



PARTNER AGENCY MEETING MINUTES SUMMARY

Tuesday, February 4, 2020

10:00 am – 12:00 pm

RTC Conference Room

1523 Pacific Avenue

Santa Cruz, CA 95060

On Tuesday, February 4, 2020, the Santa Cruz County Regional Transportation Commission (SCCRTC), in partnership with the Santa Cruz Metropolitan Transit District (METRO) held a Partner Agency Meeting for the Transit Corridor Alternatives Analysis (TCAA) — Watsonville/Pajaro to Santa Cruz Project. The following presents a summary of the minutes of this meeting.

Welcome and Introductions, Summary of Meeting Purpose

- Individual participant introductions (see attached meeting sign in sheet).
- Reference was made to previous meetings with the Ad Hoc Committee (AHC), so RTC offered a brief explanation to group of AHC intentions and constituents
- HDR provided an overview of the project and purpose, with the outcomes of the TCAA to be used to develop an integrated transit network for Santa Cruz County that utilizes the rail corridor as a dedicated transit facility.
- Triple bottom line approach will be used as the foundation for the TCAA analysis framework, using performance-based planning process used by RTC.
- Meeting focus on Analysis Framework, Universe of Alternatives, and potential Station Locations on the Right of Way (ROW).

Discussion about Draft Analysis Framework

- Considerations about the importance to capture the lost opportunity cost of “doing nothing” in “Supports Economy” table
- The question was posed to the Group of How to best address land use assumptions in this framework
- Currently, AMBAG model is being used for this purpose
- County of Santa Cruz stated they are working to update the 2040 land use data
- City of Watsonville offered to share their high/medium/low assumptions for land use
- Group agreed that general assumptions on land use can be gathered from conversations at staff level
- Considerations about meeting with each local jurisdiction to determine land use assumptions for future 2040 analysis (in the Countywide Travel Demand Model) were discussed and how to make sure General Plan land Use assumptions will be addressed in the analysis.
- RTC confirmed that the TCAA future horizon year will be 2040.



- Considerations to weighting different metrics by importance were discussed. Weighting is not part of the current analysis framework for the TCAA. Using the Triple Bottom Line Approach is designed to provide equal importance to each of its legs – Economy, Social Equity, and Environment.
- Considerations about frequency of service were discussed. This will be addressed in later analysis tasks, including ridership and value engineering, to help address route structures and service frequencies for the alternatives as they move into more detailed performance measures analysis.
- Considerations about capturing cost to users should be included in the metrics.
- Considerations about adding affordability to low income to the metrics were discussed.
- Considerations about balancing costs and equity, as well as overall connectivity (1-seat ride vs 2+ seat ride) were discussed.
- Considerations about how will safety perceived (how to calculate collisions and at what level of detail) were discussed. Available data will be used to support collisions by mode/system.
- Considerations were discussed about identifying safety metric using the number of conflict zones in analysis.
- Consideration about physical and personal accessibility to services were discussed.
- Considerations about the perception of safety that may influence ridership were discussed.
- Considerations about how the transit services will provide better access to new jobs due to faster travel times were discussed.
- Considerations about how will disadvantaged populations be accommodated with the TACC service were discussed.
- Highway 1 Bus on Shoulder operations, expected to begin in 2023 if full funding is attained, between Morrissey Blvd and State Park Drive were discussed.
- Considerations for a phased implementation were discussed, assuming funding is obtained.
- Considerations were discussed about climate change and sea level rise.
- Considerations were discussed about Locally Preferred Project integration with existing transportation networks (METRO bus) to ensure cohesion with active transportation modes and connectivity.
- Considerations of Rail ROW concerns – locations of sidings, maintenance facilities, etc. and compatibility with freight rail were discussed.
- Sending information about climate change future scenarios for Beach Street Near Lagoon area was discussed.

Discussion about Universe of Alternatives

- The Rail Network Integration Study (RNIS) component of the TCAA was discussed about it feeding into the CA State Rail Plan process.



- Considerations about how will the team address technology improvements in the future were discussed, including how the alternatives will not preclude future developments in technology and how each alternative could adapt to future technology changes.

