Director, City of Watsonville from the Bicycle Advisory Committee regarding support for the Preferred Alternative in the Downtown Complete Streets Plan
14. Accept information items
No consent items

REGULAR AGENDA

15. Commissioner reports on RTC related items – oral reports
16. Director's Report – oral report
17. **9:30 PUBLIC HEARING:** Draft 2019 Public Participation Plan
(Shannon Munz, Communications Specialist)
 - a. Staff report
 - b. Draft 2019 Public Participation Plan Outline with link to full document
 - c. SCCRTC Public Participation Practices
18. Caltrans report
 - a. Santa Cruz County project updates
19. Alternative Analysis Alternatives Analysis for High Capacity Public Transit on the Rail Right-of-Way – Scope of Work for Request for Proposals
(Ginger Dykaar, Senior Transportation Planner and Guy Preston, Executive Director)
 - a. Staff report
 - b. Scope of Work for Alternatives Analysis Request for Proposals
 - c. Comments from the public

20. Cruz511 Program Update
(Amy Naranjo, Transportation Planner)
 - a. Staff report
21. Legal Services Contract
(Guy Preston, Executive Director)
 - a. Staff report
 - b. Resolution to enter into a contract with Meyers, Nave, Riback, Silver and Wilson, PLC
 - c. Excerpt from the proposal submitted by Meyers Nave Riback, Silver and Wilson, PLC
 - d. Proposed contract with Meyers, Nave, Riback, Silver and Wilson, PLC
22. Review of items to be discussed in closed session

CLOSED SESSION

23. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION.
Initiation of litigation pursuant to paragraph (4) of subdivision (d) of Section 54956.9: One Case

OPEN SESSION

24. Report on closed session
25. Next meetings

The next RTC meeting is scheduled for Thursday, September 5, 2019 at 9:00 a.m. at the County Board of Supervisor, 701 Ocean Street 5th floor.

The next Transportation Policy Workshop meeting is scheduled for Thursday, August 15, 2019 at 9:00 a.m. at the Watsonville City Council Chambers 275 Main Street, Suite 400.

HOW TO REACH US

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

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

COMMENTS FROM THE PUBLIC

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

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HOW TO REQUEST

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

BICYCLE ADVISORY COMMITTEE

DRAFT MINUTES

**Monday, June 10, 2019
6:00 pm to 8:30 pm**

**RTC Office
1523 Pacific Ave
Santa Cruz, CA 95060**

1. Call to Order: Chair, Amelia Conlen called the meeting to order at 6:03 pm.
2. Introductions

Members Present:

Amelia Conlen, Bike-to-Work, Chair
Janneke Strause, District 1 (Alt.)
Casey Beyer, District 2 (Alt.)
Theresa Rogerson, District 5 (Alt.)
Matt Farrell, City of Santa Cruz
Richard Masoner, City of Scotts Valley
Murray Fontes, City of Watsonville
Leo Jed, CTSC

Unexcused Absences:

Excused Absences:

Grace Voss, District 1
Shea Johnson, District 2
Peter Scott, District 3
Anna Kammer, District 4
Rick Hyman, District 5
Michael Moore, City of Capitola
Bruce Sawhill, City of Santa Cruz (Alt.)
Drew Rogers, City of Watsonville (Alt.)
Jim Langley, CTSC (Alt.)
Kira Ticus, Bike-to-Work (Alt.)

Vacancies:

District 3 – Alternate
District 4 – Alternate
City of Capitola – Alternate
City of Scotts Valley – Alternate

Staff:

Cory Caletti, Senior Transportation Planner
Tommy Travers, Transportation Planning Technician

Guests:

Gus Alfaro, Caltrans District 5
Doug Hessing, Caltrans District 5
Teresa Buika, UCSC Transportation and Parking Services
Zach Teske, UCSC
Sally Arnold, District 3 applicant
Gina Cole, Bike Santa Cruz County
Becky Steinbruner, member of public

3. Announcements – Staff announced that 1) the proposed final Highway 9 / San Lorenzo Valley Complete Streets Corridor Plan (SLV Plan) will be available online and scheduled to be presented at RTC Commission on June 27th; 2) the Countywide Bicycle Route Signage Project is currently under construction with initial phases of work starting in the City of Santa Cruz; 3) the Santa Cruz City Council will hear an appeal of the City’s Planning Commission approval of the Initial Study/Mitigated Negative Declaration and related permits of the Monterey Bay Sanctuary Scenic Trail Segment 7 Phase 2 on June 11, and Segment 7 Phase 1 is scheduled to begin construction in late fall or early winter; and 4) the Committee staff and chair will seek members’ input on the content of an upcoming Committee orientation session via a future survey.
4. Oral communications – Amelia Conlen announced that she will organize carpooling for the next Committee meeting. Murray Fontes announced that the City of Watsonville is completing two Complete Streets grants and that Committee members are encouraged to fill out the survey on the City’s website for these projects. Becky Steinbruner announced that the Committee should ensure good design and timely construction of the Mar Vista pedestrian/bicycle freeway overcrossing.
5. Additions or deletions to consent and regular agendas – None

CONSENT AGENDA

A motion (Masoner/Jed) was made to approve the consent agenda. The motion passed unanimously with members Conlen, Strause, Beyer, Rogerson, Farrell, Masoner, Fontes, and Jed voting in favor.

6. Approved draft minutes of the April 8, 2019 Bicycle Advisory Committee meeting
7. Approved recommendation for new Bicycle Advisory Committee nomination
8. Accepted summary of hazard reports
9. Accepted informational item: new Bike Santa Cruz County executive director

REGULAR AGENDA

10. Caltrans Highway 9 repairs and shoulder width review and discussion – Gus Alfaro and Doug Hessing, Caltrans District 5 staff, updated the Committee on upcoming Highway 9 storm damage viaduct replacement and smaller drainage repair projects as well as on how Caltrans might generally incorporate Complete Streets principles

considerations in these and similar projects. They stated that Caltrans considers Complete Streets for their State Highway Operations and Protection Program (SHOPP) projects, but that funds for repairs do not include the additional cost that might be needed for bicycle and pedestrian improvements. Those additions would have to be funded through separate sources or partnerships. They stated that after the RTC's SLV Plan is assessed by Caltrans and adopted, it will help them prioritize the community's needs for Complete Streets elements on Highway 9. They stated that for the projects currently under discussion, Caltrans would like to widen the shoulder to the 8-foot standard on the side of the road where the repair work will be conducted. For viaduct replacements, the shoulder would be widened to 4 feet. For the smaller drainage projects, the current project does not account for a widening of the shoulder to 4 feet because additional funds are not currently available. The Committee sought clarification on how Caltrans includes funding for Complete Streets elements for all projects. Caltrans staff also sought Committee input on two Highway 9 bridge replacements north of Boulder Creek. While the Committee was interested in the two bridge replacements mentioned, members asked if Caltrans can instead prioritize replacing Highway bridges in more populated areas such as north of the SLV three-school campus, if possible. The Committee discussed the two proposed bridge designs, and members asked for consideration of grade separation for pedestrians and inexperienced cyclists such as a rounded edge shoulder or a sidewalk. The Committee also expressed concerns with vehicle lane widening causing faster driving, and asked for incorporation of "3 Feet to Pass" and "Bikes May Use Full Lane" signs where appropriate.

11. Caltrans District 5 Active Transportation Plan – Bicycle Advisory Committee members received fellow member Rick Hyman's list of Santa Cruz County concerns related to Caltrans's Plan. The Committee discussed additional locations needing bicycle improvements, including all of highways 129 and 152 within the City of Watsonville as well as any locations near schools. The Committee also called for consideration of buffered bike lanes wherever possible, improvements to signalized intersections, and reconfiguration of freeway interchanges to improve bicycle safety. The Committee also discussed an idea of designating Airport Boulevard and Holohan Road as State Route 152, rather than the existing Main Street and East Lake Avenue. The Committee asked Caltrans staff to clarify how input from stakeholders such as the Committee will be considered and incorporated into the Active Transportation Plan.
12. Design review for UCSC Great Meadow Bike Path Phase 2 – Teresa Buika and Zach Teske, UCSC staff, presented the project to improve safety of the Great Meadow bike path through widening, reducing grades, and improving drainage. Discussion included the need for greater width for the downhill section of the path for recovery space and concerns about adding pedestrians adjacent to the uphill portion of the path. UCSC staff stated that they are not aware of pedestrian/bike conflict historically on the uphill portion of the path. Committee members asked for improved signage to direct pedestrians to use only the farm road in the southern portion of the project area. The Committee and UCSC staff discussed allowing access of the bike path at night or at least until 10:00 PM for those with night classes, and utilizing green paint treatments. UCSC staff stated the project should be ready for construction in summer 2020. They also updated the Committee on upcoming bike safety education programs and the possibility of Jump charging stations on campus.
13. Design review of Chanticleer Ave bike/ped bridge – Tommy Travers, RTC Transportation Planner, briefly presented the design plans for the Hwy 1 Chanticleer

bicycle and pedestrian overcrossing as a follow-up to the update from staff at the April 2019 Committee meeting. Committee members requested improved access to the southern end of the bridge for northbound bicyclists. Member of the public Becky Steinbruner expressed concerns about the safety of the Chanticleer Ave/Soquel Ave intersection. Committee members and applicant Sally Arnold asked if the project could be separated from the Highway 1 widening so it could be advanced ahead of the highway project and were informed that the overcrossing could not be separated at this point in time. The Committee also discussed access north of the project at Chanticleer Ave and Soquel Drive. The Committee asked staff to take their concerns to the RTC project manager and county staff and return with more information.

14. Bike Secure Program discussion – Cory Caletti, RTC Sr. Transportation Planner, described a past program of the RTC which subsidized thousands of bicycle racks as well as bike lockers and cages. The program was funded through four grants from the Monterey Bay Air Resources District over a period of over 15 years and ended when the grant application criteria no longer favored such programs. The program was costly to administer, particularly to fulfill all the requirements of the grants. Staff stated that the program was highly needed because at the time, bike parking facilities were rare. The Committee discussed supporting local ordinances requiring bike parking be incorporated into new developments, and the potential of local jurisdictions to store and distribute bike racks similar to the City of Santa Cruz program. Member of the public Becky Steinbruner stated that bike parking at schools should be more secure.
15. Updates related to Committee functions – Richard Masoner recommended visiting new bicycle infrastructure examples in downtown San Jose. Theresia Rogerson asked for separate Committee agendas without packet materials. She also asked how members of the public can be more involved with the Committee and staff responded they may join ad-hoc committees. Leo Jed expressed concerns about excessive scooters in some cities and the potential of a similar situation in this county.
16. Adjourn – 8:38 pm

NEXT MEETING: The next Bicycle Committee meeting is scheduled for August 12, 2019 from 6:00pm to 8:30pm at the **Cabrillo College Watsonville Center, 318 Union St, Watsonville, CA.**

Minutes respectfully prepared and submitted by:
Tommy Travers, Transportation Planner



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

DRAFT MINUTES

Tuesday, June 11, 2019

**City of Watsonville Old City Council Chambers
250 Main Street, Watsonville, CA 95076**

1. Roll call

The meeting was called to order at 1:36 p.m.

Members present:

Kirk Ance, CTSA – Lift Line

Deborah Benham, 5th District

Lisa Berkowitz, CTSA

Veronica Elsea, 3rd District

Tara Ireland, Social Service Provider – Persons of Limited Means

Clay Kempf, Social Service Provider – Seniors

Alternates present:

Daniel Zaragoza, Metro

Excused absences:

John Daugherty, Metro

Caroline Lamb, Potential Transit User

Unexcused absences:

Jon Bailiff, Social Services Provider – Disabled

RTC staff present:

Grace Blakeslee

Joanna Edmonds

Others present:

Gus Alfaro, Caltrans

Amelia Conlen, Ecology Action

Murray Fontes, City of Watsonville

Doug Hessing, Caltrans

Maria Esther Rodriguez, City of Watsonville

2. Introductions

3. Oral communications

Member Lisa Berkowitz acknowledged E&D TAC member Clay Kempf for securing State funding for issues that affect seniors.

Member Clay Kempf announced that Governor Newsom has signed an executive order to begin development of the Master Plan on Aging and recommended that the E&D TAC track this effort.

4. Additions or deletions to consent and regular agendas

None.

CONSENT AGENDA

5. Approved minutes from April 9, 2019

A motion (Berkowitz/Ance) was made to approve the minutes from April 9, 2019. The motion passed unanimously, with members Kirk Ance, Deborah Benham, Lisa Berkowitz, Veronica Elsea, Clay Kempf, and Daniel Zaragoza voting in favor.

6. Received Transportation Development Act Revenues Report
7. Received RTC Meeting Highlights
8. Received Information Items
9. Recommended that the Regional Transportation Commission approve reappointments to the E&D TAC Committee
10. Accepted correspondence from the public
11. Received information about Caltrans District 5 Active Transportation Plan

A motion (Ireland/Kempf) was made to approve the consent agenda. The motion passed unanimously, with members Kirk Ance, Deborah Benham, Lisa Berkowitz, Veronica Elsea, Clay Kempf, and Daniel Zaragoza voting in favor.

REGULAR AGENDA

12. Received Program Updates
 - a. Volunteer Center – FY 18/19 TDA 3rd Quarter Report
 - b. Community Bridges – FY 18/19 TDA 2nd Quarter Report
 - c. Santa Cruz Metro

Alternate Daniel Zaragoza shared that METRO is hiring a land use consultant to evaluate the potential for a new ParaCruz facility at the recently closed Soquel/Paul Sweet park and ride lot.

Grace Blakeslee, Senior Transportation Planner, announced that the scope of work for the Rail Corridor Alternatives Analysis Study, a joint effort between METRO and the RTC, would be reviewed by the METRO Board in

June.

d. SCCRTC

Grace Blakeslee, Senior Transportation Planner, shared that the San Lorenzo Valley (SLV)/Highway 9 Complete Streets Plan will be reviewed by the RTC at the June 27th meeting.

e. Special Projects - None

No action taken.

13. City of Watsonville Traffic Safety Plan, Downtown Complete Streets Plan, and Transportation Project Updates

Maria Esther Rodriguez, City of Watsonville, provided updates on the City of Watsonville Traffic Safety Plan, Downtown Complete Streets Plan, and other Transportation Projects.

Committee members discussed proposed improvements and how pedestrians who are seniors or people living with disabilities interact with audible signals, bulbouts, and pedestrian push buttons at crosswalks. Committee members also discussed how survey data was gathered for the Downtown Watsonville Complete Streets Plan.

No action taken.

14. Scotts Valley, Unincorporated Santa Cruz County, and Watsonville Safe Routes to School Plan Update

Amelia Conlen, Ecology Action, provide updates on the Scotts Valley, Unincorporated Santa Cruz County, and Watsonville Safe Routes to School Plans.

Committee members discussed the proposed improvements and requested that the plan evaluate potential challenges pedestrians who are seniors or people living with disabilities might face when interacting with the proposed improvements, such as offset crosswalks. Committee members also discussed the need for a continuous sidewalk on Blue Bonnet Lane in Scotts Valley.

No action taken.

15. Federal Transit Administration Section 5310 Grant Cycle & Unmet Paratransit and Transit Needs

Grace Blakeslee, Senior Transportation Planner, gave an overview of the Section 5310 grant cycle and application process. Ms. Blakeslee described the purpose of the local review committee and asked for committee members to consider volunteering.

Committee members discussed the potential projects that could apply for 5310 grant funds, including the need for regularly scheduled senior shopping trips and ways to fill the gaps in taxi services available for seniors and people living with disabilities.

No action taken.

16. Pedestrian Planning and Projects

Grace Blakeslee, Senior Transportation Planner, explained that the E&D TAC provides input on project funding and design as it relates to access for seniors and people living with disabilities, as needed. Ms. Blakeslee requested input on pedestrian planning and projects and the potential for a “temporary advisory committee” to discuss a particular issue.

Ms. Blakeslee introduced Gus Alfaro and Doug Hessing from Caltrans District 5. Mr. Alfaro and Mr. Underhill provided information about the San Lorenzo River and Kings Creek Bridge Restoration project, which will replace two bridges on Highway 9 in the SLV area. Mr. Hessing explained that Caltrans originally had planned for 6 foot sidewalks and a 4 foot bike lane along the bridges, but was now proposing to construct 8 foot wide multiuse shoulders that would be shared by pedestrians and bicyclists.

Committee members discussed challenges pedestrians, particularly those who are seniors or people with disabilities, could experience utilizing multiuse shoulders in a rural area and recommended lighting and striping options to prevent motorists from entering the multiuse shoulder area.

A motion (Ance/Berkowitz) was made to support the 8 foot shoulder proposed in the Caltrans San Lorenzo River and Kings Creek Bridge Restoration project, provided there was a clear delineation with two lines of striping with crosshatches in the middle, in reflective paint, between the travel lane and the multiuse shoulder. The motion passed unanimously, with members Kirk Ance, Deborah Benham, Lisa Berkowitz, Veronica Elsea, Clay Kempf, and Daniel Zaragoza voting in favor.

17. Santa Cruz County Community Safety Net Services — CORE Grant Program Funding Tools

Grace Blakeslee, Senior Transportation Planner, explained that in 2017-18, the County and City of Santa Cruz transitioned from a historical Community Programs funding model to the new model of Collective of Results and Evidence-based (CORE) Investments program.

Committee members discussed evaluation criteria for Santa Cruz County community safety-net services grants provided through the CORE Investment program. Committee members requested that this item be brought back to the August 13, 2019 E&D TAC meeting.

No action taken.

18. SB 1376 Transportation Network Company Access for All Act

Grace Blakeslee, Senior Transportation Planner, announced that Senate Bill 1376, the "TNC Access for All Act," requires the California Public Utilities Commission (CPUC) to establish regulations requiring transportation network companies (TNCs), such as Uber and Lyft, to provide services accessible to people with disabilities through online-enabled applications or platforms.

Joanna Edmonds, Transportation Planning Technician, explained that the CPUC has established three tracks for the issues regarding the implementation of SB 1376 and on May 24, 2019, issued their proposed decision on Track 1 issues. The CPUC's proposed decision for Track 1 issues establishes that a \$0.10 per-trip fee will be added to each TNC trip (identified as the "Access for All Fee") and these fees will be due to the CPUC on a quarterly basis to be deposited in the TNC Access for All Fund on a county-by-county basis. Beginning in 2020, there will be a process for access providers to submit applications to receive moneys from the Access Fund and the CPUC will be required to select on-demand transportation programs or partnerships to receive funding based on criteria adopted by the CPUC in consultation with stakeholders.

Committee members discussed the challenges that seniors and people with disabilities face when trying to access TNC rides, the decline in wheelchair accessible taxi service in Santa Cruz County, and the opportunities that the implementation of this legislation could provide in Santa Cruz County.

No action taken.

19. Public Participation Plan – Association of Monterey Bay Area Governments

Grace Blakeslee, Senior Transportation Planner, announced that the *Draft 2019 Public Participation Plan* covers a four-year period from 2019-2023 and is being updated to comply with the federal transportation act – Federal Surface Transportation Act, Fixing America's Surface Transportation Act (FAST Act).

No action taken.

Meeting adjourned at approximately 4:30 pm.

The next E&D TAC meeting is scheduled for Tuesday, August 13, 2019 at 1:30 p.m. at the RTC Office at 1523 Pacific Ave., Santa Cruz.

Respectfully submitted, Joanna Edmonds, Staff



**Santa Cruz County
Regional Transportation Commission**

DRAFT MINUTES

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

1. Roll call

The meeting was called to order at 9:03 a.m.

Members present:

Ed Bottorff
Sandy Brown
Greg Caput
Trina Coffman-Gomez
Ryan Coonerty
Aurelio Gonzalez

Jack Dilles (alt.)
John Leopold
Bruce McPherson
Patrick Mulhearn (alt.)
Mike Rotkin
John Olejnik (ex-officio)

Staff present:

Sarah Christensen
Fernanda Dias Pini
Ginger Dykaar
Brianna Goodman
Luis Mendez

Joanna Edmonds
Rachel Moriconi
Shannon Munz
Yesenia Parra
Guy Preston

2. Oral communications

Public comments received from:

Rebecca Downing
Michael Saint
Justin Acton

Kristin Praly
Tim Onstad
Keith Otto

Commissioners Coffman-Gomez and Gonzalez joined the meeting.

3. Additions or deletions to consent and regular agendas

Handouts for Items 17 and 18.

CONSENT AGENDA

Commissioner Rotkin moved and Commissioner Brown seconded the consent agenda. The motion carried unanimously with Commissioners Bottorff, Brown, Caput, Coffman-Gomez, Coonerty, Gonzalez, Leopold, McPherson, Rotkin, and Commissioner Alternates Dilles and Mulhearn voting "aye."

Public comments received from:

Keith Otto

MINUTES

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

POLICY ITEMS

5. Accepted Draft 2019 RTC Public Participation Plan

PROJECTS and PLANNING ITEMS

6. Approved Scotts Creek Lagoon and Marsh Restoration Grant Award
(Resolution 42-19)
7. Approved Storm Damage Repairs - Bowman & Williams, Inc. Contract Renewal
(Resolution 43-19)

BUDGET AND EXPENDITURES ITEMS

8. Accepted Fiscal Year 2019/20 Budget Amendment for Staffing **(Resolution 44-19)**

ADMINISTRATION ITEMS

9. Accepted appointments to the Elderly and Disabled Transportation Advisory Committee
10. Accepted 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

Commissioners reported that funding options are being explored to expedite the Lee Road project.

14. Director's Report – oral report

Guy Preston, Executive Director, reported on the on-going progress of the countywide bike signage project, and that RTC staff met with Public Work Directors of the County of Santa Cruz and the Cities of Capitola, Santa Cruz, Scotts Valley, and Watsonville to discuss RTC discretionary funds programming and potential formula distribution of Surface Transportation Block Grant Program/Regional Surface Transportation Program Exchange funds.

Commissioners comments: Santa Cruz Metropolitan Transit District (METRO) funding sources; and need for continued discussions with stakeholders regarding distribution of RTC discretionary funds.

15. Caltrans report

John Olejnik, District 5 Senior Transportation Planner, reported that construction season has started and asked that drivers be especially aware and cautious around work zones. Mr. Olejnik stated that Caltrans is taking new measures to improve the safety of workers.

16. Measure D Implementation Plan and Potential Financing Options Presentation

Guy Preston, Executive Director, introduced KNN Public Financing Consultants, David Leifer and Melissa Schick, who gave a presentation on the development of the inaugural Measure D Strategic Implementation Plan and funding and borrowing options for Measure D projects and programs.

Commissioners discussed: Processes and considerations related to pursuing bonding from a sales-tax measure; administrative and operational costs of bonding; option for jurisdictions to bond against local shares; leveraging Measure D funds to accelerate project delivery and as a safeguard to the instability of federal and state funding sources; reserve and debt policy; difference between regional and local bonds; competitive bonding strategies; need to take advantage of currently favorable financial environment and move quickly to access funds to deliver projects; and the importance of being shovel ready and fiscally responsible.

17. Highway 9/ San Lorenzo Valley Complete Streets Corridor Plan

Commissioner McPherson summarized the work of this plan noting that the plan is a result of a long-term cooperative effort between the RTC, Caltrans, local agencies, community groups, and residents, and that it prioritizes safety adjustments and climate event preparedness.

Brianna Goodman, Transportation Planner, presented the staff report on the final Highway 9/San Lorenzo Valley Complete Streets Corridor Plan.

Public comments received from:

Victor Quiroz
Joni Martin
Kelly Howard
Brian Largay
Ross Hitchen
Shay Recler

Donna Ziel
Audrey Johnson
Gabrielle Brick
Christopher Holmes
Jim Helmer
Tom Fredericks

Commissioners discussed: That addressing traffic issues around the school campus is key to relieving congestion on Highway 9; and request that Caltrans provide the RTC frequent progress updates of near-term safety modifications along Highway 9.

Commissioner McPherson moved and Commissioner Coffman-Gomez seconded the staff recommendation to:

1. Receive the final Highway 9/San Lorenzo Valley Complete Streets Corridor Plan (SR9/SLV Plan), inclusive of any modifications requested by the board;
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 action by the Commission.

The motion carried unanimously with Commissioners Bottorff, Brown, Caput, Coffman-Gomez, Coonerty, Gonzalez, Leopold, McPherson, Rotkin, and Commissioner Alternates Dilles and Mulhearn voting "aye."

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

Ginger Dykaar, Senior Transportation Planner, presented the staff report on the draft scope of work for the Alternatives Analysis for High-Capacity Public Transit on the Rail Right-of-Way.

Commissioner comments: The scope of work needs to include the triple-bottom line analysis, and include an economic analysis that is representative of disadvantaged communities and all county residents.

Public comments received from:

Brett Garrett

Robert Arco

Dianne Dryer

Jessica Evans

David Van Brink

Saladin Sale

Casey Beyer

Mark Mesiti-Miller

Keith Otto

Commissioners discussed: Inclusion of non-rail alternatives and any potential legal ramifications from a non-rail option; extensive analysis of available funding sources; and inclusion of political metrics in the analysis;.

Commissioner Leopold moved and Commissioner Coonerty seconded a motion to direct RTC staff to incorporate input received at this meeting in a revised scope of work and return to the Commission in August for further discussion. The motion carried unanimously with Commissioners Bottorff, Brown, Caput, Coffman-Gomez, Coonerty, Gonzalez, Leopold, McPherson, Rotkin, and Commissioner Alternates Dilles and Mulhearn voting "aye."

Commissioner Coonerty left the meeting.

19. Federal Legislative Update from RTC Federal Assistant

Chris Giglio, RTC Federal Assistant, gave a legislative update on federal items and activities in 2019 of interest to the RTC.

Commissioner comments: How potential changes to federal legislation could have detrimental impact to Santa Cruz County, especially in addressing damages incurred during the 2017 Winter Storms.

Commissioner Leopold left the meeting.

20. Capitola Trestle Feasibility Study Update

Sarah Christensen, Senior Transportation Engineer, presented the staff recommendation to shift funding allocation of the Capitola Trestle Feasibility Study from Fiscal Year (FY) 2019/20 to 2020/21.

Commissioner comments: The historical value of the trestle should be evaluated and addressed in the study.

Commissioner Rotkin moved and Commissioner Gonzalez seconded the staff recommendation that the Measure D 5-year plan be modified and shift the \$50,000 allocated for the Capitola Trestle feasibility study from Fiscal Year (FY) 2019/20 to 2020/21 to line up with the completion of the Alternative Analysis for High-Capacity Public Transit on the Right-of-Way.

The motion carried unanimously with Commissioners Bottorff, Brown, Caput, Coffman-Gomez, Gonzalez, McPherson, Rotkin, and Commissioner Alternates Dilles and Mulhearn voting "aye."

Public comments received from:

Keith Otto

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.

Meeting adjourned at 1:27p.m.

Respectfully submitted,

Fernanda Dias Pini

Attendees:

Audrey Johnson	Felton/Hwy 9
Brett Garrett	Santa Cruz PRT
Brian Largay	
Casey Beyer	
Christopher Holmes	
David Van Brink	
Dianne Dryer	
Donna Ziel	Hwy 9
Fred Nielsen	Felton
Gabrielle Brick	Felton/SLV

Gina Cole
Gine Johnson
Heather Adamson
Jessica Evans
Jim Helmer
Joni Martin
Justin Acton
Keith Otto
Kelly Howard
Kristin Praly
Leah Samuels
Mark Mesiti-Miller
Martha Dable
Michael Saint
Rebecca Downing
Rebecca Sheen
Robert Arco
Ross Hitchen
Saladin Sale
Sebastien Praly
Shay Reckler
Tim Onstad
Tom Fredericks
Victor Quiroz

Bike Santa Cruz County
County of Santa Cruz
AMBAG
Santa Cruz
Ben Lomond
Felton
Boulder Creek
Santa Cruz County
Hwy 9 Corridor
Ben Lomond
Felton

MNS Engineering
CFST

La Selva Area

Hwy 9 Corridor
Santa Cruz
Ben Lomond

La Selva Area

Felton



SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

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

July 24, 2019

Dayna Bochco, Chair
California Coastal Commission
45 Fremont Street
San Francisco, CA 94105

Re: Appeal of Permits for Rail Trail Phase II of Segment 7 in the City of Santa Cruz

Dear Ms. Bochco,

In 2012, the Santa Cruz County Regional Transportation Commission (RTC) purchased the Santa Cruz Branch Rail Line right-of-way (ROW) in part to construct a trail next to the existing track, which would serve as the California Coastal Trail through Santa Cruz County. The City of Santa Cruz is proceeding with implementation of Phases I and II of Segment 7 of the trail which lies within its city limits. The RTC understands that the coastal permit for Phase II of Segment 7 is being appealed to the Coastal Commission. The RTC supports the City of Santa Cruz in its efforts to uphold the coastal permit and deny any appeal to the coastal permit.

In 2014, the RTC completed a master plan for the trail project through the entire County of Santa Cruz and certified the final Environmental Impact Report (EIR) and an EIR addendum. As part of its process to implement Phase II of Segment 7 of the trail, the City of Santa Cruz has gone through its own project-specific environmental review. This included the production of an Initial Study/Mitigated Negative Declaration (IS/MND). Through that process, the City of Santa Cruz modified the project to further mitigate impacts and recirculated the IS/MND. The mitigations in the environmental documents are consistent with City-approved plans and Municipal Code and include the replacement of heritage trees at a 2:1 ratio and riparian species at a 3:1 ratio. After ample analysis, the City of Santa Cruz determined that with all of the proposed mitigations, the project impacts are less than significant.

Once completed, the trail will provide innumerable benefits to residents, businesses and visitors for transportation and recreation. The trail will also be accessible to persons with disabilities. Therefore, based on the benefits of the trail and the extensive work by the City of Santa Cruz to ensure that all impacts would be less than significant, the RTC respectfully requests that the Coastal Commission deny any appeal to the City of Santa Cruz coastal permit for Phase II of Segment 7 of the rail trail.

Sincerely,

Ed Bottorff
Commission Chair

cc: Tami Grove, Coastal Commission
Cory Caletti, RTC

7-1

S:\MBSST\Segment 7_City of SC\Coastal Commisoin appeal Phase 2\PhaseIICCCLet 0719.docx

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
TDA REVENUE REPORT
FY 2019/2020**

MONTH	FY18 - 19 ACTUAL REVENUE	FY19 - 20 ESTIMATE REVENUE	FY19 - 20 ACTUAL REVENUE	DIFFERENCE	DIFFERENCE AS % OF PROJECTION	CUMULATIVE % OF ACTUAL TO PROJECTION
JULY	908,365	910,174	1,060,892	150,718	16.56%	116.56%
AUGUST	670,376	671,711	-			
SEPTEMBER	886,090	887,855	-			
OCTOBER	1,276,595	1,279,137	-			
NOVEMBER	577,500	578,651	-			
DECEMBER	905,920	907,724	-			
JANUARY	877,694	879,442	-			
FEBRUARY	816,270	817,896	-			
MARCH	861,435	863,150	-			
APRIL	847,201	848,888	-			
MAY	607,386	608,595	-			
JUNE	912,189	914,006	-			
TOTAL	10,147,019	10,167,228	1,060,892	150,718	1.48%	10%

Note:

I:\FISCAL\TDA\MonthlyReceipts\FY2020\FY2020 TDA Receipts.xlsx\FY2019

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

	KEY/OBJEC	RATE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	O/H ADJUST	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	TOTAL	YEAR END ADJUSTMENT	ADJUSTED TOTAL	
	729000/40186		2,191,712.62	-	-	-	-	-	0.00	-	-	-	-	-	-	2,191,712.62	0.00	2,191,712.62	
NET			2,191,712.62	-	-	-	-	-	0.00	-	-	-	-	-	-	2,191,712.62	0.00	2,191,712.62	
ADMINISTRATION & IMPLEMENTATION - 729100/62315																			
ADMINISTRATION - SALARIES & BENEFITS		1%	21,917.13	-	-	-	-	-	0.00	-	-	-	-	-	-	21,917.13	0.00	21,917.13	
O/H ADMIN			20,163.76	-	-	-	-	-	0.00	-	-	-	-	-	-	20,163.76	0.00	20,163.76	
SALARIES & O/H IMPLEMENT& OVERSIGHT			9,855.87	-	-	-	-	-	0.00	-	-	-	-	-	-	9,855.87	0.00	9,855.87	
SERVICES & SUPPLIES			15,000.00	-	-	-	-	-	0.00	-	-	-	-	-	-	15,000.00	0.00	15,000.00	
			66,936.75	-	-	-	-	-	0.00	-	-	-	-	-	-	66,936.75	0.00	66,936.75	
Subtotal			2,124,775.87	-	-	-	-	-	0.00	-	-	-	-	-	-	2,124,775.87	-	2,124,775.87	
TO DISTRIBUTE TO INVESTMENT CATEGORIES																			
1. NEIGHBORHOOD - 729200/7232																			
SLV SR9		30%	637,432.76	-	-	-	-	-	-	-	-	-	-	-	-	637,432.76	-	637,432.76	
HWY 17 Wildlife		Fixed \$	27,777.78	-	-	-	-	-	0.00	-	-	-	-	-	-	27,777.78	0.00	27,777.78	
		Fixed \$	13,888.89	-	-	-	-	-	0.00	-	-	-	-	-	-	13,888.89	0.00	13,888.89	
			41,666.67	-	-	-	-	-	0.00	-	-	-	-	-	-	41,666.67	0.00	41,666.67	
City of Capitola		5.5425%	33,020.43	-	-	-	-	-	-	-	-	-	-	-	-	33,020.43	-	33,020.43	
City of Santa Cruz		22.7605%	135,599.51	-	-	-	-	-	-	-	-	-	-	-	-	135,599.51	-	135,599.51	
City of Scotts Valley		4.6529%	27,720.65	-	-	-	-	-	-	-	-	-	-	-	-	27,720.65	-	27,720.65	
City of Watsonville		15.2981%	91,140.90	-	-	-	-	-	-	-	-	-	-	-	-	91,140.90	-	91,140.90	
County of Santa Cruz		51.7459%	308,284.60	-	-	-	-	-	-	-	-	-	-	-	-	308,284.60	-	308,284.60	
		100%	595,766.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	595,766.10	0.00	595,766.10	
2. HWY CORRIDORS - 729300/62888																			
		25%	531,193.97	-	-	-	-	-	-	-	-	-	-	-	-	531,193.97	-	531,193.97	
3. TRANSIT/PARATRANSIT - 729400/72311																			
Santa Cruz Metro (SCMTD) 16%		20%	424,955.17	-	-	-	-	-	-	-	-	-	-	-	-	424,955.17	-	424,955.17	
Community Bridges - 4%		80%	339,964.14	-	-	-	-	-	-	-	-	-	-	-	-	339,964.14	-	339,964.14	
		20%	84,991.03	-	-	-	-	-	-	-	-	-	-	-	-	84,991.03	-	84,991.03	
4. ACTIVE TRANSPORTATION - 729500/62856																			
		17%	361,211.90	-	-	-	-	-	-	-	-	-	-	-	-	361,211.90	-	361,211.90	
5. RAIL CORRIDOR - 729600/62837																			
		8%	169,982.07	-	-	-	-	-	-	-	-	-	-	-	-	169,982.07	-	169,982.07	
DISTRIBUTED TO INVESTMENT CATEGORIES																			
		100%	2,124,775.87	-	-	-	-	-	-	-	-	-	-	-	-	2,124,775.87	-	2,124,775.87	
TOTAL ADMIN & IMPLM AND INVESTMENT CATEGORIES																			
			2,191,712.63	-	-	-	-	-	0.00	-	-	-	-	-	-	2,191,712.63	0.00	2,191,712.63	

I:\FISCAL\Mesure D\Distribution To Investment Category\FY2020 01 July 2019 Distribution.xlsx\Summary

TO: Regional Transportation Commission (RTC)
FROM: Tracy New, Director of Finance and Budget
RE: Amendments to the Fiscal Year (FY) 2018-19 Budget

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC) adopt the attached resolution ([Attachment 1](#)) approving adjustments to the RTC's FY 2018-19 budget.

BACKGROUND

The Santa Cruz County Regional Transportation Commission (RTC) is the designated administrator of Measure D, a ½-cent transaction and use tax. The RTC distributes revenues in accordance with the Measure D Expenditure Plan.

The RTC's adopted budget includes estimated revenues and expenditures. When revenues or expenditures exceed the RTC adopted budget, an amendment may be required.

DISCUSSION

In FY 2019, the RTC received \$21,982,020 in Measure D revenues exceeding the \$20,100,705 budgeted by \$1,881,315. The allocations require an increase in budget appropriations including the following allocations to investment categories per the Measure D Expenditure Plan:

1. Admin and Implementation \$51,084*
2. Neighborhood \$549,069
3. Highway Corridors \$457,558
4. Transit \$366,046
5. Active Transportation \$311,139
6. Rail Corridor \$146,419

*Administrative and Implementation costs are limited to 1%, the allocation is taken proportionately from each investment category.

SUMMARY

The purpose of the budget amendment is to accept unanticipated revenues in excess of estimates and distribute funds according to the Expenditure Plan.

Attachments:

Resolution amending the FY 2018-19 budget

S:\RTC\TC2019\TC0819\Consent\FY1819 BudgAmd\FY1819BudgAmend-SR.docx

RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of August 1, 2019
on the motion of Commissioner
duly seconded by Commissioner

A RESOLUTION AMENDING THE FY 2018-19 BUDGET FOR THE REGIONAL
TRANSPORTATION COMMISSION

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

WHEREAS *the RTC is designated administrator of Measure D, a ½ cent transaction and us tax approved by the voters of Santa Cruz County in November 2016; and*

WHEREAS *the RTC received \$1,881,315 additional Measure D revenue to be distributed to the investment categories in accordance with the Measure D Expenditure Plan; and*

WHEREAS, *the distribution of funds to the investment categories requires an amendment to the RTC's FY 2018-19 budget;*

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

The RTC accept unanticipated additional Measure D revenue in the amount of \$1,881,315 and adjusts the budget accordingly.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

ABSENT: COMMISSIONERS

Ed Bottorff, Chair

ATTEST:

Guy Preston, Secretary

Distribution: RTC Fiscal

s:\resoluti\2019\08\xx-19_fy18-19budget&workplan_amend.docx

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

**August 2019
Through
October 2019**

**All meetings are subject to cancellation when there are no action items to be considered by
the board or committee**

Please visit our website for meeting agendas and locations

www.sccrtc.org/meetings/

Meeting Date	Meeting Day	Meeting Type	Meeting Time	Meeting Place
8/1/19	Thursday	Regional Transportation Commission	9:00 am	Scotts Valley City Council Chambers
8/8/19	Thursday	Canceled Budget and Administration/Personnel Committee	3:00 pm	Redwood Room, SC County Building
8/12/19	Monday	Bicycle Advisory Committee	6:00 pm	Commission Offices
8/13/19	Tuesday	Elderly & Disabled Transportation Advisory Committee	1:30 pm	Commission Offices
8/15/19	Thursday	Transportation Policy Workshop	9:00 am	Watsonville City Council Chambers
8/15/19	Thursday	Interagency Technical Advisory Committee	1:30 pm	Commission Offices
9/5/19	Thursday	Regional Transportation Commission	9:00 am	County Board of Supervisors Chambers
9/12/19	Thursday	Budget and Administration/Personnel Committee	3:00 pm	Redwood Room, SC County Building
9/18/19	Wednesday	Safe on 17/ Traffic Operations Systems	10:00 am	Commission Offices
9/19/19	Thursday	Transportation Policy Workshop	9:00 am	Commission Offices
9/19/19	Thursday	Interagency Technical Advisory Committee	1:30 pm	Commission Offices
10/3/19	Thursday	Regional Transportation Commission	9:00 am	County Board of Supervisors Chambers
10/7/19	Monday	Bicycle Advisory Committee	6:00 pm	Commission Offices
10/8/19	Tuesday	Elderly & Disabled Transportation Advisory Committee	1:30 pm	Commission Offices
10/10/19	Thursday	Budget and Administration/Personnel Committee	3:00 pm	Redwood Room, SC County Building
10/17/19	Thursday	Transportation Policy Workshop	9:00 am	Commission Offices
10/17/19	Thursday	Interagency Technical Advisory Committee	1:30 pm	Commission Offices

RTC Commission Offices – 1523 Pacific Ave. – Santa Cruz, CA

Board of Supervisors Chambers/Redwood Conference room – 701 Ocean St-5th floor – Santa Cruz, CA

City of Watsonville Council Chambers – 275 Main St Ste 400 – Watsonville, CA

City of Capitola Council Chambers – 420 Capitola Ave., Capitola, CA

City of Scotts Valley Council Chambers – 1 Civic Center Drive – Scotts Valley, CA