Discussion about Station Locations

- Group questions regarding about draft station locations, including placement, land ownership, O&M. The draft station locations shown on the maps were originally proposed in the 2015 Rail Feasibility Study.
- Discussion about the two northern most Santa Cruz stations, with mention of lack of land availability for a potential station at Mission, and should explore a different location for this station
- Some groupings of station locations near Capitola seem to be too close to one another.
- Considerations about 1) physical space/Right of Way and 2) connections to METRO bus services (current and proposed future) were discussed to help refine the draft station locations.
- Considerations about shared parking at draft station locations were discussed.
- Considerations about land development in vicinity of each draft station were discussed.
- Considerations about potential Watsonville draft stations refinements in downtown, train stations, and other locations were discussed.
- Considerations about draft station locations connecting with Highway 1 and State Route 152 were discussed.
- Discussions of potential stations at State park Drive were discussed.
- Focus of TCAA will be to develop realistic station locations that support integrated transit service on the Rail ROW and METRO buses (current and proposed future), land use densities (proposed future), and accessibility.
- The Bay St/California draft station location limited demand – currently accommodates many students, but may not be present in the future – was discussed.
- Natural Bridges station development potential was discussed.
- Development at Bay/California was discussed about its potential as a mini-transportation hub.
- Almar station was discussed about it providing limited development potential and access to commercial area- shopping.
- Considerations about re-evaluating the oversaturation of stations in Capitola (are 3 stations necessary) were discussed.
- Considerations for stations in Watsonville were discussed for Green Valley Rd and Main St, Target/Ramsey Park, 5th St and Main St, and 2nd St/Maple Ave and Main St (next to library).
- METRO discussed a working assumption including buses diverting from the dedicated ROW at State Park Drive.
- Considerations were discussed about routes off of the Rail ROW in Santa Cruz.



- Discussions about serving markets in the Watsonville-to-Santa Cruz corridor were discussed, including considerations to extend to Pajaro and targeting one-seat ride along corridor.
- Considerations were discussed about re-evaluating the location of Station #8 (Cabrillo College).



Partner Agency Meeting

Tuesday, February 4, 2020 - 10:00 a.m.

Santa Cruz County Regional Transportation Commission Conference Room
1523 Pacific Avenue, Santa Cruz, CA 95060

Organization	Invited	Attended
AMBAG	Heather Adamson	Heather Adamson
AMBAG	Paul Hierling	
AMBAG	Bhupendra Patel	
Cabrillo College	Flor Chacon	
Cabrillo College	L. Jones	
City of Capitola	J. Goldstein	
City of Capitola	Katie Herlihy	
City of Capitola	R. Grunrow	
City of Capitola	Steve Jesberg	
City of Capitola	Kailash Mozumder	
City of Santa Cruz	Martin Bernal	
City of Santa Cruz	Lee Butler	
City of Santa Cruz	Claire Gallogly	Claire Gallogly
City of Santa Cruz	Ron Powers	
City of Santa Cruz	Mark Dettle	Mark Dettle
City of Santa Cruz	Chris Schneiter	
City of Santa Cruz	Jim Burr	
City of Santa Cruz	Jason Spangrud	
City of Santa Cruz	Tiffany Wise-West	
City of Watsonville	Matt Huffaker	
City of Watsonville	Steve Palmisano	
City of Watsonville	Maria Esther Rodriguez	
City of Watsonville	Murray Fontes	Murray Fontes
City of Watsonville	Justin Meek	Justin Meek
City of Watsonville	Keith Boyle	
City of Watsonville	Suzi Merriam	
County of Santa Cruz	Russell Chen	Russell Chen
County of Santa Cruz	Barbara Mason	
County of Santa Cruz	Matt Machado	

Organization	Invited	Attended
County of Santa Cruz	Paia Levine	
County of Santa Cruz	Anais Schenk	Anais Schenk
County of Santa Cruz	Stephanie Hansen	
County of Santa Cruz	Todd Sexauer	
County of Santa Cruz	Kathy Previsich	
County of Santa Cruz	Steve Wiesner	
County of Santa Cruz	Tim Bailey	
County of Santa Cruz	Theresia Rogerson	Theresia Rogerson
City of Scotts Valley	D. Jordan	
City of Scotts Valley	K. Jones	
City of Scotts Valley	T. Bateman	
City of Scotts Valley	Athena Cheung	Athena Cheung
SCMTD	Alex Clifford	
SCMTD	Jayne Ackemann	
SCMTD	Pete Rasmussen	Pete Rasmussen
SCMTD	Matt Marquez	
SCMTD	Wondamu Mengistu	
UCSC / TAPS	Dan Henderson	Dan Henderson
UCSC / TAPS	Teresa Buika	Teresa Buika
UCSC / TAPS	Oxo Slayer	Oxo Slayer
Caltrans	Kelly McClendon	
Caltrans	Gus Alfaro	
Caltrans	Shannon Simonds	Shannon Simonds
Caltrans	Andy Cook	
Monterey Bay Air Pollution Control District	Alan Romero	
CHP	Ian Troxell	
CA State Parks	Sheila Branon	
Conservancy	Tom Gandesbery	
California Coastal Commission	Ryan Moroney	Ryan Moroney
County Parks	Will Fourt	Kat Palermo

Partner Agency Comments - TCAA Milestone 1

Transportation Corridor Alternatives Analysis

City Requests - *Watsonville*

City appreciates RTC & Metro efforts to improve commute and

- Supports plan to explore wide range of options (see attachment)
- Supports triple bottom line evaluation (economy, equity, environment) (see attachment)