Community Foundation in Aptos – 7807 Soquel Drive, Aptos, CA

TO				FROM				Subject
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	Organization	
06/21/19	Email	Incoming	D.Ortega 06/21/19			SCCRTC	UCSC	On-Demand-Shuttle-Service with Two Cities
06/23/19	Email	Incoming	D.Ortega 6/24/2019	Rachel	Moriconi	SCCRTC	Valley Womens Club	Hwy 9 Plan
6/21/2019	Email	Incoming	D.Ortega 06/21/2019			SCCRTC	SC Metropolitan Transit District	Please approve the Hwy 9 Plan
6/24/2019	Email	Incoming	D.Ortega 06/24/2019			SCCRTC	Trail Now	Trail Now comments on June 27 RTC Agenda (Measure D, Hwy 9, Alternatives Analysis for High Capacity Public Transit, Capitola Trestle)
6/25/2019	Email	Incoming	D.Ortega 06/25/2019			SCCRTC	Citizen	The Proposed scope of work for the SCCRTC Alternatives Analysis
6/25/2019	Email	Incoming	D.Ortega 06/25/2019			SCCRTC	Citizen	Item #18 on RTC 6/27/19 Agenda Alternatives Analysis
6/25/2019	Email	Incoming	D.Ortega 06/25/2019			SCCRTC	Citizen	Item #18 on RTC 6/27/19 Agenda Alternatives Analysis
6/25/2019	Email	Incoming	D.Ortega 06/25/2019			SCCRTC	Citizen	Please no more delays. Keep the Rail and Trail
6/25/2019	Letter	Incoming	N/A			SCCRTC	Caltrans District 5	Improvements along Highway 9 in the San Lorenzo Valley
06/25/19	Letter	Outgoing	N/A	Heidi	Borders	Caltrans District 5	SCCRTC	RSTPX Invoice #1
06/25/19	Letter	Outgoing	N/A	John	Hoole	Caltrans Division of Local Assistance	SCCRTC	FY 2018/19 Optional RSTP Federal Exchange Program
06/25/19	Email	Incoming	D.Ortega 06/25/2019			SCCRTC	Citizen	Item #18 on RTC 6/27/19 Agenda Alternatives Analysis
06/25/19	Letter	Incoming	D.Ortega 06/25/2019			SCCRTC	FORT	Item #18 on RTC 6/27/19 Agenda Alternatives Analysis
06/25/19	Email	Incoming	D.Ortega 06/25/2019			SCCRTC	Citizen	Hwy 9 Pedestrian and bike safety
06/25/19	Email	Incoming	D.Ortega 06/25/2019			SCCRTC	Citizen	Item #18 on RTC 6/27/19 Agenda Alternatives Analysis
06/25/19	Email	Incoming	D.Ortega 06/26/2019			SCCRTC	Citizen	Item #18 on RTC 6/27/19 Agenda Alternatives Analysis
06/25/19	Email	Incoming	D.Ortega 06/26/2019			SCCRTC	Citizen	Item #18 on RTC 6/27/19 Agenda Alternatives Analysis
06/25/19	Email	Incoming	D.Ortega 06/26/2019			SCCRTC	Citizen	Item #18 on RTC 6/27/19 Agenda Alternatives Analysis
06/25/19	Email	Incoming	D.Ortega 06/26/2019			SCCRTC	Citizen	Item #18 on RTC 6/27/19 Agenda Alternatives Analysis
06/25/19	Email	Incoming	D.Ortega 06/26/2019			SCCRTC	Citizen	Item #18 on RTC 6/27/19 Agenda Alternatives Analysis
06/25/19	Email	Incoming	D.Ortega 06/26/2019			SCCRTC	Citizen	Item #18 on RTC 6/27/19 Agenda Alternatives Analysis
06/25/19	Email	Incoming	D.Ortega 06/26/2019			SCCRTC	Citizen	Item #18 on RTC 6/27/19 Agenda Alternatives Analysis
06/25/19	Email	Incoming	D.Ortega 06/26/2019			SCCRTC	Citizen	Item #18 on RTC 6/27/19 Agenda Alternatives Analysis
06/25/19	Email	Incoming	D.Ortega 06/26/2019			SCCRTC	Citizen	Item #18 on RTC 6/27/19 Agenda Alternatives Analysis
06/25/19	Email	Incoming	D.Ortega 06/26/2019			SCCRTC	Citizen	Item #18 on RTC 6/27/19 Agenda Alternatives Analysis
06/26/19	Email	Incoming	D.Ortega 06/26/2019			SCCRTC	Former Mayor of Watsonville	Item #18 on RTC 6/27/19 Agenda Alternatives Analysis

TO				FROM				Subject		
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First		Last	Organization
06/26/19	Email	Incoming	D. Ortega 06/26/2019			SCCRTC	Casey	Beyer	SC Chamber of Commerce	Item #18 on RTC 6/27/19 Agenda Alternatives Analysis
06/26/19	Email	Incoming	D. Ortega 06/26/2019			SCCRTC	Kaki	Rusmore	Citizen	Item #18 on RTC 6/27/19 Agenda Alternatives Analysis
06/26/19	Email	Incoming	D. Ortega 06/26/2019			SCCRTC	David	Brink	Citizen	Item #18 on RTC 6/27/19 Agenda Alternatives Analysis
06/26/19	Email	Incoming	D. Ortega 06/26/2019			SCCRTC	Dennis	Norton	Citizen	Item #18 on RTC 6/27/19 Agenda Alternatives Analysis
06/26/19	Email	Incoming	D. Ortega 06/26/2019			SCCRTC	Dan	Dion	Citizen	Item #18 on RTC 6/27/19 Agenda Alternatives Analysis
06/26/19	Email	Incoming	D. Ortega 06/26/2019			SCCRTC	Rosemary	Sarka	Citizen	Item #18 on RTC 6/27/19 Agenda Alternatives Analysis
06/26/19	Email	Incoming	D. Ortega 06/26/2019			SCCRTC	Fred	Antaki	Citizen	Item #18 on RTC 6/27/19 Agenda Alternatives Analysis
06/26/19	Email	Incoming	D. Ortega 06/26/2019			SCCRTC	Brian	Peoples	Exec. Director Trail Now	Wastonville Freight Train opportunities
06/26/19	Email	Incoming	D. Ortega 6/26/19			SCCRTC	Mark	Mesiti-Miller		Item #18 on RTC 6/27/19 Agenda Alternatives Analysis
06/26/19	Email	Incoming	D. Ortega 06/26/2019			SCCRTC	Bill	LeBon		Item #18 on RTC 6/27/19 Agenda Alternatives Analysis
06/26/19	Email	Incoming	D. Ortega 06/26/2019			SCCRTC	Barry	Scott		Item #18 on RTC 6/27/19 Agenda Alternatives Analysis
06/26/19	Email	Incoming	D. Ortega 06/26/2019	Luis Tommy	Mendez Travers	SCCRTC	Fred	Antaki		Need info on Porposed Rail Service as it affects 41st Ave. Crossing in Capitola
06/27/19	Handout	Incoming	D. Ortega 06/27/2019	Rachel	Moriconi	SCCRTC	Victor	Queiroz		Lazy Woods Road Crosswalk Alternative Bus Stop Proposal
06/27/19	Letter	Incoming	N/A	Guy	Preston	SCCRTC	Ryan	Coonerty	County of Santa Cruz	Potential bonding against Measure D revenues to fund transportation improvement projects within the County of Santa Cruz
06/27/19	Handout	Incoming	D. Ortega 06/27/19	Ginger	Dykaar	SCCRTC	Brett	Garrett		Suggestions for changes to the Alternative Analysis for High Capacity Public Transit on the Rail Right-of-Way Scope of Work
06/27/19	Handout	Incoming	N/A			SCCRTC	Rebecca	Downing	Seacliff Improvement Association	Invitation to participate to the Saturday Stroll to the Aptos Village Green on August 3, 2019
06/27/19	Email	Incoming	D. Ortega 07/09/2019			SCCRTC	Amy	Anderson		Bank the rail, Build the trail
06/27/19	Email	Incoming	D. Ortega 07/09/2019			SCCRTC	G	Sultana		Bank the rail, Build the trail
06/27/19	Email	Incoming	D. Ortega 07/09/2019			SCCRTC	Dennis	Speer		Please stop using a rear view mirror to plan for the future
06/27/19	Email	Incoming	D. Ortega 07/09/2019			SCCRTC	Sharon	Garcia		Bank the rail, Build the trail
06/27/19	Email	Incoming	D. Ortega 07/09/2019			SCCRTC	Scott	Rowe		Stop amusing yourselves with a rail.

TO				FROM			
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	Subject
06/27/19	Email	Incoming	D.Ortega 07/09/2019			SCCRTC	Bank the rail, Build the trail
06/27/19	Email	Incoming	D.Ortega 07/09/2019			SCCRTC	Bank the rail, Build the trail
06/27/19	Email	Incoming	D.Ortega 07/09/2019			SCCRTC	Bank the rail, Build the trail
06/27/19	Email	Incoming	D.Ortega 07/09/2019			SCCRTC	Bank the rail, Build the trail
6/27/2019	Email	Incoming	D.Ortega 07/09/2019	Brian		SCCRTC	Item #18 on RTC 6/27/19 Agenda Alternatives Analysis
06/26/19	Email	Incoming	D.Ortega 07/09/2019	Marc		SCCRTC	Hwy 9 Pedestrian and bike safety
06/26/19	Email	Incoming	N/A	Joni		SCCRTC	Hwy 9 bike and pedestrian safety
06/26/19	Email	Incoming	D.Ortega 07/09/2019	Megan		SCCRTC	Hwy 9 bike and pedestrian safety
06/26/19	Email	Incoming	D.Ortega 07/09/2019	Robert		SCCRTC	Item #18 on RTC 6/27/19 Agenda Alternatives Analysis
07/03/19	Letter	Incoming	N/A	Sarah Guy		SCCRTC	Easement over a Portion of the Santa Cruz Branch Line Railroad Right of Way in Capitola, California
07/11/19	Email	Incoming	D.Ortega 7/11/19	Joanna	Edmonds	SCCRTC	Unmet Transit and Specialized Transportation Needs Input Form
07/15/19	Email	Incoming	D.Ortega 7/15/19	Luis	Mendez	SCCRTC	Rail Tracks work along - below Hiawatha
07/15/19	Email	Incoming	D.Ortega 7/15/19	Sarah	Chirstensen	SCCRTC	Bay Ave. and Highway 1
07/15/19	Letter	Outgoing	N/A	David	Fellon	SCCRTC	Monterey Bay Sanctuary Scenic Trail Network Segment 7 - Upcoming Construction
07/20/19	Email	Incoming	D.Ortega 07/22/2019			SCCRTC	Public Transportation to and from La Selva Beach
07/21/19	Email	Incoming	N/A			SCCRTC	Ongoing Vandalism in Aptos near Wharf Rd. near railroad tracks
07/21/19	Email	Incoming	A.Naranjo 07/24/2019	Amy	Naranjo	SCCRTC	UberPool or Lyft-line to Santa Cruz County-Please



SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

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

June 27th, 2019

Steve Palmisano
Public Works Director
250 Main Street
Watsonville, CA 95076

Dear Mr. Palmisano,

The Bicycle Advisory Committee (Committee) of the Regional Transportation Commission would like to express its strong support for the Preferred Alternative in the Downtown Complete Streets Plan and thank the City of Watsonville for your work to explore downtown bicycle facility improvements.

The Committee strives for easy access for bicyclists to all destinations in Santa Cruz County, and we believe that people on bikes should be able to travel safely to the amenities on downtown corridors, such as Main Street in Watsonville, rather than being inconveniently diverted to side streets. The Preferred Alternative includes new buffered bike lanes on key corridors including Main Street, Lake Avenue, Beach Street and Rodriguez Street. This is a tremendous addition to the City's bicycle network and will allow safe and comfortable access to key destinations such as City Hall, the Watsonville Plaza, Radcliff Elementary, Cabrillo College, Watsonville High and downtown businesses. The Main Street bicycle lanes would also provide a safe route across town and access to the parks, shops and housing in northern Watsonville.

Cities across the county are using Level of Traffic Stress analyses as a way to rank the comfort of their bike and pedestrian networks, and a recent survey of Berkeley residents showed what most of us know intuitively: a two-lane road with buffered bike lanes is much more comfortable for people on bikes than a four-lane road with high traffic volumes and no bike facilities. The facilities outlined in the Preferred Alternative are a huge step towards encouraging more car-free trips in Watsonville.

In addition, the road diet and pedestrian facilities included in the Preferred Alternative will have the added benefit of slowing traffic speeds, which will create a more comfortable atmosphere for people to walk, bike and contribute to downtown Watsonville's vitality.

We thank you for the opportunity to provide comments on this important project. Please keep our Committee informed of the status of this project and whether these changes will be implemented. You can contact the RTC's Bicycle Advisory Committee staff person, Tommy Travers, at 831-460-3208 or by email at ttravers@sccrtc.org, for this and any other committee related matters.

Sincerely,

Amelia Conlen
Chair, RTC Bicycle Advisory Committee

CC:

Murray Fontes, City of Watsonville
City of Watsonville seat of the RTC Bicycle Advisory Committee

13a-1

TO: Santa Cruz County Regional Transportation Commission

FROM: Shannon Munz, Communications Specialist

RE: Draft 2019 Public Participation Plan – **Public Hearing**

RECOMMENDATION

Staff recommends that the Regional Transportation Commission (RTC) hold a public hearing to receive input on the *Draft 2019 Public Participation Plan*.

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 (SCCRTC), 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 *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.

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 *2019 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 released the *Draft 2019 Public Participation Plan* for public comment.**
- **August 1, 2019: SCCRTC Public Hearing on *Draft 2019 Public Participation Plan* scheduled to be held at the SCCRTC August Meeting.**
- 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 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 \(https://ambag.org/programs-services/planning/public-participation-plan\)](https://ambag.org/programs-services/planning/public-participation-plan).

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.

Commissioners and community members are encouraged to review and provide input on the *Draft 2019 Public Participation Plan*. Input received by August 28, 2019 will be considered for incorporation into the final plan. A public hearing has been scheduled for 9:30 a.m. to receive input at this RTC meeting.

- Written comments can also be submitted via email to: smunz@scrtc.org, or via postal mail to the RTC office.

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 *2019 Public Participation Plan* will meet these requirements. The RTC is currently soliciting input on the draft plan and a public hearing has been scheduled to receive comments during this meeting. Comments submitted by August 28, 2019 will be considered during development of the final plan.

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
 - b. Engagement of Minority, Low-Income, and Limited-English Proficiency (LEP) Populations
 - 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

Santa Cruz County Regional Transportation Commission (SCCRTC)

Website: www.sccrtc.org Phone: 831 460-3200 Fax: 831 460-3215 E-mail: info@sccrtc.org

Item	Frequency	Web	Email	Mail	Media	Other
SCCRTC Meetings/ Agenda Packets	1-2 times per month, second meeting in a workshop format	Posted 3-6 days prior to meeting	Notification sent to distribution list and interested parties (e-news) when packet posted on web	Packet mailed to Commissioners and major libraries.	Main meeting is televised and rebroadcast on Community TV, media notified by email when packet is posted on web	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
SCCRTC Actions	As needed for high profile program/project decisions	Press release and/or news feed posted	Notification to interested parties (e-news), if appropriate	None generally	Press release distributed before and/or after key SCCRTC actions (meeting)	Notification included in committee packets as appropriate
SCCRTC Highlights	Following main monthly meeting	Posted day or two following meeting	Notification sent to city council members, transit district board members, media, chambers of commerce, SCCRTC	None	(see email)	Meeting highlights are posted on the SCCRTC social media channels

Public Hearings	As needed for high profile program/project decisions	Notice posted 10 or more days prior to hearing, materials posted with packet (at least 4 days prior)	Notification to interested parties (e-news) and those who receive the SCCRTC packets	(see SCCRTC packets)	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	Notification included in committee packets as appropriate, signs may also be placed on A-frame barricades on major thoroughfares.
Correspondence from the Public	Varies	Entry included in correspondence log posted with packets	If correspondence is received via email, it is acknowledged via email.	None	None	Correspondence addressing specific SCCRTC projects may be included with that item in the SCCRTC meeting packets.
SCCRTC Committees	Every 1-2 months	Packets posted on web	Packets emailed, notification about packet availability emailed to interested parties (e-news)	Packets mailed to committee members that request it, fees may apply per SCCRTC Rules and Regulations	None, unless included in an important recommendation to the SCCRTC	--

<p>Approved SCCRTC plans, documents and/or project information</p>	<p>As available (examples would be completed environmental analyses, RTPs, feasibility analyses, Traffic Monitoring Reports, Regional Transportation Improvement Program (RTIP), etc.)</p>	<p>Plans, documents, info posted on the web</p>	<p>Link to posted document provided and emailed to interested parties (e-news)</p>	<p>Documents mailed to major libraries, if public comment is solicited</p>	<p>Press release sent out when document available with information about the public hearing, if one planned</p>	<p>Hard copies available in SCCRTC office and public libraries, as appropriate.</p>
<p>Social Media</p>	<p>Several times per week</p>	<p>Post updates, events, photos and videos on Facebook, Twitter, Instagram and Nextdoor as available</p>	<p>None</p>	<p>None</p>	<p>None</p>	<p>--</p>
<p>Language Assistance</p>	<p>Alternate formats (Spanish, hearing or sight impaired, etc) as appropriate</p>	<p>New website will be fully accessible for disabled users and have Spanish translation options</p>	<p>Currently limited</p>	<p>Currently limited</p>	<p>Coordinate with Spanish language media, as appropriate.</p>	<p>--</p>



PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE AUGUST 1, 2019 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

PROJECTS UNDER CONSTRUCTION

Project	Location Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager (Resident Engineer)	Contractor	Comments
1. Santa Cruz 1 CAPM and Bridge Rails (1C85U4)	In and near Santa Cruz from North Aptos up to Jct. Route 9 PM (10.2 to 17.5)	Pavement Rehabilitation, ADA Curb Ramps, Guardrail/Barrier rail/Bridge	June 2, 2019 – May 2020	\$19 million	SHOPP	Luis Duazo (GG)	Granite Construction Company Watsonville, CA	1C85U combines two projects 1C850 and 1F520 for construction. Ten Accessible Pedestrian Signal (APS) locations also added to 1C85U. Construction is underway and scheduled for completion in May 2020.
2. Highway 9 Spring Creek Road Soldier Pile Wall (1K140)	Near Boulder Creek at Spring Creek Road (PM 15)	Construct Soldier pile wall restore roadway and facilities, place water pollution control BMPs, erosion control	Summer 2019	\$2.8 million	SHOPP	Doug Hessing (BR)	Gordon N. Ball, Inc. Alamo, CA	Construction is scheduled to be completed Spring 2020
3. Highway 9 Shoulder Widening, Guardrail Upgrades, and Center Rumble Strips (1C650)	North of Boulder Creek to south of SR 35 (PM 22.1-23.8)	Shoulder widening, guardrail upgrades, and center rumble strips	March 18, 2019	\$7.7 million	SHOPP	Doug Hessing (IN)	Granite Construction Company Watsonville, CA	Construction started March 18, 2019 and is scheduled to be completed December 2020.
4. Highway 17 Pasatiempo Shoulder Widening (1C670)	South of Pasatiempo overcrossing (PM 0.2/0.5)	Shoulder widening and soil nail wall	Spring 2019- Summer 2020	\$5.7 million	SHOPP	Luis Duazo (BR)	Graniterock Company Watsonville, CA	Retaining wall construction has begun.
5. Highway 17 Storm Water Mitigation (0Q600)	North of the Fishhook to Sims Road (PM 0.7-1.4)	Construct multiple storm water improvements	Winter 2017- May 10, 2019	\$7.4 million	SHOPP	Doug Hessing (BR)	Graniterock, Watsonville, CA	Project is completed and accepted on May 10, 2019.



PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE AUGUST 1, 2019 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

PROJECTS UNDER CONSTRUCTION (Cont'd.)

Project	Location Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager (Resident Engineer)	Contractor	Comments
6. Highway 17 North Route 17 CAPM (1F760)	Scotts Valley from just north of the Granite Creek Road over-crossing to SCL (PM 6.0/12.5)	Maintenance pavement overlay	Spring 2019	\$19 million	SHOPP SB-1	Doug Hensing (BR)	Granite Construction Company, Watsonville, CA	Construction is underway and is scheduled to be completed November 2020.
7. Highway 152 Americans with Disabilities Act (ADA) (1E020)	Near Watsonville from Wagner Avenue to south of Holohan Road (PM 1.3-R2.0)	Install sidewalks for ADA compliance	Spring 2019	\$1.9 million	SHOPP	Mike Lew (IN)	Granite Construction Company, Watsonville, CA	Construction started in the first week of April 2019.
8. Pedestrian Signal Upgrades (1G160)	Various Locations: Highways 1, 9, 17, 129, and 152	Install Accessible Pedestrian Signal (APS)	January 2019	\$ 1.8 million	SHOPP	Mike Lew (ML)	Out to Bid July 2nd 2019	The project should be awarded sometime in July.

PROJECTS IN DEVELOPMENT

Project	Location Post Mile (PM)	Description	Construction Timeline	Estimated Construction Cost	Funding Source	Project Manager	Phase	Comments
9. Highway 1 Soquel Creek Scour Protection (1H480)	In Capitola at Soquel Creek Bridge (PM 13.3)	Bridge preventative maintenance – Place scour protection	Winter 2022	\$2.2 million	SHOPP	Luis Duazo	PA&ED	



PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE AUGUST 1, 2019 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

PROJECTS IN DEVELOPMENT (Cont'd.)									
Project	Location Post Mile (PM)	Description	Construction Timeline	Estimated Construction Cost	Funding Source	Project Manager	Phase	Comments	
10. TMS Detection Repair (1H990)	Various locations throughout District 5 along SRs 1, 17, 68, 156, 101 (PM Various)	Replace failed TMS Detection	Summer 2020	\$451,000	SHOPP SB-1	Brandy Rider	PS&E/RW	Project is in Design.	
11. Highway 1/ Highway 17 Ramp Safety Improvements (1H060)	From the fishhook to Pasatiempo overcrossing (PM 16.7)	Construct ramp safety improvements	Spring 2020	\$5.8 million	SHOPP	Luis Duazo	PS&E/RW		
12. Highway 1 Davenport Culvert Replacement (0J200)	Near Davenport and south of Waddell Creek Bridge (PM 31.9/35.7)	Replace culverts	Fall 2021	\$3.6 million	SHOPP SB-1	Doug Hessing	PA&ED	Project is in preliminary Design and environmental phase.	
13. SCr 9 South Drainage and Erosion Control Improvements (1F920)	From SR 1 and 9 to slightly north of Glen Arbor Road (PM 0.0/8.5)	Upgrade drainage systems and stabilize slopes	Fall 2020	\$2 million	SHOPP	Doug Hessing	PS&E/RW	Project is in Design.	
14. Highway 9 PM 1.0 and 4.0 Viaduct (1K120)	Near SCr north of Vernon Street (PM 1/1)	Construct side-hill viaduct restore roadway and facilities, place Water Pollution Control BMPs, erosion control	Fall 2022	\$9.9 million	SHOPP	Doug Hessing	PA&ED	Project is in preliminary Design and Environmental phase.	



PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE AUGUST 1, 2019 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

PROJECTS IN DEVELOPMENT (Cont'd.)									
Project	Location Post Mile (PM)	Description	Construction Timeline	Estimated Construction Cost	Funding Source	Project Manager	Phase	Comments	
15. SCR 9 Upper Drainage and Erosion Control Improvements (1G950)	In Boulder Creek from Holiday Lane to just south of Ben Lomond to the SR 236/9 Junction (PM 8.5/25.5)	Upgrade drainage and erosion control	Spring 2023	\$5.4 million	SHOPP	Doug Hessing	PA&ED		
16. Highway 9 San Lorenzo River Bridge and Kings Creek Bridge Replacement (1H470)	Near Boulder Creek, at San Lorenzo River Bridge and at Kings Creek Bridge (PM 13.6/15.5)	Replace bridges	Summer 2022	\$12 million	SHOPP SB-1	Doug Hessing	PA&ED	Project is in preliminary Design and Environmental phase.	
17. Highway 9 Hairpin Tieback (1K130)	Near Boulder Creek about 1.1 miles south of the SR 236/9 Junction (PM 19.97)	Soldier Pile Tieback Retaining Wall	Spring 2021	\$2.6 million	SHOPP	Doug Hessing	PA&ED	Storm Damage Repair	
18. Highway 17 Wildlife Habitat Crossing (1G260)	From Laurel Road to just north of Laurel Road (PM 9.442-9.692)	Construct wildlife undercrossing	2020	\$5.6 million	SHOPP	Aaron Henkel	PS&E/RW	Project is in design and on schedule.	
19. Highway 129/Lakeview Road Intersection Improvements (1G990)	Near Watsonville, at Lakeview Road (PM 1.4)	Construct roundabout and improve street lighting	2020	\$4.5 million	SHOPP	Luis Duazo	PS&E/RW		



PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE AUGUST 1, 2019 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

PROJECTS IN DEVELOPMENT (Cont'd.)								
Project	Location Post Mile (PM)	Description	Construction Timeline	Estimated Construction Cost	Funding Source	Project Manager	Phase	Comments
20. Highway 152 Corralitos Creek ADA (05- 1F620)	Near Watsonville, East of Beverly Drive to Holohan / College Road (PM1.9 to R2.0)	Construct Accessible Pathway	Spring 2022	\$3.4 million	SHOPP	Mike Lew	PA&ED	
21. Crosswalks and Pedestrian Safety Enhancements (1G760)	Various Locations: Highways 1, 9, 129, and 152	Install Electrical / Signs / Markings / Pavement	Fall/Winter 2019	\$1.2 million	SHOPP	Ken Dostalek	PS&E	Project is at 95% PS&E SCR 1 @ PM 18.8 (Laurent Street) SCR 9 @ PM 9.51 (Main Street) SCR 129 @ PM 0.23 (near SR1) SCR 152 @ PM T3.161 (Marchant Street)
22. Santa Cruz 1 CAPM and Bridge Rails (1C85U)	In and near Santa Cruz from North Aptos up to Jct. Route 9 PM (10.2 to 17.5)	Pavement Rehabilitation, ADA Curb Ramps, Guardrail/Barrier rail/Bridge	January 2019 - June 2023	\$19 million	SHOPP	Luis Duazo	PS&E/RW	1C85U combines two projects 1C850 and 1F520 for construction. Ten Accessible Pedestrian Signal (APS) locations also added to 1C85U. These APS locations are being removed from 1G160

ACRONYMS USED IN THIS REPORT:

- ADA Americans with Disabilities Act
- CEQA California Environmental Quality Act
- CMAQ Congestion Mitigation / Air Quality
- CMIA Corridor Mobility Improvement Account
- CTC California Transportation Commission
- ED Environmental Document
- EIR Environmental Impact Report
- PA&ED Project Approval and Environmental Document
- PM Post Mile
- PS&E Plans, Specifications, and Estimates
- RW Right of Way
- SB1 Senate Bill 1, the Road Repair and Accountability Act of 2017
- SCL Santa Clara County Line
- SHOPP State Highway Operation and Protection Program
- SR State Route
- STIP State Transportation Improvement Program
- TMS Traffic Management System

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 to be released in a request for proposals for an 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. A performance-based planning approach based on a triple bottom line sustainability framework will be utilized to assess various public transit options for the rail right of way. A triple bottom line concept of sustainability balances environmental, economy and equity interests. 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 in terms of equity, environment and economy. 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 draft scope of work for consultant services was brought to the June 27, 2019 RTC meeting for review and input. A motion was passed to revise the Alternatives Analysis scope of work to include triple bottom line sustainability framework in terms of equity, environment, and economy. The RTC adopted this framework initially in the development of the 2014 Santa Cruz County Regional Transportation Plan, carried this framework forward in the current 2040 Santa Cruz County Regional Transportation Plan and was the basis for performance measure analysis in the Unified Corridor Investment Study.

The introductory paragraphs, overall project objectives and task on performance measure development in the Alternatives Analysis scope of work have been revised to state specifically to utilize a triple bottom line framework of equity, environment and economy in the Alternatives Analysis (Attachment 1). The task on performance measures now reads:

Consultant should develop triple bottom line goals, criteria, and performance measures such as:

- *Environment*
 - *Transit ridership (people/day)*
 - *Vehicle miles traveled*
 - *Greenhouse gas emissions*
 - *Criteria Pollutants*
 - *Impacts to Biological Resources*
 - *Key climate vulnerabilities, including greenhouse gas emissions*
 - *Visual Impacts*
 - *Noise and Vibration*
- *Equity*
 - *Benefits and impacts to disadvantaged communities*
 - *Transit travel time*
 - *Transit vehicle miles traveled*
 - *Transit costs*
 - *Bicycle capacity on transit*
- *Economy*
 - *Funding options, both public and private*
 - *Project Development and Capital Construction Cost*
 - *Benefit/Cost*
 - *Operations and Maintenance Costs*
 - *Cost/rider*
- *Other*
 - *Safety*
 - *Technical Feasibility*

- *Impacts to local traffic at grade crossings*
- *Impacts to the Monterey Bay Sanctuary Scenic Trail (rail trail)*
- *Right of way preservation*

Additional revisions were made to the Scope of Work as shown in underline and strikeout (Attachment 1) based on other comments from the commissioners, members of the public, and the METRO Board.

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.

August 5, 2019	Release the Request for Proposals for Alternatives Analysis
September 2, 2019	Proposal Deadline
September 16, 2019	Consultant Interviews
October 3, 2019	Provide Recommendation to Commission on a Consultant Contract
January 2021	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. The Rail Network Integration Study component of the Alternatives Analysis is required to be completed by February 2021. Failure to meet this deadline could mean a loss of these funds. 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 October 3rd 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
2. Comments from the public

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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 based on a triple bottom line sustainability framework will be utilized to assess various public transit options for the rail right of way. A triple bottom line concept of sustainability balances economic, environmental and equity interests. 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 in terms of equity, environment and economy. The RTC has adopted a sustainability framework through the 2040 Santa Cruz County Regional Transportation Plan (RTP) which is the guiding document for transportation project prioritization. Goal 3 of the 2040 RTP states "Deliver access and safety improvements cost effectively, within available revenues, equitable and responsive to the needs of all users of the transportation system and beneficially for the natural environment." The sustainability framework developed in the 2040 RTP will be followed for this study.

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 a future year of 2035 that can coexist with a bicycle and pedestrian trail within the rail right-of-way
- Serve existing and new transit users with service along the SCBRL 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 that advance the triple bottom line of sustainability in terms of equity, environment and economy.
- 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 enhance high-capacity transit investment via strategically located transit-oriented land development in urbanized areas.
- 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.

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 and summarize studies reviewed as they inform pertinent aspects of this analysis.

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 transportation disadvantaged communities and 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 along with RTC and METRO staff will draft goals, criteria and performance measures for the alternatives analysis for the review and input of stakeholders, the public, the RTC Board, and the METRO Board as part of Tasks 5.2, 5.3 and 5.4. 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 local, regional, state and federal planning goals that incorporate a sustainability framework based on the triple bottom line of equity, economy, and the environment. Analysis of performance will also include measures that are required 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.

Consultant should develop triple bottom line goals, criteria, and performance measures such as:

- Environment
 - Transit ridership (people/day)
 - Vehicle miles traveled
 - Criteria Pollutants
 - Impacts to Biological Resources
 - Key climate vulnerabilities, including greenhouse gas emissions
 - Visual Impacts
 - Noise and Vibration
- Equity
 -
 - Benefits and impacts to disadvantaged communities
 - Transit travel time
 - Transit vehicle miles traveled
 - Transit costs
 - Bicycle capacity on transit
- Economy
 - Funding options, both public and private
 - Project Development and Capital Construction Cost
 - Benefit/Cost
 - Operations and Maintenance Costs
 - Cost/rider
- Other
 - Safety
 - Technical Feasibility
 - Impacts to local traffic at grade crossings
 - Impacts to the Monterey Bay Sanctuary Scenic Trail (rail trail)
 - Right of way preservation

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
- The mix of one-way and two-way bus 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 Transit Funding Through 2045

Consultant will assess rail and bus transit 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 for transit.

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 rail transit and bus rapid transit, along with other feasible alternatives.

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. Initial value engineering and service planning for Bus Rapid Transit, based on an initial plan provided by METRO, shall be performed as early as possible in the project schedule.

Consultant will build on the Unified Corridor Investment Study and The Rail Transit 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 rail transit 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 Rail Transit 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 Rail Transit 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

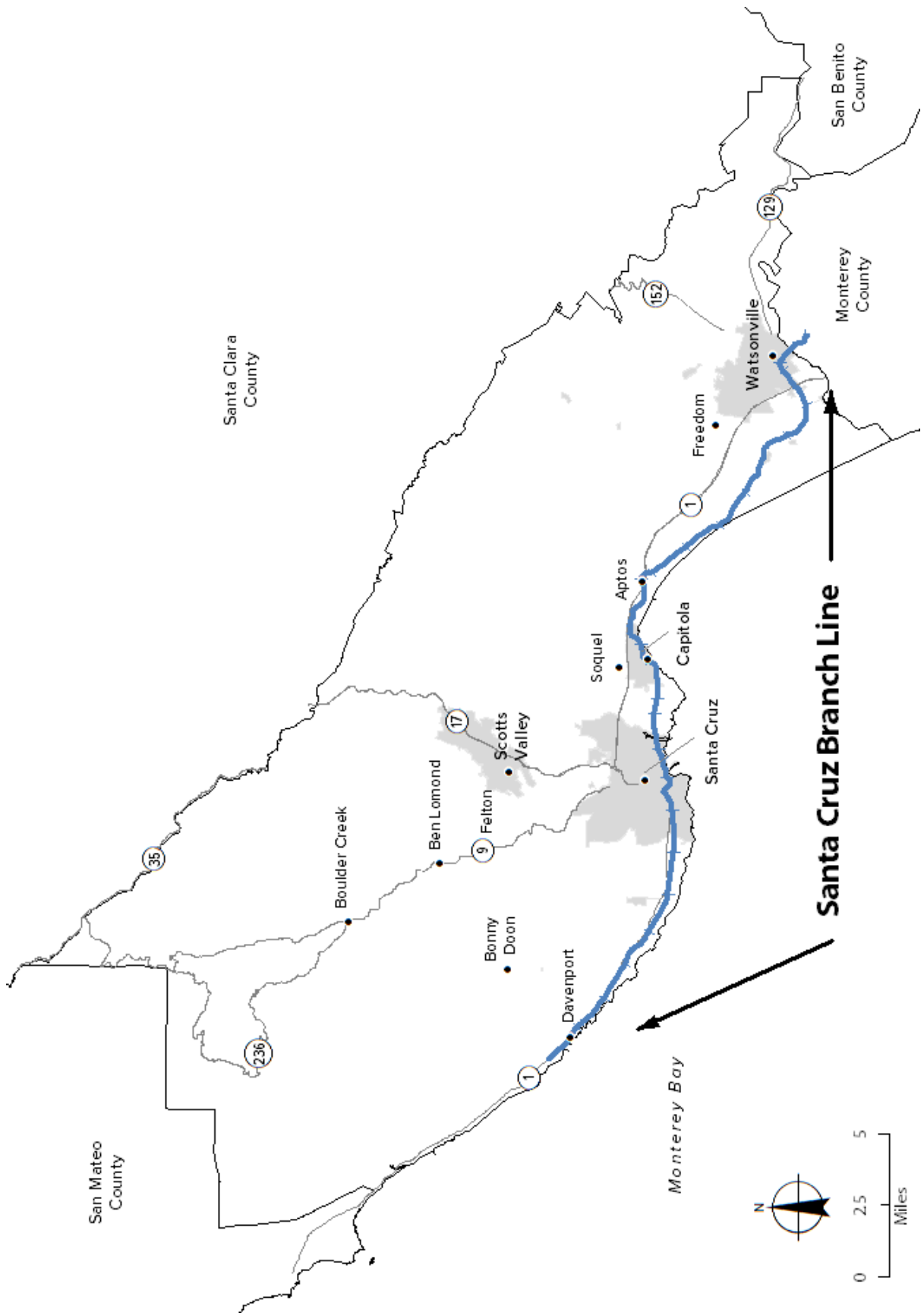
Develop a 25-year Business Plan (Horizon year of 2045) for implementation of the Locally Preferred Alternative that includes at a minimum the services provided, governance options, operating plan, marketing strategy and financial plan.

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)

Exhibit 1



From: Claudia Brown
To: Regional Transportation Commission
Cc: Claudia Brown
Subject: RTC 6/27/19 item 18 Alternatives Analysis
Date: Tuesday, June 25, 2019 1:54:01 PM

Dear Commissioners,

I am sending the following text to register my concern regarding the Alternatives Analysis that is on your agenda for Thursday. Please do not discount my concerns based on the fact that I am copying the words of others who are also likely to write to you.

The proposed scope of work for the Alternatives Analysis (AA) is lacking in several important respects and should be revised before it is improved. While it appears the proposal does a bang up job on the issues of ridership and money, the scope does not adequately address the environmental and social equity issues so important to our community. This is particularly alarming because the 2040 Regional Transportation Plan adopted just last year, focuses on sustainability with equal consideration of people, planet and prosperity. Inadequate consideration of 2 of the 3 foundational policy elements (people and planet) as the RTC considers making the single most important decision about the future of our transportation system is not a good sign. In fact, making such a decision while inadequately considering the environment and social equity will likely to lead to a bad decision.

Accordingly, I urge you to table this item for now and send the AA back to your excellent staff with direction to:

1. Solicit input from the community to identify the environmental and social equity factors most important to residents
2. modify the scope to include the additional environmental and social equity factors so identified

Selection of the locally preferred alternative is too important to proceed any further with the proposed AA. The future of our transportation system is at stake.

Thanks,
Claudia Brown
600 Pelton Ave
Santa Cruz

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Claudia

Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue
Santa Cruz, CA 95060
June 25, 2019

RE: Agenda Item 18 (6/27 /19 RTC) - Alternatives Analysis for High Capacity Public Transit on the Rail Right-of-Way

Dear Chair Bottorff, Commissioners and Staff -

Thank you for the opportunity to comment on this agenda item that is so important for the future of our coastal communities.

Regarding the staff report, does the staff recommendation intend for the Commission to *authorize* that the draft Scope of Work, as it may be amended by the Commission, to be included in the Request for Proposals for consultant services, and to authorize release of the RFP? The proposed timeline presumes that the Metro Board will also act to authorize release of the RFP for this \$650,000 study; how will potential differences in the resulting draft Scope of Work documents be resolved prior to releasing the RFP on July 2?

Regarding the draft Scope of Work:

Page 18-5: Under "overall project objectives", first bullet, what is meant by the reference "for 2035"?

Page 18-5, Bullet 2: Please revise to read "*Serve existing and new transit users along and between urbanized area locations near the rail line from Watsonville to Santa Cruz.*"

Page 18-5, Bullet 5: Please add "environmental benefits" and "social equity considerations" to the list of identified performance measures.

Page 18-5, Bullet 10: Please revise to read "Identify opportunities to *enhance* highcapacity transit investment *via strategically located* transit-oriented land development *in urbanized areas.*"

Page 18-6: The map in Exhibit 1 highlights only areas that are within city limits; it should show all urbanized areas within the county, incorporated and unincorporated.

Page 18-6, Task 1.1 Project Kick Off Meeting: Please delete or move the last sentence referring to value engineering (Task 6), as it is not pertinent to the Kick Off Meeting.

Page 18-7, Deliverables 2.1.1: Please revise to read "List *and summarize* studies reviewed *insofar as they inform goals and objectives, performance measures, and other pertinent aspects of the current analysis.*"

Page 18-9,10, Task 3.3: It seems like it would be helpful in this section to highlight the Commission/Metro's expectations about how travel demand model assumptions and results for this analysis will differ from the version recently compiled and used for the *Unified Corridor Investment Study*. Also, Bullet 7 in the list of considerations is a suggested outcome, not a consideration, and should be deleted from the list or moved elsewhere.

Page 18-11, Task 4 Assess Metro Funding Through 2045: This task does not seem relevant to the analysis as written. Wouldn't it make more sense to assess the full transit funding picture in order to inform the cost/revenue aspect of the study?

Page 18-11, Task 5.1 and elsewhere: Please replace "passenger rail" with "rail transit" throughout the document.

Page 18-13, Task 5.6: Please consider joint meetings of the RTC and Metro Boards at

critical points during the study's progress. This partnership would be helpful for the Boards, their staff, and members of the public, and would also serve to highlight the overlap of officials who sit on both Boards.

Page 18-13, Task 6.1: Paragraph three seems to confuse the directive for value engineering with development of alternative operating scenarios. Value engineering should follow alternatives development and performance measure analysis, not the other way around.

Finally, it seems like this draft Scope of Work would benefit from additional review and refinement prior to solicitation of consultant responses. Is there something driving the tight timeline? Also, presumably Metro is contributing financially to this study - please clarify.

Thank you very much for considering these comments.

Sincerely,

Linda Wilshusen

SCCRTC Executive Director 1985-2005

From: Joanna Miller

To: Regional Transportation Commission

Subject: "RTC 6/27/19 item 18 Alternatives Analysis" Rail Trail

Date: Tuesday, June 25, 2019 10:45:09 PM

Hello,

I am one of the Davenport Warehouse owners.

I am sure that the best use of the transportation system is to bring in the train. Don't change it. Having a safe way home for people who are coming to Davenport for lunch, for the beach, maybe a few beers or wine tasting at Bonny Doon Tasting Room. They get to return if they prefer to on the track system that is historic. Probably better ventilation also. Wind in your hair! The train will be something that will not add to highway traffic, and be a fun experience for the family. It also could be a great way to use the Rail for a rainy day outing.

The tradition of train travel. The history of lumbering and agriculture on the coast could be told by using some old designs from the early businesses. I have seen the FOG BELT brand for produce. Cara Mia Artichokes were local. We have the opportunity to do something really special with this coastal access. Making the coastal experience more than just a ride up the coast for a day at the Beach or a hike at the new national Monument in Davenport when that is resolved.

I have friends with back yard trains. One who is designing something for the skunk train in Mendocino right now. Eventually one could add train cars if we find it is popular. It is a great way for mobility impaired visitors to feel like that can experience the coast rail. I also love the Rail Explorers little Rail bikes for Mobility impaired also.

The beauty of the train is that it may be something that changes, improves over time as need be. the adding of train cars and env a dinner ride, a sunset ride. so much more than a buss and much better aesthetics. And no need for a big Bus Parking space and turn around.

I am looking forward to riding the Rail Explorers again and hoping to have the Rail experience... even going to Santa Cruz to pick up groceries!

Please let us have a bit of beautiful history for transportation.

Joanna Miller

From: M

To: Regional Transportation Commission

Subject: RTC 6/27/19 item 18 Alternatives Analysis

Date: Tuesday, June 25, 2019 3:03:37 PM

Dear RTC Commissioners,

I've been following followed the rail with trail issue closely for a few years am excited it is moving forward.

In looking at the proposed scope of work for the Alt. Analysis it appears there are 2 key aspects missing which should be included. These factors involve the environmental and community/social components of this policy. In making this pivotal decision I believe it's important to include consideration for these two overlooked factors which are key to making the very best decision possible at this junction.

In order to select the locally preferred alternative I believe RTC staff should focus on the following additional items:

1. Community input to highlight the most important environmental and social equity issues as viewed by the community

then

2. Modify the scope to include these additional identified environmental and social equity factors

The decisions you are making require great care, have long term effects and are too important to neglect these items. I believe moving further through the process without consideration and inclusion of these two important factors would be a regrettable oversight we cannot afford.

Please hold off on any decisions until you've directed RTC staff to look at these issues and include them in the final decision.

I appreciate all the time and effort spent RTC and staff spends on such an important project which will have very long lasting effects.

The RTC and staff is doing amazing work.

Thank you,

Mary Miller

Santa Cruz, CA

Advocating for the Coastal Rail & Trail since 2002

Santa Cruz County Friends of the Rail & Trail P.O.Box 1652, Capitola, CA 95010 www.railandtrail.org

June 25, 2019

Dear Commissioners,

The proposed scope of work for the Alternatives Analysis (AA) is lacking in several important respects and could be substantially improved before it is approved.