City requests that analysis achieve following:

1. Improve commute options, frequency and commute times between north and south County
2. Retain trail within railroad right of way
3. Maintain freight rail service in Watsonville
4. Extend to proposed Pajaro Passenger Rail Station
5. If other than rail, create multiple stopping points in south County and Watsonville
6. If other than rail, maximize use of corridor (Bus Rapid Transit proposal in Uniform Corridor Study used Hwy 1 south of Stake Park)
7. Have affordable fare
8. Maintain or increase number and frequency of existing transit bus routes in south County
9. Improve connector services (first mile/last mile) to help residents travel between homes and transit corridor

From: Moroney, Ryan@Coastal <Ryan.Moroney@coastal.ca.gov>
Sent: Monday, February 24, 2020 9:22 AM
To: Ginger Dykaar <gdykaar@sccrtc.org>
Cc: Grove, Tami@Coastal <Tami.Grove@coastal.ca.gov>; Drake, Sean@Coastal <sean.drake@coastal.ca.gov>
Subject: RE: Transit Corridor Alternatives Analysis for Rail ROW - Input on Evaluation Framework and Initial Alternatives

Ginger: below are our comments on the Transit Corridor Alternatives Analysis Framework for the working group. Apologies for the delay.

Support Economy Slide

- Consistent with smart growth principles being promoted throughout the State--and consistent with other Coastal Act policies--the transit alternatives should be evaluated for their relative abilities to concentrate development in developed areas, expand innovative transit service options and increase non-automobile circulation.
- Particularly since tourism and public access are such important pillars of the local economy, we would encourage factoring into this analysis how the transit corridor can contribute to the service of *both* commuters and visitors through a variety of interconnected multi-modal option (including for commuters throughout the Monterey Bay area, high user groups like those traveling to and from UCSC, year-round tourists, etc.). We note that the transit corridor offers opportunities for meeting several Coastal Act objectives for the coastal zone such as maximizing opportunities for public access, distributing public use to mitigate overcrowding/overuse of any single area, and providing lower-cost visitor and recreation facilities.
- Note that any land use changes in the Coastal Zone would require Coastal Commission approval, and that should be factored into any assumptions.

Supports Social Equity Slide

- Should consider and identify options for ensuring safety for trail users as a performance metric
- Suggest adding “Does the project integrate and connect a variety of transportation modes to promote use and accessibility for all users?”
- Consider adding an evaluation to the active transportation topic that asks something like: “Will the project allow the rail ROW serve as a connected strand of the California Coastal Trail and the Monterey Bay Sanctuary Scenic Trail? We realize that this is not the main point of this particular analysis, but we also want to ensure it is not over-looked.

Supports Environment Slide

- It might be useful for the Climate Adaption metric to specifically reference sea level rise specifically, as well as shoreline retreat and flooding. (We note that coastal bluff erosion appears to a significant threat at Capitola Bluffs as well as La Selva Beach, and major flooding could impact the SBL both at Pajaro River Bridge and the low-lying wetlands in the seaward portion of the Watsonville wetlands system.) We would suggest changing the “description”

question from “Will the project adapt to climate change?” to “Can the project be planned and designed to resiliently adapt to climate change and how?”

- We encourage you to consider discussing emissions and energy **reductions**, more in terms of **minimizing** energy consumption and vehicle miles traveled
- Biological, Visual, Noise and Vibration metric should consider and identify Coastal Act mandate for maximization of public access and recreational opportunities, and perhaps other coastal resource (e.g. water quality).

Other Goals Slide

Consistent with other planning efforts metric should consider specifying consistency with policies of LCPs, and Coastal Act. (As noted above consideration of alternatives needs to maximize public recreational access (especially lower-cost) and maximize protection of key coastal resources (e.g., public views, ESHA, natural landforms (including beaches), water quality, facilitation of transit services, minimizing energy consumption and vehicle miles travelled, concentrating development, etc.

Additional General Comments

It seems essential for the alternatives analysis to occur within a larger planning context, particularly relative to demonstrating connection and consistency for the SBL corridor outside this “transit corridor” (e.g. connections to the North Santa Cruz County Coast and Watsonville to MCO border).

Universe of Alternatives

Seems pretty thorough, that said, for CEQA purposes may want to consider a no project and/or expanded bike/ped trail alternative.

Station Locations Slide

From a Coastal Act perspective, connections to significant beach and visitor serving resources would be important; e.g. Seacliff State Beach, New Brighton State Beach, Main Beach/Boardwalk etc.

Ryan Moroney
Central Coast District Supervisor
California Coastal Commission
725 Front Street, Suite 300
Santa Cruz, CA 95060-4508
<http://www.coastal.ca.gov/>
ryan.moroney@coastal.ca.gov
(831) 427-4863 general