While the proposal does a bang up job on the issues of ridership and money, the scope does not adequately address the environmental and social equity issues so important to our community. This is particularly alarming because the *2040 Regional Transportation Plan* (RTP) adopted just last year, focuses on sustainability using a Triple Bottom Line (TBL) analysis framework as the foundation for transportation decisions going forward. TBL requires consideration of people, planet and prosperity. In fact, Chapter 1 of the RTP is titled "Why Sustainability" and Chapter 4 of the RTP opens with the following paragraph:

The Santa Cruz County Regional Transportation Plan (2040 RTP), through its goals and policies, sets forth a foundation for expanding options for residents and visitors to access their daily needs in a way that is safe, equitable, protects the environment and promotes investment in the local economy. This is advanced by designing and implementing a transportation system that serves our diverse travel needs and embraces the principle that transportation is intertwined with environmental, economic and social

concerns.

Barely mentioning 2 of the 3 foundational policy elements (people and planet) as you consider making the single most important decision about the future of our transportation system is troubling, and we hope merely an unintentional oversight. Making such a decision without adequately evaluating the environment and social equity will not lead to the best possible decision. This decision is about much more than cash flow!

The proposed AA scope also includes the following task:

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.

Expending Measure D funds allocated to the Rail Corridor for assessing future METRO funding appears to be an inappropriate use of those funds. As you know, METRO received 16% of Measure D funds while the rail corridor received only 8%. Spending rail corridor funds to support METRO is clearly inconsistent with the intent of Measure D. Accordingly, if this task is to be included in the proposed scope, then the funding of the Alternatives Analysis should be shared by both the rail and the Metro measure D funds.

[Santa Cruz County Friends of the Rail & Trail P.O.Box 1652, Capitola, CA 95010 www.railandtrail.org](http://www.railandtrail.org)

We urge you to add the following criteria to the scope of work for the Alternatives Analysis. Any quality high capacity transit on our ROW should:

- provide the best transportation synergy for pedestrians and cyclists to address the first and last mile challenges to adoption
- be convenient enough to be a realistic alternative to cars for the most people possible
- use the least energy per capita transported
- have the lowest greenhouse gas emissions per capita transported
- maintain our active rail line so we preserve the easements that allow us to use the ROW
- be the most reliable, providing the best travel times to riders
- have the capacity and capability to scale up easily as ridership grows
- provide the best integration with statewide transit system, current and planned.
- be implemented as quickly as possible
- be easily accessible for the handicapped
- coordinate well with other services like bus and paratransit
- be the most economically efficient, with lowest operating cost per passenger mile

At a minimum, inclusion of these essential environmental and social equity factors is needed to make a sound decision.

Respectfully yours,

Sally Arnold

Board Chair, Santa Cruz County Friends of the Rail and Trail

From: [Paula Bradley](#)

To: [Regional Transportation Commission](#)

Subject: Re: The best use of the Rail Corridor is Coastal Rail Trail

Date: Wednesday, January 16, 2019 1:01:18 PM

Thx for letters, i emailed

Interested in March & tabling aftet
ent from Yahoo Mail on Android

"Always do what is right. It will gratify most of the people, and astound the rest." Mark Twain

[On Tue, Jan 15, 2019 at 7:01 PM, Paula Bradley](#)

<pbradley2004@sbcglobal.net> wrote:

Dear Commissioners and All Others

Please grant the Saint Paul & Pacific Railroad (SPPR) a license to provide excursion services on the rail line. Some people are trying to derail any use of the rail corridor in the hopes that failing to use the tracks will lead to abandonment of the rail corridor. Please don't let this happen. Abandonment of the railroad tracks will definitely delay construction of the Coastal Rail Trail and trigger a plethora of expensive and timeconsuming litigation. Santa Cruz County cannot afford these time-consuming and expensive delays.

Here are the key reasons the RTC should grant the license:

Protects the rail right of way and keeps the Measure D promise to maintain the rail line

Avoids \$41 million expense of removing the tracks

Provides car-free access to parks, beaches and other destinations along our coast benefiting both residents and visitors

Gets people out of cars and off our streets

Will generate new revenue for the RTC

Will create jobs for locals

Thank you

"Always do what is right. It will gratify most of the people, and astound the rest." Mark Twain

Paula Bradley

P. O. Box 1146 Capitola, CA 95010

From: Guy Preston

To: Fernanda Pini; Dora Ortega; Luis Mendez

Subject: Fwd: Alternative Analysis for Public Right of Way on the Corridor

Date: Wednesday, June 26, 2019 6:08:28 AM

Attachments: PastedGraphic-1.png

Guy Preston

Begin forwarded message:

From: Casey Beyer <casey.beyer@santacruzchamber.org>

Date: June 25, 2019 at 9:37:41 PM PDT

To: Guy Preston <gpreston@scrtc.org>

Subject: Alternative Analysis for Public Right of Way on the Corridor

Guy — As you know the Chamber has been the leading business advocate to get people moving in Santa Cruz County for years, well before the passage of Measure D and SB 1 — we have always advocated for best practices and most efficient means to utilize the limited transit corridors in Santa Cruz County - understanding the two controversial corridors are Highway 1 and the Rail Corridor — which has divided constituencies.

The Chamber will review the RTC agenda and this item in greater detail to prepare for formal input for Thursday's meeting.

As the RTC commission explores this item it is significant that most of the discussion to date on this item has been between the RTC staff and the Metro staff. There has been no input from the public until this Item was placed on the RTC's agenda for Thursday's meeting. The RTC scope of work needs to address equity, environmental and economic feasibility on the Corridor.

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.**

Casey Beyer
Chief Executive Officer
Santa Cruz County
Chamber of Commerce
725 Front Street, Suite 401
Santa Cruz, CA 95060
(831) 457-3713
www.santacruzchamber.org

From: [kaki rusmore](#)
To: [Regional Transportation Commission](#)
Subject: Alternatives analysis
Date: Wednesday, June 26, 2019 7:44:46 AM

Dear RTC members,

In your analysis of potential alternatives for transportation on the rail corridor, I'm concerned that the present process does not adequately address environmental and equity concerns. It's important to have a system that can scale up easily as ridership increases and includes a wide array of environmental concerns, beyond those presently included.

Thank you,
Kaki Rusmore
Aptos

From: [David Brick](#)
To: [Regional Transportation Commission](#)
Subject: RTC 6/27/19 item 18 Alternatives Analysis
Date: Wednesday, June 26, 2019 7:09:48 AM

Dear RTC Board Members,

At its Thursday meeting, the RTC will consider beginning an Alternative Analysis (AA) -- the end result of which will be to decide what the "Locally Preferred Alternative" will be for high capacity public transit on the rail corridor.

The proposed AA scope of work was prepared without public input, and is lacking in several important respects. While it appears the proposal does good job on the issues of ridership and money, the proposed scope barely mentions environmental and social equity issues.

These are important issues to our community. To ensure that the best possible alternative is selected by the RTC, the scope of the AA should be revised and in doing so, provide for public input before adoption.

Very truly yours,
David Brick
101 Alta Vista Drive
Santa Cruz CA 95060

From: Dan Dion
To: Regional Transportation Commission
Subject: Comments on the Alternatives Analysis
Date: Wednesday, June 26, 2019 9:00:44 AM

Greetings RTC,

We have a few comments on the Alternatives Analysis related to the performance measures. We are disappointed that we were not offered an opportunity to comment on the performance measures to reflect our needs and desires. If the RTC had opened the performance measures to public input, we believe the results of the analysis would more closely reflect the needs and desires of our diverse communities. Please take more time to solicit public input and correct this oversight.

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. We don't understand why the performance measures include so few measures related directly to environmental and mobility. We count 1 or 2 measures each when 5 or 6 would provide a more balanced analysis. A more balanced approach should include more environmental and mobility measures. Additional measures should include which mode carries more bicycles, which mode generates the least amount of waste at the end of useful life, which mode provides optimal transit alternatives for our mobility and economically challenged residents regardless of community, which mode provides best on-time arrivals and departures.

We thank you for your efforts,
Jill and Dan Dion
Santa Cruz

From: Rosemary Sarka
To: Regional Transportation Commission
Subject: Alternatives Analysis
Date: Wednesday, June 26, 2019 8:41:14 AM

Please slow down in your study of alternatives for use of the rail corridor. Allow for public comment and further analysis. Full use of the corridor may be many years away and the latest technology must

be taken into account in forming a decision. Furthermore, local sensitivities about this issue are intense and the result of study needs time to be assimilated.

Rosemary Sarka

From: Brian Peoples
To: Regional Transportation Commission
Cc: Zach Friend; "Patrick Mulhearn"; bruce.mcpherson@co.santa-cruz.ca.us; ryan.coonerty@santacruzcounty.us; greg.caput@co.santa-cruz.ca.us; John Leopold; Alex Clifford; Matt.Machado@santacruzcounty.us; Guy Preston; aurelio.gonzalez@cityofwatsonville.org; ebottorff167@yahoo.com; jbertrand@ci.capitola.ca.us; rj12@comcast.net; Sandy Brown (sbrown@cityofsantacruz.com); trina.coffman@cityofwatsonville.org; openup@cats.ucsc.edu
Subject: Additional Item #18 comment - returning funds to CTC
Date: Thursday, June 27, 2019 2:42:25 AM

RTC,

Please include the following comment to Item 18 (Alternative Analysis for High Capacity Public Transit on Coastal Corridor):

According to the funding agreement from Proposition 116, if Santa Cruz County Regional

Transportation Commission (RTC) decides to not continue rail operations on the Branchline, RTC will be obligated to return the funding to the State for the appraised value of the property. With RTC currently working on legal ownership of each segment of the Coastal Corridor, the property value could reach into the 100s of millions. Based on our conversations with California Transportation Commission (CTC), if the property is sold, the funds that must be returned would be the amount the property was sold. For example, if the County of Santa Cruz purchased the property for a dollar, the RTC would be obligated to return a dollar to meet Proposition 116 requirements. It is reasonable to consider the value of the property to be a dollar due to liability and environmental concerns. The impact of selling the property and requirement to return funds to the State should be part of the analysis. Such a fact could significantly change the final decision on how best to use the property.

Best regards,
Brian Peoples
Executive Director
Trail Now

From: ROBERT ELLEDGE
To: [Regional Transportation Commission](#)
Subject: RTC 6/27/19 item 18 Alternatives Analysis
Date: Wednesday, June 26, 2019 3:41:50 PM

Dear RTC Members,

I respectfully ask that when considering the locally preferred alternative that you do not feel obligated to make a false choice between buses and rail transport. The optimal system would retain the rail corridor for rail transit along the trunk line and use buses along the branches. The goal is the best public transportation possible. To do this we will not only need to provide rail service and a safe bike and pedestrian path, but also expand the current bus service along the branches.

Thank you,
Bob Elledge
Watsonville

From: [Regional Transportation Commission](#)
To: [David Green Baskin](#)
Subject: RE: Scope of Work for the Alternatives Analysis
Date: Wednesday, June 26, 2019 11:14:00 AM
From: David Green Baskin <dgbaskin49@gmail.com>
Sent: Tuesday, June 25, 2019 10:20 PM
To: [Regional Transportation Commission <info@scrtc.org>](mailto:info@scrtc.org)
Subject: Scope of Work for the Alternatives Analysis

Dear Commissioners,

The proposed scope of work for the Alternatives Analysis (AA) is lacking in several important respects and should be revised before it is improved. The scope does not adequately address the environmental and social equity issues so important to our community. This is particularly

alarming because the 2040 Regional Transportation Plan adopted just last year focuses on sustainability with equal consideration of people, planet and prosperity. Inadequate consideration of 2 of the 3 foundational policy elements (people and planet) as the RTC considers making the single most important decision about the future of our transportation system is not a good sign. In fact, making such a decision while inadequately considering the environment and social equity will likely to lead to a bad decision. Accordingly, I urge you to table this item for now and send the AA back to your excellent staff with direction to:

1. Solicit input from the community to identify the environmental and social equity factors most important to residents
2. modify the scope to include the additional environmental and social equity factors so identified

Selection of the locally preferred alternative is too important to proceed any further with the proposed AA. The future of our transportation system is at stake.

Thanks,

David Baskin, Santa Cruz City Resident

From: Regional Transportation Commission

To: Grace Voss

Subject: RE: June 25th Letter to RTC Board of Directors

Date: Wednesday, June 26, 2019 11:09:00 AM

From: Grace Voss <gracevoss@sbcglobal.net>

Sent: Tuesday, June 25, 2019 8:54 PM

To: Regional Transportation Commission <info@scrtc.org>

Subject: June 25th Letter to RTC Board of Directors

Dear RTC Board Members,

Please improve the scope of alternatives for high capacity public transit on the rail corridor before voting on this issue at your meeting on

Thursday, June 27th. Here are some reasons improvement is needed.

Besides considering greenhouse gas emissions, please think about how high capacity public transit on the rail corridor will augment a safe bike and pedestrian trail, especially for the first and last mile. For example, can Jump Bike Stations be added near the entire length of the rail corridor to help facilitate the first and last mile of travel? Can Metro routes be synchronized so they meld easily with transit stops along the rail corridor? When considering a safe bike and pedestrian trail, please consider social equity before voting. Are you planning to preserve easements along the corridor so as to insure the right of way and not get bogged down in expensive litigation from wealthy residents that may impede corridor construction? Please make sure that all legal requirements regarding easements are in place, so that the rail trail may be constructed as soon as possible! (You will save lives if you implement this trail sooner rather than later, as the only safe path for bicyclists, pedestrians and the handicapped

is an off-road path!) Please remember to consider preserving easements before voting!

I ask that you not forget about citizens in the paratransit category. Please consider bus transport to and from the rail corridor, as well as the coordination of paratransit services and schedules with rail transit. Equity applies to the Measure D funding spent on the Alternatives Analysis as well. While Metro is important for its future connection to the transportation network, the analysis which you will vote on this week is being funded 100% by the rail corridor study section of Measure D. Metro is not funding this analysis.

Because of these reasons, please improve your Alternative Analysis before approving it! Thank you!

—Grace Voss

From: [Regional Transportation Commission](#)

To: [Sam Robins](#)

Subject: RE: Quickly move forward with Rail and Trail.

Date: Wednesday, June 26, 2019 11:12:00 AM

From: Sam Robins <fancyfancy54@yahoo.com>

Sent: Tuesday, June 25, 2019 9:11 PM

To: [Regional Transportation Commission <info@sccrtc.org>](mailto:info@sccrtc.org)

Subject: Quickly move forward with Rail and Trail.

Dear SCCRTC,

Regarding mass public transit, the best choice is light rail service. Don't put off building the bicycle and pedestrian trail next to the rail corridor. After completion of the trail, please immediately build a light rail servicing the entire Santa Cruz County.

Sincerely,

Sam Robins

Aptos, CA 95003

Sent from my iPad

From: [Regional Transportation Commission](#)

To: [Molly Ording](#)

Subject: RE: RTC 6/27/2019, Item 18 Alternatives Analysis

Date: Wednesday, June 26, 2019 11:00:00 AM

From: Molly Ording <mollyording@yahoo.com>

Sent: Tuesday, June 25, 2019 8:12 PM

To: [Regional Transportation Commission <info@sccrtc.org>](mailto:info@sccrtc.org)

Subject: RTC 6/27/2019, Item 18 Alternatives Analysis

Dear Members of the Regional Transportation Commission:

We have watched the rail corridor with both great interest and great enthusiasm from its purchase years ago to your current consideration of public transit alternatives on the rail corridor tomorrow. Our interest and enthusiasm for the options of **both** rail and/or some mode of high capacity public transit, as well as a walking biking trail, stems from our own personal commitments and dedication. Concern for our fragile environment and this amazing opportunity of reducing green house gases as well as the immeasurable social equity benefits which will stem from workers having affordable and

convenient methods of commuting to their jobs...as well as, of course, increased mobility & transportation options for residents and visitors alike. A "win-win" for ALL!

As an example, in the past months we have, unfortunately, spent an inordinate amount of time at many local physicians' offices. I have made it a point of enquiring their office staffs about their commuting habits. It was affirming to hear that for, by far and away the majority of them, if there was an affordable and convenient method of public high capacity transportation to use on the rail corridor, they would DEFINITELY use it...to save time, money and the environment! *All* of our goals...but this one is within all of our/their reach!

Let's take all the steps necessary to ensure that moving forward, our rationale for creating viable public transit modes will include the **three imperative and integral pieces of progress**: financial viability, greenhouse gas reductions and environmental solutions and social equity opportunities. We appreciate all your consideration both in the past present and future. We, as united and unique coastal communities, have this amazing opportunity to accomplish all 3 goals through a "locally preferred alternative" that takes into account ALL of the above!

With sincere thanks for your past and future considerations and wisdom...

Molly & Mickey Ording
218 Monterey Avenue
Capitola, Ca. 95010
831/334-5559

From: Regional Transportation Commission

To: Lowell Hurst

Subject: RE: RTC 6/27/19 item 18 Alternatives Analysis

Date: Wednesday, June 26, 2019 12:04:00 PM

From: Lowell Hurst <lowell.hurst@cityofwatsonville.org>

Sent: Wednesday, June 26, 2019 9:29 AM

To: Zach Friend <BDS022@co.santa-cruz.ca.us>; aurelio.gonzalez@cityofwatsonville.org; trina.coffman@cityofwatsonville.org; Santa Cruz County Supervisor Greg Caput <greg.caput@co.santa-cruz.ca.us>; Guy Preston <gpreston@sccrtc.org>

Cc: Regional Transportation Commission <info@sccrtc.org>; Luis Mendez <lmendez@sccrtc.org>; Yesenia Parra <yparra@sccrtc.org>

Subject: RTC 6/27/19 item 18 Alternatives Analysis

Thank you Commissioners and Staff for your public service and commitment to transportation improvements.

Thank you always for considering and including the disadvantaged economic environment of our South County Watsonville residents.

The Progressive operators hauled freight in Watsonville yesterday and that felt like jobs, revenue, and trucks taken off of congested roads for our community.

When it comes to analysis, a more efficient level of service developed through a Locally Preferred Alternative is a good idea, but there are several factors to consider. Primarily the public input on broad environmental factors, and the depth of social equity results effecting disadvantaged communities. Any preferred plan should have a wide scope and a deep dig with public input on these issues.

Good luck and let's get moving.

Lowell Hurst

Council Member District 3

Former Mayor

275 Main St Suite 400
Watsonville CA. 95076
Office 831-768-3008
Voice mail 831-768-3003
"Over 30 years serving the community"
"Celebrating 150 years of history in Watsonville"
<https://www.watsonville150.org/>

From: Regional Transportation Commission

To: Dennis Norton

Subject: RE: RTC 6/27/2019, Item 18 Alternatives Analysis

Date: Wednesday, June 26, 2019 8:51:00 AM

From: Dennis Norton <DNortonDesigns@msn.com>

Sent: Wednesday, June 26, 2019 12:20 AM

To: Molly Ording <mollyording@yahoo.com>; Regional Transportation Commission
<info@sccrtc.org>

Subject: Re: RTC 6/27/2019, Item 18 Alternatives Analysis

Well written Molly

Dennis from Portugal riding trains, trolleys and buses

Love ya.

Get [Outlook for iOS](#)

From: Molly Ording <mollyording@yahoo.com>

Sent: Wednesday, June 26, 2019 4:12:21 AM

To: info@sccrtc.org

Subject: RTC 6/27/2019, Item 18 Alternatives Analysis

Dear Members of the Regional Transportation Commission:

We have watched the rail corridor with both great interest and great enthusiasm from its purchase years ago to your current consideration of public transit alternatives on the rail corridor tomorrow. Our interest and enthusiasm for the options of **both** rail and/or some mode of high capacity public transit, as well as a walking biking trail, stems from our own personal commitments and dedication. Concern for our fragile environment and this amazing opportunity of reducing green house gases as well as the immeasurable social equity benefits which will stem from workers having affordable and convenient methods of commuting to their jobs...as well as, of course, increased mobility & transportation options for residents and visitors alike. A "win-win" for ALL!

As an example, in the past months we have, unfortunately, spent an inordinate amount of time at many local physicians' offices. I have made it a point of enquiring their office staffs about their commuting habits. It was affirming to hear that for, by far and away the majority of them, if there was an affordable and convenient method of public high capacity transportation to use on the rail corridor, they would DEFINITELY use it...to save time, money and the environment! *All* of our goals...but this one is within all of our/their reach!

Let's take all the steps necessary to ensure that moving forward, our rationale for creating viable public transit modes will include the **three imperative and integral pieces of progress**: financial viability, greenhouse gas reductions and environmental solutions and social equity opportunities. We appreciate all your consideration both in the past present and future. We, as united and unique coastal communities, have this amazing opportunity to accomplish all 3 goals through a "locally preferred alternative" that takes into account ALL of the above!

With sincere thanks for your past and future considerations and wisdom...

Molly & Mickey Ording
218 Monterey Avenue
Capitola, Ca. 95010
831/334-5559

From: Regional Transportation Commission

To: Bill LeBon

Subject: RE: Alternative Analysis

Date: Wednesday, June 26, 2019 12:08:00 PM

From: Bill LeBon <billlebon3691@gmail.com>

Sent: Wednesday, June 26, 2019 10:38 AM

To: Regional Transportation Commission <info@sccrtc.org>

Subject: Alternative Analysis

June 26, 2019

Dear Regional Transportation Commission,

At the RTC meeting this coming Thursday, you will be considering a proposal to move forward with an Alternative Analysis (AA) to determine whether the rail corridor will be used for trains or buses (passenger rail transit or bus rapid transit).

The proposed scope of work for the AA directs the consultant to examine 14 different performance criteria of which only 1 is related to the environment and only 1 is related to social equity. Given that the economy, the environment and equity are equally important when making decisions, it is unfair that the 12 factors are related to the business plan and only 1 factor each is related to the environment and equity. Before the RTC can make an informed decision about whether the rail corridor will be used for trains or buses, there are many more environmental issues that should be evaluated such as:

- which mode will use the least amount of energy per passenger
- which mode will minimize the amount of waste going to landfills (trains last about 3x longer than buses)
- which mode will encourage active transportation like cycling (trains typically carry 30 bicycles, buses only 3)
- ***which mode is more fun, enjoyable and likely to get people out of cars.***

There are also many more equity issues that should be evaluated, such as:

- which mode will encourage disadvantaged residents and visitors to use public transit allowing people to get rid of the high cost of owning a car
- which mode will provide the fastest and most reliable on-time performance
- which mode provides the best connection between affordable housing centers and job/education centers

Lastly, and perhaps most importantly, the proposed scope of work was prepared behind closed doors and the public was never invited to share those things most important to them. If the RTC is going to spend \$650,000 of the taxpayers money, the RTC should invite the public to share what is important to them especially regarding the environment and equity.

I want the RTC to slow down, invite public participation, add more environmental and equity factors and develop a better AA so we can make a fully informed decision about whether buses or trains should run in the rail corridor.

Thank you,

Sincerely,

William LeBon

Founder of:

- The Santa Cruz Hub for Sustainable Transportation
- Pedaler's Express
- Santa Cruz Friends of the Rail Trail
- The Green Station
- Peregrine Fuels

TO: Regional Transportation Commission

FROM: Amy Naranjo, Transportation Planner



RE: Cruz511 Program Update

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC) accept this program update on Cruz511.

BACKGROUND

For more than 35 years, the RTC has provided transportation demand management (TDM) services in Santa Cruz County with the goal of using the existing transportation system more effectively by assisting travelers to use various modes of transportation, especially sustainable transportation modes. In 2015, the RTC revitalized, rebranded, streamlined and augmented its TDM services providing improved online access and information delivery via Cruz511.org.

DISCUSSION

The focus of the RTC's TDM efforts with Cruz511 is to deliver traveler information and referral services and market the availability of travel options. As the umbrella brand for TDM services, Cruz511 also includes an online traveler information presence at the website Cruz511.org, on Facebook at @Cruz511 and on Twitter @Cruz_511. Cruz511.org is a mobile-responsive, centralized online resource for multi-modal traveler information featuring a traffic map with real-time information. Many of the key TDM activities are available online at Cruz511.org, including ride matching, trip planning for all travel modes, park and ride lot coordination, and employer assistance for workplace-based commute programs. The Cruz511 presence on Facebook and Twitter are intended to drive traffic to the Cruz511.org website where the transportation resources and tools are offered.

Carpool and Vanpool Matching

Cruz511 currently offers online carpool and vanpool matching using the 511 Ride Match Service (RMS) offered by the Metropolitan Transportation Commission (MTC). Commuters can register directly at <https://www.ridematch.511.org/SanFrancisco/> or via Cruz511 at <https://cruz511.org/drive/shared-rides/carpooling/>. There are

1,705 active participants who live or work in Santa Cruz County looking to join or form a carpool and 31 new participants have registered thus far in 2019.

	New Registrations	Total Active
2015	102	1490
2016	80	1570
2017	53	1623
2018	51	1674
2019*	31	1705

Beginning in Fall 2019, the RTC with the City of Santa Cruz, will be piloting a cloud-based commuter management platform to provide multi-modal trip planning, carpool and vanpool route matching, and passive trip tracking via Cruz511.org. A limited number of employer groups will have access to the project during a soft launch in the Fall. Open access to the general public will be available in Spring 2020.

Park & Ride Lot Coordination and Development

There are 4 official and 1 temporary Park & Ride lots in Santa Cruz County. South County commuters have access to the Park & Ride lot in Monterey County just south of Watsonville.

- Summit (Santa Clara/Santa Cruz county line) – lot capacity: 12
- Pasatiempo (Santa Cruz/Highway 17) – lot capacity: 60
- Scotts Valley Transit Center (Scotts Valley) – lot capacity: 223
- Resurrection Church (Aptos) – lot capacity: 82
- Hilltop/Salinas Rd (just outside of Watsonville) – lot capacity: 64
- *Capitola Mall (new temporary) – lot capacity: 20*

Park & Ride lot closures in recent years have impacted users. The park & ride lots located at the Quaker Meetinghouse (lot capacity: 12) and Soquel/Paul Sweet Rd. (capacity: 51) have been permanently closed. The closure of the Soquel/ Paul Sweet Rd lot impacted vanpoolers who used the lot as a meetup location and for overnight parking. After extensive outreach to owners of potential park & ride lots, Cruz511 staff secured an informal agreement for 20 park & ride spaces at Capitola mall on 41st Avenue through the end of summer to ensure dedicated parking for established vanpools. The owner of the Capitola has been very cooperative, and it is anticipated that the park & ride lot at the Capitola mall will become a permanent park & ride lot. The Resurrection Church plans to close its park & ride lot for a temporary period due to construction at their facilities. Cruz511 staff will work with

the Resurrection Church and the park & ride lot users to assist through that temporary closure.

Transportation Help Desk - Personal Trip Planning

Cruz511 provides personal trip planning services via website, email, and phone. Most trip planning resources are available on Cruz511.org anytime and include travel directions by trip mode, carpool options, countywide bike and trail maps, and traffic/construction alerts. People can contact Cruz511 Help Desk staff by calling 429-POOL, submitting a question online, or emailing info@cruz511.org. Common inquiries to the Help Desk include questions about real-time traffic conditions, getting to San Francisco Bay Area locations including its airports using transit, and requests for print copies of the RTC's bicycle map. In addition, the Help Desk frequently refers callers requesting paratransit services to the appropriate service provider.

Public Information & Awareness

Promoting awareness is an integral part of implementing and launching any web-based service, especially a regionally oriented informational site such as Cruz511.org. Staff participates and promotes Cruz511's offerings at community events, festivals, and local business, environmental, and wellness fairs. During the past year, staff focused efforts on developing, launching, and building awareness for the new rideshare/carpool and commute tracker tools coming Fall 2019. Once the new tools are available there will be significant outreach in partnership with other agencies and employers to ensure that potential users are aware of the new tools, know how to use them and are taking advantage of them.

Performance Measures

Web analytics and metrics are especially valuable in marketing and outreach activities and for fine-tuning how information is organized and presented on a website. Digital metrics allow staff to track and measure the effectiveness of content and outreach efforts and note how well a website and other digital services are performing, and are typically derived from tools that measure usage, traffic, site quality, and performance. Web analytics help gauge user response and engagement with services, and enable comparisons to similar systems.

Cruz511.org metrics for July 2018 through June 2019 are provided below with the previous year comparisons noted in parenthesis:

- 89,565 users (up 44%) – 7,464 users per month or 245 users per day
- 210,498 sessions (up 39%)

- 366,971 pageviews (up 55%)
- 55% of users access Cruz511 using a mobile phone (primarily, iPhone)
- 66% of users find Cruz511 directly from a search engine
- 85% of pageviews are for the traffic map, traffic cameras, and travel alert notices
- Users visit cruz511 most often on Tuesday, Wednesday, and Thursday at 8am and 3-5pm.

Web traffic to Cruz511.org has increased year over year since the website was implemented in June 2015 and it is more than four times the annual web traffic of the RTC's primary website, scrtc.org. Traveler information is the primary reason people access cruz511.org and usage spikes during inclement weather, road construction, and major traffic incidents. As a result, staff are improving outreach efforts to raise awareness for the other services offered on cruz511.org, including multi-modal trip planning and ridematching.

Upcoming TDM Initiatives

The next phase of modernizing TDM efforts is to encourage and facilitate easy access to shared mobility services. In January 2019, the Commission approved a budget amendment to implement a commute manager online platform and in June, the RTC in partnership with the City of Santa Cruz, entered into an agreement with RideAmigos. As a full-featured TDM platform, RideAmigos offers end-users a commuter dashboard and unified trip planner with ridesharing, vanpooling, local transit, bikepooling, and walk/bike options. This planner provides quick modal comparisons: route, time, distance, environmental, health impact, and custom data points. Challenge, incentive, and network features integrate alongside the trip planner to allow administrators to create advanced TDM programs and campaigns. Additional platform highlights include automated trip tracking, commute calendar and history, detailed reporting and GIS mapping, custom points of interest, and integration with 3rd-party apps and data streams. The Transportation Agency for Monterey County (TAMC), San Luis Obispo Council of Governments (SLOCOG), Santa Barbara County, and San Mateo County also use RideAmigos' commuter management platform for their TDM programs.

A phased approach will be used to implement the commute manager over the course of two years, beginning with a soft launch in Fall 2019 for anchor employers. Anchor employers are large employers that have demonstrated a commitment to sustainable transportation and have the staffing capacity to administer a TDM program. The City of Santa Cruz, UC Santa Cruz, and Ecology Action (including employers enrolled in the Sustainable Transportation Membership program) are the designated anchor employers for the soft launch with a primary objective to build a

sufficient critical mass of users prior to full launch. The City of Santa Cruz will facilitate enrollment for downtown employees through its new Downtown TDM services program.

Cruz511 is also collaborating with TAMC and the Monterey Bay Economic Partnership (MBEP) to encourage 'smart commuting' throughout the Monterey Bay region, promote employee participation amongst MBEP members, and coordinate program messaging. Staff expects to roll out the program to other large employers in Watsonville/South County prior to the full launch for the general public in Spring 2020.

Even though the platform will be implemented first with large employers, staff expects the software to be useful for a wide variety of organizations. It can be used to help with event management, school-pools, recreational visitors and general-purpose trip planning. The built-in survey mechanism and trip tracker will allow administrators (employers and RTC staff) to monitor behavior changes due to the platform and customize features that address customer needs. If the program is successful within the first two years, as measured by decreases in single occupancy vehicle trips and vehicle miles travelled, the staff would make appropriate recommendations to the RTC to consider extending the contract with the service provider.

FISCAL IMPACT

In fiscal year (FY) 2017-18, the RTC spent \$189,783 for staff and services and supplies. The final expenditures for FY 2019-20 are not yet available but are anticipated to be greater than FY 2017-18. In January 2019, the Commission authorized up to \$65,000 for the commute manager for a two-year pilot period. Cruz511 is funded from a variety of sources including federal Surface Transportation Block Grant (STBG), state Regional Surface Transportation Program Exchange (RSTPX), Measure D and Service Authority for Freeway Emergency (SAFE) funds. In addition, the City of Santa Cruz is contributing \$40,000 for the commute manager during the two-year pilot program for its efforts to enroll downtown employers.

SUMMARY

For most of its existence, RTC has offered local transportation users a service that helps them to successfully use all modes within the existing transportation system. Cruz511 is the umbrella brand under which all TDM activities take place at the RTC, and includes Cruz511.org. Cruz511.org is a mobile-responsive, centralized online resource for multi-modal traveler information featuring a traffic map with real-time information. The next phase of modernizing Cruz511 TDM efforts is to encourage

and facilitate easy access to shared mobility services using a commute manager platform.

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TO: Regional Transportation Commission (RTC)
FROM: Guy Preston, Executive Director
RE: Legal Services Contract

RECOMMENDATIONS

The RTC's Evaluation and Selection Committee for legal services proposals recommends that the Regional Transportation Commission (RTC) approve the attached resolution ([Attachment 1](#)) authorizing the Executive Director to enter into a legal services contract with the firm of Meyers, Nave, Riback, Silver and Wilson, PLC for comprehensive legal services in an amount not to exceed \$900,000 for a three year term.

BACKGROUND

The Regional Transportation Commission has been using the office of the Santa Cruz County Counsel as its legal counsel through an agreement with the County Counsel's office. As the RTC became a fully autonomous agency, purchased the Santa Cruz Branch Rail Line, began implementing construction projects, and became the authority for a transportation sales tax (Measure D), the legal services required by the RTC have increased significantly. The RTC has placed much greater demand on the services of the Santa Cruz County Counsel, while also hiring special outside legal services as needed. In addition, as the RTC is now a property owner, legal matters can and have arisen where the RTC and the County of Santa Cruz have adverse interests, making it difficult for the County Counsel's Office to represent both parties simultaneously.

DISCUSSION

Due to the increased demand by the RTC for the legal services offered by the Santa Cruz County Counsel's office, the significant need for special outside legal services, and the occasional potential adverse positions of the RTC and the County, County Counsel recommended that the RTC hire a full-service legal firm to provide all, or most, of its legal services. A full-service legal firm can provide the required general legal counsel services required by a public agency while also providing specialized services such as environmental law, labor law, real property law, and transportation law.

With the assistance of the Santa Cruz County Counsel's office, the RTC released a request for proposals for comprehensive legal services. The Evaluation and Selection Committee was composed of Commissioner and Chair Ed Bottorff, Commissioner Ryan Coonerty, Chief Assistant County Counsel Jason Heath, RTC

Executive Director Guy Preston and RTC Deputy Director Luis Mendez. Five well qualified legal firms submitted proposals. The Committee decided to interview the top two firms. After completing the interviews and reference checks, the Evaluation and Selection Committee recommends hiring the firm Meyers, Nave, Riback, Silver and Wilson, PLC. Attachment 2 is an excerpt from their proposal showing the proposed legal team and providing a summary of their qualifications.

The proposed legal team has substantial experience with various transportation agencies that utilize a variety of federal, state and local funding sources to implement transportation projects and programs. The Meyers|Nave firm also has experience working with transportation agencies that have dedicated transportation sales tax measures.

Meyers|Nave proposed Steven Mattas as General Counsel for RTC. Mr. Mattas currently serves as General Counsel for the Ventura County Transportation Commission (VCTC). VCTC purchased the Santa Paula Branch Line (SPBL), a common carrier freight rail line, and the abandoned Ojai Branch Line. The SPBL was purchased for the dual purpose of preserving the line for future commuter rail and establishing a recreational trail. The Ojai Branch Line was purchased for recreational trail purposes. Mr. Mattas' experience assisting VCTC makes him uniquely qualified to service the legal needs of the RTC.

Although the hourly rates charged by the Meyers|Nave attorneys are greater than the hourly rate charged by the County Counsel's office, most of RTC's legal services are currently provided by outside firms charging similar rates. In evaluating Meyers|Nave rates, staff has determined that the proposed rates are fair and equitable for the quality of consulting legal services proposed. Staff also believes that having a relationship with a full-service legal firm will create a certain economy of usage, as the relationship with its General Counsel will be managed concurrently with the usage of any specialized legal services.

The RTC's expenditures on legal services varies from year to year. In FY 2018-19, RTC's legal expenses totaled approximately \$330,000, including approximately \$110,000 in services from the County Counsel's office and \$220,000 in specialized legal services. Staff proposes to enter into a 3-year legal service contract with a total value not to exceed \$900,000, with expected \$300,000 annual expenditures.

FISCAL IMPACT

At this time, staff anticipates no fiscal impacts associated with entering into the proposed contract. The RTC FY 2019-20 budget includes approximately \$345,000 for activities that include legal services. Staff will monitor total legal service usage and available budget throughout the year to ensure sufficient budget remains available. If a budget amendment is determined to be needed, staff will make a recommendation for a budget adjustment as part of a future proposed budget amendment.

Accordingly, the Evaluation and Selection Committee recommends that the RTC approve the attached resolution (Attachment 1) authorizing the Executive Director to execute a legal services contract with the firm of Meyers Nave Riback Silver and Wilson PLC for comprehensive legal services for an amount not to exceed \$900,000 for a three-year term. A draft contract with scope of services and fee schedule is attached.

SUMMARY

Due to significantly increased legal service needs of the RTC and potential conflicts of interest, County Counsel recommended that the RTC hire a full-service legal firm as its legal counsel. With the assistance of the County Counsel's office, the RTC released a request for proposals. Five firms proposed, two were interviewed, and the Evaluation and Selection Committee recommend entering into a legal services contract with Meyers Nave Riback Silver & Wilson.

Attachments:

1. Resolution to enter into a contract with Meyers, Nave, Riback, Silver and Wilson, PLC
2. Excerpt from the proposal submitted by Meyers Nave Riback Silver and Wilson, PLC
3. Proposed Contract with Meyers, Nave, Riback, Silver, and Wilson, PLC

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RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission

on the date of August 1, 2019
on the motion of Commissioner
duly seconded by Commissioner

A RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO ENTER INTO AN AGREEMENT WITH THE FIRM MEYERS, NAVE, RIBACK, SILVER AND WILSON PLC FOR COMPREHENSIVE LEGAL SERVICES FOR AN AMOUNT NOT TO EXCEED \$900,000 FOR A THREE-YEAR TERM

WHEREAS, the Santa Cruz County Regional Transportation Commission (RTC) has been using of the office of the Santa Cruz County Counsel as its legal counsel; and

WHEREAS, the legal services required by the RTC have increased significantly over the past few years as the RTC became fully autonomous, purchased an operating rail line, began implementing construction projects and became a transportation sales tax authority; and

WHEREAS, the Santa Cruz County Counsel's office recommended that the RTC hire a full-service firm for its legal needs and assisted the RTC with the release of a request for proposals and evaluation of the proposals; and

WHEREAS, after review of proposals, interviews and reference checks, the Evaluation and Selection Committee recommends hiring the firm Meyers, Nave, Riback, Silver and Wilson, PLC;

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

1. The Executive Director is authorized to enter into a comprehensive legal services agreement with the firm Meyers, Nave, Riback, Silver and Wilson PLC for an amount not to exceed \$900,000 for a three-year term; and
2. The Executive Director is authorized to make amendments to the agreement consistent with the RTC approved budget.

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSTAIN: COMMISSIONERS:

ABSENT: COMMISSIONERS:

ATTEST:

Ed Bottorff, Chair

Guy Preston, Secretary

Project Team

The proposal shall clearly identify Project Manager(s) and include the names and qualifications of all personnel of the proposed team to be assigned to future contracts and a chart representing the organizational structure of the team. The proposal shall demonstrate that the key personnel have the time available to work on the project. The proposal shall include the estimated number of hours per week individual personnel will be available for RTC projects when they arise.

Proposed Project Manager



After careful consideration, we propose **Principal Steve Mattas as Project Manager for the Santa Cruz County Regional Transportation Commission (RTC)**. Steve serves as General Counsel for the Ventura County Transportation Commission (VCTC), the I-680 Sunol Smart Carpool Lane Joint Powers Authority, the Ventura County Congestion Management Agency, and the Tri-Valley Transportation Council (TVTC), in addition to serving as special counsel to several public agencies and private developers. Steve also provides special counsel services to the Alameda County Transportation Commission (Alameda CTC) including serving as primary counsel for the I-580 managed express lanes. In this role, Steve advises on all procurement and contract issues and assists staff with contracting issues with partner agencies for implementation and enforcement of the managed lanes.

Steve's work with VCTC involves assisting the agency with contracting and procurement issues in relation to VCTC's ownership of a rail line it acquired from Union Pacific. These include leases and license agreements for use of property within the right-of-way, contract drafting and interpretation issues related to agreements with Union Pacific and a short haul/excursion train operating on the railway, and bridge safety compliance.

Recognized statewide for his land use work, Steven is the Co-Managing Editor of a leading comprehensive publication on land use law, California Land Use Practice, published by Continuing Education of the Bar in 2006 and updated annually. He also authored and contributed to several chapters of the book, including those covering general and specific plans, annexation issues, sustainability and climate change regulations, housing, specially regulated land uses, wastewater and storm water discharges, compliance with federal, state and regional agency requirements for wetlands and endangered species, and much more. Further highlights of Steve's experience, along with his supporting team, can be found in the resumes attached to this proposal.

Proposed Supporting Team



We propose **Principal Eric Casher as a member of the supporting team for the RTC.** Eric serves as Chair of the Municipal and Special District Law Practice Group, overseeing the work of Meyers Nave attorneys who serve as General Counsel for Special Districts of all types throughout California including transportation agencies, and as City Attorney for municipalities. He also serves as Chair of the firm's Diversity Committee and formerly served on the California Fair Political Practices Commission.

Eric has specialty expertise in public contracting and advises public agencies at all stages of project development and implementation, from the drafting of front-end bid specifications and the handling of bid protests to complex litigation of construction disputes and breach of contract claims. He has extensive experience representing public and private clients on public contract procurement issues, and has litigated disputes involving complex indemnity issues, construction project delay claims, stop notice claims, prevailing wage disputes, and ADA matters.



We propose **Of Counsel Lindsay D'Andrea as a member of the supporting team for the RTC.** Lindsay serves as Assistant General Counsel for the Ventura County Transportation Commission, the I-680 Sunol Smart Carpool Lane JPA, and the Tri-Valley Transportation Council. She has also advised the Alameda County Transportation Commission on a review and update of all organization documents and conflict of interest codes. Lindsay also assisted staff with preparation of an amendment to JPA agreement between Santa Clara County and Alameda CTC related to the management and operation of the I-680 express lane and a complete update to the administrative codes for both Alameda CTC and the Sunol Smart Carpool Lane JPA.

Lindsay has extensive experience supporting Steve in advising public agencies on parliamentary procedures, agency administrative policies and compliance with the Brown Act and conflict of interest laws. She has handled the legal review for an Express Lanes Evaluation Study and express lane maintenance agreements. Lindsay has advised the Tri-Valley Transportation Council on its regional transportation development impact fee that applies to developments in the Tri-Valley portions of Alameda and Contra Costa Counties. She also regularly advises VCTC, TVTC and Alameda CTC on procurement and contracting issues and on transportation agency funding agreements. Prior to joining Meyers Nave, Lindsay served as a Neighborhood Law Corps Attorney for the City of Oakland. In this role, Lindsay represented the City of Oakland in active litigation and administrative matters.





We propose **Of Counsel Jesse Lad as a member of the supporting team for the RTC**. Jesse serves as lead employment law counsel, lead labor counsel, and chief labor negotiator for numerous cities and special districts, including transportation agencies, in California. Jesse’s work with transportation issues includes advising on labor policies, retirement plan compliance issues, labor negotiations and FLSA compliance issues and utilization of independent contractors. He was also a member of the team that conducted a confidential internal affairs investigation for BART of the officer-involved shooting of passenger Oscar Grant.

Jesse advises clients on a wide range of labor and employment law matters arising under state and federal laws, including labor relations, collective bargaining, discipline, employee privacy, and medical leave. He also defends clients against claims of harassment, discrimination, retaliation, and wrongful discharge, as well as wage and hour issues.



We propose **Associate Claire Lai as a member of the supporting team for the RTC**. Claire currently advises Alameda CTC, TVTC and VCTC on various transportation agency contracting issues with a special focus on compliance standards for personally identifiable information associated with electronic tolling and records. Claire also serves as Assistant City Attorney for the cities of South San Francisco and Walnut Creek, and the Town of Los Altos Hills. She advises cities and special districts on a wide range of public agency law issues. Her areas of focus include the Public Records Act, the Brown Act, land use, public works and contracting, housing development, and telecommunications.

Claire brings additional first-hand experience having previously served as Deputy County Counsel to the Merced County Counsel’s Office and Interim Deputy City Attorney to the Milpitas City Attorney’s Office. She has assisted cities and regional agencies in negotiating public contracts, resolving land use and CEQA questions in urban development, leases and license agreements, and crafting public agency regulations.

Availability of Team Members for RTC

Our attorneys are accustomed to meeting the needs of multiple clients in quick succession, making sure that all services are timely and appropriate. Our extensive experience also allows us to easily step into the role of RTC’s General Counsel with a relatively short learning curve. Because we have represented public agencies with many different working styles and preferences, we have a range of approaches and tools at our disposal to fit seamlessly into your team. Based on our review of the RFP and our experience advising other transportation

agencies, we anticipate approximately seven to ten hours per week on average for the services requested under Section 1.1 of the draft scope of services. The team members proposed have sufficient available time to meet this expected needs for the services specified in Section 1.1, as well as to provide special services as identified in the other sections of the proposed scope of services.

Meyers Nave would anticipate a steady provision of services throughout the duration of our engagement, including regular attendance at meetings, including committee meetings as required, and monitoring of relevant legislative and legal developments. We would also be accessible via email and telephone, generally responding to communications within a day, or immediately if needed.

Meyers Nave has more than 60 attorneys and another 60 or more staff employees working in five offices throughout California. Public agencies have turned to Meyers Nave to serve as general counsel for two key reasons: (1) as a full-service firm, we have a deep bench of experienced attorneys available for efficient, issue-specific backup when needed; and (2) we can easily staff up to accommodate client projects.

Demonstrated Knowledge

The proposal shall include the assigned project team's demonstrated knowledge of, expertise and experience with providing similar services and completing similar types of work. Specific expertise should be shown in:

Meyers Nave is a leading California law firm recognized across the state for its reputation for providing high-quality legal services to public agencies. Today we have over 60 attorneys practicing in five offices throughout California in more than 15 areas of law, including public sector law, transportation, general and special tax, labor and employment, land use and environmental law, public contracts and construction, eminent domain, real estate, economic development, and housing, among others.

We cover the complete range of legal and regulatory services that public entities of all types and sizes need in order to achieve their public service missions and mandates. Our firm currently works on a gamut of issues facing transportation agencies in our role as General Counsel to four transportation-focused entities listed below, three of which are in the Bay Area.

- Alameda County Transportation Commission's Sunol Carpool Lane JPA and I-580 Express Lane
- Ventura County Transportation Commission

- Tri-Valley Transportation Council (covering Dublin, Pleasanton, Livermore, and San Ramon)
- West Contra Costa Transportation Advisory Committee

We also serve as city attorneys, general counsel, and special counsel to hundreds of other California public agencies and private clients, many of which have extensive interest and responsibilities in transportation issues and services. These clients include:

- Alameda-Contra Cost (AC) Transit
- Bay Area Rapid Transit District (BART)
- Los Angeles County Metropolitan Transportation Agency (Metro)
- Los Angeles Streetcar, Inc.
- Santa Clara Valley Transportation Authority (VTA)
- Southern California Regional Rail Authority (Metrolink)
- Metropolitan Transportation Commission/Transbay Joint Powers Authority
- San Francisco County Transportation Authority

Meyers Nave has built extraordinary relationships with regional transportation agencies, metropolitan planning organizations, joint powers agencies, and municipalities to build critical transportation infrastructure—roadways, freeways and interchanges, ports, airports, trains and streetcars and to assist with innovative transportation solutions. We are well-recognized as a law firm that helps public agencies adhere to local, state and federal laws and regulations. Put simply, when the stakes are high, the issue is complicated and/or the situation is urgent, we offer a level of support and reassurance that only a firm with our background can provide.

Public Agency Laws

Government laws and regulations governing the conduct of public agency meetings, including, but not limited to, the Political Reform Act of 1974, the Ralph M. Brown Act, California Public Records Act 2004, Conflict of Interest Ethics Policy 2004, and the Government Claims Act.

Our proposed project manager for the RTC, Meyers Nave principal Steven Mattas, is a highly experienced City Attorney and General Counsel who is thoroughly versed in rules and statutes governing public agency business, including parliamentary Rules of Order, Brown Act, administrative codes, election codes, sunshine ordinances, and conflict of interest issues. He and his team members regularly attend meetings and consult on all matters for their clients.

Steve, Lindsay and Claire have extensive experience assisting public agencies with compliance issues with public records requests. Our attorneys have reviewed thousands of Public Records Act requests for clients and defended numerous cases, including *Los Angeles Times v. Los Angeles Memorial Coliseum Commission* and *Walnut Creek POA v. City of Walnut Creek*.

Eric Casher, a member of our team for RTC, is an expert in public sector ethics and conflict of interest issues, having served a four-year term on the California Fair Political Practices Commission as an appointee of then-Attorney General Kamala Harris.

- **Various Municipalities: Local Governance Handbook**
During their careers serving as counsel to many governmental entities, Steve Mattas, Lindsay D’Andrea and Claire Lai have prepared and edited legislative and advisory body handbooks that address the wide range of public agency issues, including the Brown Act, California Public Records Act, and conflict of interest laws.
- **West Contra Costa Transportation Advisory Committee**
We are the General Counsel for the West Contra Costa Transportation Advisory Committee, where recent duties include review of a variety of transportation programs and related agreements associated with Agency fund administration, review and comment on requests for Agency support of various local and regional transportation management programs, and review of relevant environmental documents. We also provide advice on personnel matters and oversee Brown Act and Political Reform Act compliance related to Board activities and meetings. We are on the panel of outside counsel for the Metropolitan Transportation Authority and provide on-call advice and legal services in areas ranging from public contracts to litigation.
- **AC Transit: Advise Board on Brown Act Compliance**
On behalf of AC Transit, our attorneys provided legal advice and written legal opinions to the Board of Directors regarding appropriate Brown Act requirements and compliance pertaining to the recruitment and selection process for the General Manager and General Counsel positions. Additionally, we provided “on-call” advice and counsel to the Interim General Counsel/Assistant General Counsel regarding various Brown Act compliance questions and issues.
- **Alameda CTC**
Lindsay has recently completed a thorough review and update to the primary organizational documents, administrative codes and conflict of interest codes for Alameda CTC.

California Transportation and Project Delivery and Procurement Laws

Applicable State of California laws, regulations, codes and policies governing the ownership and operation of a public transportation planning and project delivery agency, including but not limited to the Government Code, Public Utilities Code, Public Contract Code and the Mills-Alquist-Debbch Act, known as the Transportation Development Act of 1971.



As General Counsel to the Ventura County regional transportation agency and its board since 2014, Steve Mattas has advised on the procurement of buses and transportation vehicles, federal highway grant funding agreements, applications for Transportation Investment Generating Economic Recovery (TIGER) grants, and funding agreements for improvements to increase transportation efficiency (carpool lanes and HOT lanes). He also regularly advises staff on grant, contract and allocation agreements related to utilization of TDA funds and Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA) funds. Steve and other attorneys at Meyers Nave have also advised transportation agencies on drafting of transportation expenditure plans and development of transportation sales tax measures. Steve, Lindsay and Claire have also advised the Alameda CTC on contracting issues associated with the express lanes constructed and operated by Alameda CTC. These contracts have included construction contracts, operator and program management contracts. We have also reviewed and advised on RFPs for services related to the express lanes.

- **Public Utilities Code**

We have represented several public utility districts, assisting in the acquisition of a gasoline and propane facility, an electrical transmission facility, and the transfer of licenses for a hydro-electric facility. Our attorneys are well-versed in Public Utilities Code, having represented cities and special districts with their individual needs.

- **Various Public Agencies: Structure and Negotiate CMR Contracts**

Several California counties have engaged us to prepare and advise on CMR contracts related to Public Contract Code § 20146. For one county, we prepared a manual for the CMR delivery method as an alternative to the traditional competitive public bidding process requiring a public owner to award construction contracts to the lowest responsive bidder.

- **Metropolitan Transportation Commission: Outside Counsel**

Our attorneys provide outside counsel services for the Metropolitan Transportation Commission in areas including general government law, labor and employment law, and public contracts.

Federal Transportation Agreements

Laws and regulations governing federal transportation agreements, the Fixing America's Surface Transportation Act (FAST Act); the Moving Ahead for Progress in the 21st Century Act (MAP-21); and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), as amended by the SAFETEA-LU Technical Corrections Act of 2008, or other Federal laws affecting transportation responsibilities under the purview of the RTC.

Meyers Nave understands the regulatory landscape impacting transportation and infrastructure plans, in which agencies and their legal advisors must address a slew of funding, permitting and

environmental review requirements. Our attorneys are well-acquainted with the primary transportation funding sources associated with the Federal Transit Administration (FTA) and the California Transit Authority. We have advised transportation agencies on FAST Act and TDA funding issues. We have been highly successful in helping our clients meet the requisite guidelines and follow best practices to win funding for critical projects. We have also represented public entities in matters that must comply with the California Department of Transportation (Caltrans) Manual, in dealings with the California Transportation Commission, and in establishing and enforcing regional transportation development fee programs that address a wide range of infrastructure needs.

- **Ventura County Transportation Commission**

Serving as General Counsel, Steve and Lindsay have worked with the VCTC on compliance with other laws and regulations from the Federal Transportation Administration, including the Urban Mass Transportation Act, the Moving Ahead for Progress in the 21st Century Act (MAP-21), and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); along with California initiatives such as the state Transportation Development Act (TDA), and the State Transit Assistance Program (STA).

- **Public Entity Representation**

Our attorneys are well acquainted with the primary transportation funding sources associated with the FTA and the California Transit Authority. We have represented public entities in complying with the California Department of Transportation Manual, dealing with the California Transportation Commission, and establishing and enforcing regional transportation development fee programs that address a wide range of infrastructure needs. We have advised public agencies in connection with grant applications for federal and state funding for transportation projects, including programs such as the federal FAST Act, the Transportation Investment Generating Economic Recovery (TIGER) discretionary grant program, the state Infill Infrastructure Grant (IIG) program, California LTF and STA funds, the federal Transit-Oriented Development (TOD) program, and federal programs including the HOME Investment Partnerships program, the Neighborhood Stabilization Program (NSP), and others.

Litigation

Meyers Nave's trial and litigation team is well-versed in complex, high-stakes litigation, having served as lead counsel in many contentious, publicly scrutinized matters. We have represented hundreds of public agencies in all facets of complex litigation for more than two decades. We have the capacity to respond immediately to any litigation that may arise. The breadth of our expertise in almost any potential litigation allows us to assign an attorney with significant experience in relevant areas of law.

- **San Francisco Bay Area Rapid Transit (BART) System**
Defended multi-county rapid transit system in numerous lawsuits involving tort claims. Took five cases to jury verdict and obtained defense verdicts in all five. Obtained favorable settlements in cases alleging excessive force involving the system's police officers.
- **City of Dublin: Contractor Litigation Regarding I-580 Interchange and Widening Project**
In *Granite v. City of Dublin*, we represented the City in response to a claim from the contractor alleging delays and deficiencies in the plans and specifications for construction of the I-580 highway interchange and widening project. The project involved multiple agencies. The case was settled amicably and favorably early in the dispute resolution process, enabling the City to avoid significant legal expenses.

FMLA/Healthcare/EEOC/ADA and DBE Law

Family and Medical Leave Act (FMLA); healthcare law, including the implications of the impending Cadillac healthcare law; Equal Employment Opportunity law; civil rights law; Americans with Disabilities Act; and Disadvantaged Business Enterprise law, or any other law applicable to a public agency.

As general and special counsel to hundreds of public agencies, we regularly review clients' labor agreements, policies, practices, procedures and manuals. We have drafted, reviewed and negotiated MOU language and policies that are compliant with the Family and Medical Leave Act (FMLA), California Family Rights Act (CFRA), and all state and federal leave laws.

Based on our knowledge and experience, we have also provided efficient legal services to help clients create a blue print for fiscal sustainability, including changes in the areas of healthcare, retiree healthcare and retiree benefits, and develop sound practice, policies, and procedures that foster a safe work environment and protect the agency as it enforces its rules.

- **Cities of Fresno and Union City: DBE Compliance in FTA Contracts**
We advised the cities of Fresno and Union City on compliance with the FTA contract

requirements. We have written contract language that conformed the Fresno Area Express procurement contract language with federal rules pertaining to a Disadvantaged Business Enterprise in conjunction with an automatic passenger counter installation project.

- **SFMTA: Discrimination and Retaliation Investigation**

On behalf of San Francisco Municipal Transportation Agency (SFMTA), Meyers Nave conducted a confidential employee investigation regarding claims of discrimination and retaliation, and also defended the agency in an Equal Employment Opportunity (EEO) complaint.

- **Metrolink: Wrongful Termination Lawsuits**

The Southern California Regional Rail Authority, a joint powers transportation agency also known as Metrolink, engaged Meyers Nave to handle various matters, including labor and employment issues. We defended Metrolink in an employee discrimination lawsuit filed after the plaintiff was laid off from his position as an engineer. The suit alleged that Metrolink had violated its personnel policies and procedures and FEHA. Our team successfully resolved the case, achieving a favorable settlement.

- **City of LA: ADA Litigation**

We represented the City of Los Angeles in one of the largest class action ADA lawsuits in the country, which was settled when the City agreed to spend \$1.3 billion to install curb cuts and sidewalk repairs throughout Los Angeles.

Labor Relations

Our general counsel attorneys routinely advise on personnel issues, including benefits, discipline, and terminations. We advise boards in closed sessions and work with staff handling resignations and implementing employment contracts, as well as cases of alleged wrongful termination, whistleblowing, discrimination, and harassment issues. We have guided numerous clients in developing and revising personnel rules and policies.

Members of Meyers Nave's dedicated Labor and Employment practice group—including RTC team member Jesse Lad—are guiding public agencies statewide toward achieving their labor relations goals. We help clients avoid and respond to strikes, address unfair labor practice allegations, develop and comply with impasse procedures, and stay in compliance with the Meyers-Milias-Brown Act (MMBA). Some of the core bargaining issues we advise on are wages, benefits, layoffs, furloughs, concession bargaining, alternative work schedules, discipline and grievance procedures, light duty, fitness for duty, and medical leave. We also have litigated AB 646, fiscal emergency, vested rights and FLSA "class action" lawsuits.



- **Accomplishing Goals as Labor Negotiators**

Meyers Nave attorneys have negotiated numerous labor contracts that encompass cost reductions and/or pension and health reform. Examples include contracts we negotiated for the cities of Santa Clara, Fremont, Stockton, Milpitas, Fairfield, Galt, Pinole, Cloverdale, and Soledad; the Town of Windsor; the City and County of San Francisco; the Crescent City Harbor District; the Menlo Park Fire Protection District, Moraga-Orinda Fire Protection District and San Ramon Valley Fire Protection District, and the Novato Sanitary District.

CEQA/NEPA

Knowledge of and experience with the application of state and federal environmental laws and regulations including the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

The multi-faceted environmental issues that confront public agencies call for a team like ours that knows environmental law and public entity needs equally well. We are experts on California Environmental Quality Act and the National Environmental Policy Act. We have defended multiple lawsuits on clients' behalf regarding alleged improper procedures under CEQA/NEPA and associated claims for violation of civil rights and damages. Many of our cases have resulted in published decisions.

- **Metrolink: CEQA Assessments**

Meyers Nave is advising on CEQA assessments for the Southern California Regional Rail Authority (Metrolink) rail facilities. We are also representing the client in responding to an order from the California Regional Water Quality Control Board, Los Angeles Region, regarding Metrolink's dewatering system at Tunnel 26 near Chatsworth, California. This is a cutting-edge issue related to previously unregulated activity.

- **Outside Counsel on Multiple Terminal Projects for Port of Los Angeles**

The Port of Los Angeles stands as one of our most comprehensive, large-scale engagements in the area of land use and transportation/infrastructure law. We have delved deeply into the nuances of varied and complex land use, air emission, and transportation issues in order to address the environmental consequences of its master plan for compliance with CEQA. Working with Port attorneys and other staff members, we have helped develop policies and practices for both immediate and future application to environmental review of projects. We also advised the Port of Los Angeles and the Port of Long Beach on CEQA review of a central element of the CAAP, a Clean Truck Program which aims to progressively ban trucks serving the ports that fail to meet 2007 emission standards.

- **BNSF: CEQA Litigation in \$500M Rail Yard Project**

BNSF—North America’s second-largest freight railway—hired Meyers Nave in May 2013 to represent the company in seven lawsuits (now consolidated) challenging its planned, \$500 million rail yard project near the ports of Los Angeles and Long Beach. Critical to BNSF’s national business strategy, the railway’s “South Coast International Gateway Project” would include construction and operation of a “near-dock” rail yard for the loading and off-loading of shipping containers headed to and from the ports, reducing regional air pollution and traffic by eliminating around 1.3 million short-haul truck trips per year.

Procurement and Contracts

Knowledge of and experience with public agency procurements and applicable state and federal requirements including requirements for public works contracts and the California Uniform Public Construction Cost Accounting Act.

We negotiate, draft and counsel our clients on a broad range of agreements. We are well versed in the California Public Contracts Code, California Civil Code and other state laws relating to contracting. Our firm’s attorneys have handled capital projects acquisitions, land use and entitlements, environmental compliance, construction, public contracts and procurement, facilities and purchasing. We routinely advise and negotiate alternative construction agreements such as lease/leaseback arrangements, real estate, and advised on and negotiated complex technology procurements with AT&T, Oracle and other major technology companies on behalf of our clients.

- **Public Construction Cost Accounting Act Presentations**

Our attorneys have given presentations and training on the California Uniform Public Construction Cost Accounting Act to a number of clients, including the City of Rancho Cordova, the City of Plymouth, the Town of Windsor, and the Central Contra Costa Sanitary District. This included a comprehensive overview of the Act and detailed slideshow handouts for employees to review.

- **FTA Contract Requirements**

We have operational experience with Federal Transit Administration contract requirements. Specifically, we have advised the City of Fresno’s “Fresno Area Express” and Union City Transit on compliance with specific FTA guidelines. On behalf of Fresno, we wrote documents that conformed Fresno Area Express’s procurement contract language to federal rules pertaining to the Disadvantaged Business Enterprise program for an automatic passenger counter installation project. We also performed similar services in Union City Transit Agency’s procurement of several new low-floor buses.

Real Estate Related to Transportation Planning/Operation of Railroad Right-of-Way

Knowledge of and experience with real estate laws applicable to transportation planning and project delivery including the ownership management and operation of a railroad right-of-way with freight service under jurisdiction of the Surface Transportation Board.

Our firm has advised public entities in matters involving the jurisdiction of the Surface Transportation Board, determining whether a local or state regulation for projects is preempted by the Interstate Commerce Commission Termination Act.

- **Bay Area Transportation Authorities**

Our work for various authorities in the region includes: assisting the Joint Powers Board (CalTrain) and the Northwestern Pacific Rail Authority (now part of SMART) in assessing and addressing environmental contamination on nearly 100 miles of railroad right of way, including managing the complex contractual relationship with the railroad companies that formerly owned this property; advising the Golden Gate Transportation and Highway District on a number of issues, including the clean-up of a State Superfund site at the base of the Golden Gate Bridge; and providing similar services for SamTrans and the San Mateo County Transportation Authority.

- **City of South San Francisco: BART Cooperative Agreement**

Meyers Nave assisted in negotiating and implementing the Cooperative Agreement between the City of South San Francisco and BART related to South San Francisco BART Station and the use of BART and SamTrans right-of-way for a linear park above the underground transit system.

- **Trial Result: \$900K Saved for Commuter Rail Project**

The Transportation Agency for Monterey County, a Meyers Nave client, is constructing a new commuter rail line to extend service from Silicon Valley to Monterey County. In Salinas, TAMC filed a condemnation action to acquire three fee acquisitions totaling 31,066 sq. ft. Although the parties agreed that defendants should be entitled to “cost to cure” damages to demolish and repair a building being severed by the Project, defendants sought additional damages to “restore the warehouse space taken in conformance with their cost to cure plan.” The dispute over whether TAMC should pay for significantly expanding the warehouse turned into a three-week trial. The jury ruled substantially closer to TAMC’s final offer resulting in the landowner having to return \$730,000 of a judge-ordered deposit to the agency.

- **Ventura County Transportation Agency**
Meyers Nave has advised VCTC on all issues associated with its management of former rail line acquired from Union Pacific. The current use of the railroad right-of-way includes both short-haul freight services and excursion train services on portions of the rail line. In addition, we have updated on leases and license agreements for portions of the right-of-way used by adjacent property owners for agricultural purposes.
- **San Mateo County Transit District v. City and County of San Francisco, et al.**
A Meyers Nave attorney represented SamTrans in this action involving 50 separate parcels of property over approximately 8 miles of the former San Francisco Market Street Railway right-of-way. This case presented numerous challenging appraisal issues regarding full and partial takings, temporary construction and subterranean utility easements located on both residential and commercial property, as well as loss of goodwill. Favorable settlements were negotiated with 58 of the 59 named defendants. One defendant business tenant refused to settle and our attorney obtained summary judgment by establishing its lack of entitlement to loss of goodwill. On appeal, the summary judgment was affirmed.

Constitutional Law

Knowledge and experience is desirable in areas of Constitutional matters including, but not limited to, civil rights, discrimination, due process, First Amendment, rights of privacy, the taking clause and seniority systems/gender classification.

We have reviewed for inconsistencies with cities' general plans, non-compliance with constitutional requirements regarding vagueness and takings, violation of due process protections, and failure to meet the substantial requirements of zoning laws, including the ability to construct affordable and senior housing, among other legal concerns. Our multi-disciplinary team drafts constitutionally sound regulations based on the latest developments in this ever evolving body of law. We also defend regulations against constitutional challenges in both federal and state courts.

- **Los Angeles County Metropolitan Transportation Authority**
Meyers Nave successfully negotiated an advanced utilities agreement while concurrently proactively drafting a writ action and researching critical preemption issues regarding MTA's permit applications to build a tunnel under the Beverly Hills High School for part of the Westside Subway Extension Project. The City of Beverly Hills mandated that the MTA permit applications go before City Council for approval. The City of Beverly Hills and its school district also filed lawsuits challenging MTA's plan. MTA operates the nation's third-largest transit system by ridership.

Contract No. _____

**INDEPENDENT CONTRACTOR AGREEMENT BETWEEN SANTA CRUZ
REGIONAL TRANSPORTATION COMMISSION AND MEYERS, NAVE, RIBACK,
SILVER AND WILSON, PLC.**

THIS CONTRACT is entered into this ____ day of _____, 2019, by and between the SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION, hereinafter called COMMISSION, and MEYERS, NAVE, RIBACK, SILVER AND WILSON, PLC, hereinafter called CONTRACTOR. The parties agree as follows:

1. **DUTIES.** CONTRACTOR agrees to provide general counsel and special counsel legal services for the Commission as specified in Exhibit "A": Scope of Work, which by this reference is incorporated herein.

2. **COMPENSATION.** In consideration for CONTRACTOR accomplishing said result, COMMISSION agrees to pay CONTRACTOR as follows:

- a. Total payment for the term is presently estimated as not to exceed \$900,000 for time and materials at the rates and conditions set forth in Exhibit "B": Fee Schedule, which by this reference is incorporated herein. The parties anticipate that the annual costs average will not exceed \$300,000 per year. Fees for professional services and reimbursable expenses will be billed no less than monthly and processed for payment upon approval of the project manager.

3. **TERM.** The term of this contract shall be: August 1, 2019 through July 31, 2022.

4. **EARLY TERMINATION.** Either party hereto may terminate this contract at any time by giving thirty (30) days written notice to the other party.

5. **INDEMNIFICATION FOR DAMAGES, TAXES AND CONTRIBUTIONS.** CONTRACTOR shall exonerate, indemnify, defend, and hold harmless COMMISSION (which for the purpose of paragraphs 5 and 6 shall include, without limitation, its officers, agents, employees and volunteers) from and against:

A. Any and all claims, demands, losses, damages, defense costs, or liability of any kind or nature which COMMISSION may sustain or incur or which may be imposed upon it for injury to or death of persons, or damage to property as a result of, arising out of, or in any manner connected with the CONTRACTOR'S performance under the terms of this Agreement, excepting any liability arising out of the sole negligence of the COMMISSION. Such indemnification includes any damage to the person(s), or property(ies) of CONTRACTOR and third persons.

B. Any and all Federal, State and Local taxes, charges, fees, or contributions required to be paid with respect to CONTRACTOR and CONTRACTOR'S officers, employees and agents engaged in the performance of this Agreement (including, without limitation, unemployment insurance, social security and payroll tax withholding).

6. **INSURANCE.** CONTRACTOR, at its sole cost and expense, for the full term of this Agreement (and any extensions thereof), shall obtain and maintain, at minimum, compliance with all of the following insurance coverage(s) and requirements. Such insurance coverage shall be primary coverage as respects COMMISSION and any insurance or self-insurance maintained by COMMISSION shall be excess of CONTRACTOR'S insurance coverage and shall not contribute to it.

If CONTRACTOR utilizes one or more subcontractors in the performance of this Agreement, CONTRACTOR shall obtain and maintain Independent Contractor's Insurance as to each subcontractor or otherwise provide evidence of insurance coverage from each subcontractor equivalent to that required of CONTRACTOR in this Agreement, unless CONTRACTOR and COMMISSION both initial here ___ / ___.

A. Types of Insurance and Minimum Limits

(1) Worker's Compensation in the minimum statutorily required coverage amounts. This insurance coverage shall not be required if the CONTRACTOR has no employees and certifies to this fact by initialing here _____.

(2) Automobile Liability Insurance for each of CONTRACTOR'S vehicles used in the performance of this Agreement, including owned, non-owned (e.g. owned by CONTRACTOR'S employees), leased or hired vehicles, in the minimum amount of \$1,000,000 combined single limit per occurrence for bodily injury and property damage. This insurance coverage shall not be required if vehicle use by the CONTRACTOR is not a material part of performance of this Agreement and CONTRACTOR and COMMISSION both certify to this fact by initialing here ___ / ___.

(3) Comprehensive or Commercial General Liability Insurance coverage in the minimum amount of \$1,000,000 combined single limit, including coverage for: (a) bodily injury, (b) personal injury, (c) broad form property damage, (d) contractual liability, and (e) cross-liability.

(4) Professional Liability Insurance in the minimum amount of \$2,000,000 combined single limit, if, and only if, this Subparagraph is initialed by CONTRACTOR and COMMISSION
___ / ___.

B. Other Insurance Provisions

(1) If any insurance coverage required in this Agreement is provided on a "Claims Made" rather than "Occurrence" form, CONTRACTOR agrees to maintain the required coverage for a period of three (3) years after the expiration of this Agreement (hereinafter "post agreement coverage") and any extensions thereof. CONTRACTOR may maintain the required post agreement coverage by renewal or purchase of prior acts or tail coverage. This provision is contingent upon post agreement coverage being both available and reasonably affordable in relation to the coverage provided during the term of this Agreement. For purposes of interpreting this requirement, a cost not exceeding 100% of the last annual policy premium during the term of

this Agreement in order to purchase prior acts or tail coverage for post agreement coverage shall be deemed to be reasonable.

(2) All required Automobile, Comprehensive or Commercial General Liability or Excess Liability Insurance shall be endorsed to contain the following clause:

“Santa Cruz County Regional Transportation Commission, its officials, employees, agents and volunteers are added as an additional insured as respects the operations and activities of, or on behalf of, the named insured performed under Agreement with the Commission.”

(3) All required insurance policies shall be endorsed to contain the following clause:

“This insurance shall not be canceled until after thirty (30) days prior written notice has been given to:

**Santa Cruz County Regional
Transportation Commission
Attn: Risk Manager
1523 Pacific Avenue
Santa Cruz, CA 95060”**

(4) CONTRACTOR agrees to provide its insurance broker(s) with a full copy of these insurance provisions and provide COMMISSION on or before the effective date of this Agreement with Certificates of Insurance for all required coverages. All Certificates of Insurance shall be delivered or sent to:

**Santa Cruz County Regional
Transportation Commission
Attn: Risk Manager
1523 Pacific Avenue
Santa Cruz, CA 95060**

7. **EQUAL EMPLOYMENT OPPORTUNITY.** During and in relation to the performance of this Agreement, CONTRACTOR agrees as follows:

A. The CONTRACTOR shall not discriminate against any employee or applicant for employment because of race, color, religion or creed, national origin, ancestry, physical or mental disability, medical condition (cancer related), marital status, sexual orientation, age (over 18), veteran status, gender, pregnancy, citizenship, genetic information or any other non-merit factor unrelated to job duties. Such action shall include, but not be limited to, the following: recruitment; advertising, layoff or termination; rates of pay or other forms of compensation; and selection for training (including apprenticeship), employment, upgrading, demotion, or transfer. The CONTRACTOR agrees to post in conspicuous places, available to employees and applicants for employment, notice setting forth the provisions of this non-discrimination clause.

B. If this Agreement provides compensation in excess of \$50,000 to CONTRACTOR and if CONTRACTOR employs fifteen (15) or more employees, the following requirements shall apply:

(1) The CONTRACTOR shall, in all solicitations or advertisements for employees placed by or on behalf of the CONTRACTOR, state that all qualified applicants will receive consideration for employment without regard to race or creed, color, religion, national origin, ancestry, physical or mental disability, medical condition (cancer related), marital status, sexual orientation, age (over 18), veteran status, gender, pregnancy, citizenship, genetic information or any other non-merit factor unrelated to job duties. Such action shall include, but not be limited to, the following: recruitment; advertising, layoff or termination; rates of pay or other forms of compensation; and selection for training (including apprenticeship), employment, upgrading, demotion, or transfer. In addition, the CONTRACTOR shall make a good faith effort to consider Minority/Women/Disabled Owned Business Enterprises in CONTRACTOR'S solicitation of goods and services. Definitions for Minority/Women/Disabled Business Enterprises are available from the COUNTY General Services Purchasing Division.

(2) In the event of the CONTRACTOR'S non-compliance with the non-discrimination clauses of this Agreement or with any of the said rules, regulations, or orders said CONTRACTOR may be declared ineligible for further agreements with the COMMISSION.

(3) The CONTRACTOR shall cause the foregoing provisions of this Subparagraph 7B to be inserted in all subcontracts for any work covered under this Agreement by a subcontractor compensated more than \$50,000 and employing more than fifteen (15) employees, provided that the foregoing provisions shall not apply to contracts or subcontracts for standard commercial supplies or raw materials.

8. INDEPENDENT CONTRACTOR STATUS. CONTRACTOR and COMMISSION have reviewed and considered the principal test and secondary factors below and agree that CONTRACTOR is an independent contractor and not an employee of COMMISSION. CONTRACTOR is responsible for all insurance (workers compensation, unemployment, etc.) and all payroll related taxes. CONTRACTOR is not entitled to any employee benefits. COMMISSION agrees that CONTRACTOR shall have the right to control the manner and means of accomplishing the result contracted for herein.

PRINCIPAL TEST: The CONTRACTOR rather than COMMISSION has the right to control the manner and means of accomplishing the result contracted for.

SECONDARY FACTORS: (a) The extent of control which, by agreement, COMMISSION may exercise over the details of the work is slight rather than substantial; (b) CONTRACTOR is engaged in a distinct occupation or business; (c) In the locality, the work to be done by CONTRACTOR is usually done by a specialist without supervision, rather than under the direction of an employer; (d) The skill required in the particular occupation is substantial rather than slight; (e) The CONTRACTOR rather than the COMMISSION supplies the instrumentalities, tools and work place; (f) The length of time for which CONTRACTOR is engaged is of limited duration rather than indefinite; (g) The method of payment of CONTRACTOR is by the job rather

than by the time; (h) The work is part of a special or permissive activity, program, or project, rather than part of the regular business of COMMISSION; (i) CONTRACTOR and COMMISSION believe they are creating an independent contractor relationship rather than an employer-employee relationship; and (j) The COMMISSION conducts public business.

It is recognized that it is not necessary that all secondary factors support creation of an independent contractor relationship, but rather that overall there are significant secondary factors which indicate that CONTRACTOR is an independent contractor.

By their signatures to this Agreement, each of the undersigned certifies that it is his or her considered judgment that the CONTRACTOR engaged under this Agreement is in fact an independent contractor.

9. **NONASSIGNMENT.** CONTRACTOR shall not assign the Agreement without the prior written consent of the COMMISSION.

10. **ACKNOWLEDGMENT.** CONTRACTOR shall acknowledge in all reports and literature that the material is prepared for and on behalf of the COMMISSION.

11. **RETENTION AND AUDIT OF RECORDS.** CONTRACTOR shall retain records pertinent to this Agreement for a period of not less than five (5) years after final payment under this Agreement or until a final audit report is accepted by COMMISSION, whichever occurs first. CONTRACTOR hereby agrees to be subject to the examination and audit by the COMMISSION. Auditor-Controller, the Auditor General of the State of California, or the designee of either for a period of five (5) years after final payment under this Agreement.

12. **ATTACHMENTS.** This Agreement includes the following attachments that are incorporated into and made a part of this Agreement by this reference:

- Exhibit "A":** Scope of Work
- Exhibit "B":** Project and Fee Schedule

IN WITNESS WHEREOF, the parties hereto have set their hands the day and year first above written.

CONTRACTOR

**SANTA CRUZ COUNTY REGIONAL
TRANSPORTATION COMMISSION**

By: _____
Steven Mattas, Principal

By: _____
Guy Preston, Executive Director

DATE: _____

DATE: _____

Company Name: Meyers, Nave, Riback, Silver and Wilson, PLC _____

Address: 555 12th Street, Suite 1500
Oakland, CA 94607

Telephone: 510.808.2000

Email: smattas@meyersnave.com

APPROVED AS TO INSURANCE:

APPROVED AS TO FORM:

Risk Manager

COMMISSION Counsel

DATE: _____

DATE: _____

DISTRIBUTION:

- *RTC Fiscal & Project Manager*
- *Contractor*

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EXHIBIT A: SCOPE OF SERVICES

Attorneys performing services for the Commission must be admitted to practice in the State of California and each must be a member in good standing with the State Bar of California. CONTRACTOR will provide the following services:

1.1 General Legal Services

Steve Mattas shall serve as General Counsel for the Commission. Eric Casher, Lindsay D'Andrea, Claire Lai and Jesse Lad (hereinafter referred to as the General Counsel Team) shall also provide services to the COMMISSION as directed by the General Counsel. Additional attorneys of CONTRACTOR (hereinafter referred to as the Special Counsel) may also be assigned by the General Counsel to assist the COMMISSION with Special Legal Services as defined below in Section 1.2. The services provided by the General Counsel Team will include but are not limited to the following:

- a) Act as legal counsel to the COMMISSION Board and assist the COMMISSION Board in any matters pertaining to the Executive Director contract.
- b) Advise staff to assure that matters considered and acted upon by the COMMISSION Board are consistent with state, federal and local laws, rules, regulations and statutes, and that the COMMISSION Board operates within the requirements of the Ralph M. Brown Act. Provide general advice to the COMMISSION and staff on potential conflicts of interest issues.
- c) Review and offer legal counsel to the COMMISSION Board and/or Executive Director or other authorized staff on the RTC Board meeting and committee meeting agendas prior to and after posting as needed.
- d) Prepare for and attend regular monthly and special meetings of the COMMISSION, including, as requested by the COMMISSION Board, the Chairperson or Executive Director, standing committee meetings and ad hoc committee meetings.
- e) Review and edit RTC Board meeting minutes as needed.
- f) Prepare for review and/or adoption legal opinions, contracts, memoranda, resolutions, minute orders for closed sessions, ordinances, by-laws, rules and regulations, legal correspondence, and policies, as requested by the COMMISSION Board, the Executive Director, or authorized COMMISSION staff.
- g) Maintain knowledge of issues facing the COMMISSION and be prepared to offer legal advice and counsel to the Executive Director and the management staff regarding various aspects of operating a transportation planning and transportation project delivery agency, and issues relating to property owned by the COMMISSION, including branch line rail facilities.
- h) Be available by phone (conference call) to participate from time-to-time in management staff discussions on specific subject matter.
- i) Assist the COMMISSION and staff regarding legal issues associated with state and federal grants, the grant process, grant agreements and grant compliance.
- j) Provide day-to-day legal counsel as needed relative to contract and non-represented

employees on labor and employment matters, including labor law, labor conflicts and disputes.

- k) Supervise, via the General Counsel, all counsel retained by the COMMISSION.
- l) Advise the COMMISSION on applicable State of California laws, regulations, codes and policies governing the ownership and operation of a public transportation planning and project delivery agency, including but not limited to the Government Code, Public Utilities Code, Public Contract Code and the Mills-Alquist-Debbch Act, known as the Transportation Development Act of 1971.
- m) Advise the Commission on laws and regulations governing federal transportation agreements, the Fixing America's Surface Transportation Act (FAST Act); the Moving Ahead for Progress in the 21st Century Act (MAP-21); and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), as amended by the SAFETEA-LU Technical Corrections Act of 2008, or other Federal laws affecting transportation responsibilities under the purview of the RTC.
- n) A complete review and update of the following items:

All procurement boilerplate contract language, in coordination with the authorized COMMISSION staff, to ensure full compliance with federal, state and local requirements.

COMMISSION's rules and regulations, policies, and the related procedures concerning procurement, equal employment opportunity, disadvantaged business enterprise, civil rights, and Americans with Disabilities Act, to ensure compliance with state, federal and local laws, rules, statutes and regulations.

1.2 Special Legal Services

In addition to the services described in 1.1, the Commission or its Executive Director may request and CONTRACTOR will provide the following Special Services:

- a) Provide specialized on-site training sessions of the management team in focus areas such as the Skelly process, progressive discipline, Weingarten rights, labor relations, meet and confer, federal and state rules and regulations, and other topics based on need.
- b) Represent the COMMISSION in mediation, arbitration or litigation.
- c) Assist and represent the COMMISSION with claims as necessary.
- d) Provide legal counsel on land purchases and transfers, condemnation/eminent domain related matters, project construction and environmental issues, including CEQA and NEPA. These services include advice and mediation, arbitration and litigation on California real estate and environmental laws and regulations applicable to a transportation planning and project delivery agency, principally to include real estate acquisition, divestiture, land use, zoning and permitting as well as environmental quality control measures under the National Environmental Policy Act and the California Environmental Quality Act (NEPA and CEQA), the Uniform Relocation Assistance and Real Property Acquisition Policies Act, the real property acquisition process for public entities, including

condemnation/ eminent domain, and any other state and federal requirements imposed on agencies using local, state and federal funds. Real property ownership and management requirements for a public agency, particularly the ownership and management of operating railroad rights-of way with freight service under the jurisdiction of the Surface Transportation Board.

- e) Represent the RTC in contested labor matters, including grievance, fact-finding and impasse procedures.
- f) Serve as lead negotiator for meet and confer related to collective bargaining agreements.
- g) Appear for and represent the RTC, its officers and employees at hearings and meetings before state, federal, and local agencies.
- h) Represent the COMMISSION in the any public works contract bid protest proceedings or public contracts arbitration, mediation or litigation.
- i) Advise the COMMISSION in areas of constitutional law matters including, but not limited to, civil rights, discrimination, due process, First Amendment, rights of privacy, the taking clause and seniority systems/gender classification.
- j) Assist, advise and/or represent the RTC with other legal matters as may be requested by the COMMISSION Board, Chairperson or Executive Director.

Exhibit B – Fee Schedule

Category of Service	Fees for 2019-20	Fees for 2020-2021	Fees for 2021-22
Board Meeting Attendance	\$1,050 fixed fee per meeting No charge for travel	\$1,082 fixed fee per meeting No charge for travel	\$1,114 fixed fee per meeting No charge for travel
General Services¹	Hourly Rates Principal \$425/hour Of Counsel \$325/hour Associate \$295/hour Paralegal \$165/hour	Principal \$438 Of Counsel \$335 Associate \$304 Paralegal \$170	Principal \$451 Of Counsel \$345 Associate \$313 Paralegal \$175
Special Services	Attorneys \$295 to \$425 per hour Paralegals \$165/hour	Attorneys \$304 to \$438 per hour Paralegals \$170/hour	Attorneys \$313 to \$451 per hour Paralegals \$175/hour
Additional charges	Photocopying, postage, and third-party expenses, such as expert witness fees, deposition and court reporter fees, and electronic legal research		

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¹ The parties agree to evaluate and discuss a fixed fee approach for General Services after the first year of service.