

RESOLUTION NO. 133-21 (CM)

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WATSONVILLE URGING THE SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION TO ACCEPT THE DRAFT BUSINESS PLAN FOR ELECTRIC PASSENGER RAIL ON THE SANTA CRUZ BRANCH RAIL LINE PREPARED AS PART OF THE ANALYSIS/RAIL NETWORK INTEGRATION STUDY

WHEREAS, the Santa Cruz County Regional Transportation Commission (RTC) is the owner of the Santa Cruz Branch Rail Line; and

WHEREAS, the RTC in partnership with the Santa Cruz Metropolitan Transit District (METRO) is currently conducting a Transportation Corridor Alternatives Analysis/Rail Network Integration Study (TCAA/RNIS) to determine the best high-capacity public transit to implement in the existing rail corridor; and

WHEREAS, as a result of the TCAA/RNIS, the RTC formally adopted Electric Passenger Rail as the Locally Preferred Alternative (LPA) to provide more travel options for Santa Cruz County residents, businesses and visitors; and

WHEREAS, as an integral part of the TCAA/RNIS, a draft Business Plan was prepared to guide implementation of the LPA as funding becomes available; and

WHEREAS, the draft Business Plan recommends the RTC take the next step in the process of implementing the LPA by completing Preliminary Engineering and Environmental Documentation (PE/ED) at an estimated cost of \$17.1M; and

WHEREAS, the draft Business Plan indicates that the \$17.1M cost of the PE/ED work is expected to be fully funded without a requirement for local matching funds through the Caltrans Division of Rail and Mass Transit (DRMT), using SB1 State Rail Assistance funds, and/or Caltrans planning funding, and/or similar funds available through the California State Transportation Agency; and

Handout for Item 25**05-06-2021 RTC Meeting**

WHEREAS, according to the US Census Bureau, the population of Watsonville, which many commute to Santa Cruz for work and school, is over 80% majority Latinx and the per capita income of Watsonville is less than half the per capita income of the majority white population of the three north county cities of Santa Cruz, Capitola and Scotts Valley; and

WHEREAS, developing, operating and maintaining passenger rail service between north and south Santa Cruz County and connecting to Monterey County and the rest of the state and national rail network will:

- Provide a fast, reliable and comfortable travel option to the slow and stressful traffic congestion on State Route 1 and existing County and City roadways;
- Reduce greenhouse gas emissions and reduce vehicle miles travelled, both of which have been identified as key factors in fighting climate change and reducing the adverse impacts of global warming. Increase commute options for all County residents including lower-income workers and students living in the south county and beyond;
- Improve access to higher paying jobs and higher education opportunities located in north county for south county residents;
- Facilitate a decrease in the longstanding and substantial per capita income gap between the majority Latinx Watsonville residents and the majority white north county cities of Santa Cruz, Capitola and Scotts Valley;
- Increase opportunities for citizen mobility among cities, ultimately increasing opportunities for cultural exchange between cities within our County and improving regional relationships between all residents;

WHEREAS, it is in the community's best interest to encourage sustainable long-range transportation planning along this important transportation corridor; and

WHEREAS, developing the proposed Monterey Bay Sanctuary Scenic Trail Network Master Plan also known as the Coastal Rail Trail in a manner that is compatible with passenger rail service is supported by the Watsonville City Council

Handout for Item 25

05-06-2021 RTC Meeting

through adoption of Resolution No. 141-14 (CM) approved on October 14, 2014; and

WHEREAS, completing environmental studies and engineering for passenger rail service on the Santa Cruz Branch Line is supported by the Watsonville City Council through adoption of Resolution No. 141-14 (CM) approved on October 14, 2014; and

WHEREAS, the City of Watsonville joins a diverse group of organizations in support of implementing passenger rail, some of which include the California Coastal Commission, Caltrans, the Transportation Agency for Monterey County, Bike Santa Cruz County, the Santa Cruz Group of the Sierra Club, the Santa Cruz County Chamber of Commerce and Regeneración Pájaro Valley.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF WATSONVILLE, CALIFORNIA, AS FOLLOWS:

1. That the City Council urges the RTC to accept the draft Business Plan for Electric Passenger Rail on the Santa Cruz Branch Rail Line prepared as part of the TCAA/RNIS.
2. That the City Council urges the RTC to seek the funding needed to complete the PE/ED as outlined in the TCAA/RNIS from state and federal sources as they are or become available.

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05-06-2021 RTC Meeting

The foregoing resolution was introduced at a regular meeting of the Council of the City of Watsonville, held on the 30th day of April, 2021, by Member Montesino, who moved its adoption, which motion being duly seconded by Member González, was upon roll call carried and the resolution adopted by the following vote:

AYES: COUNCIL MEMBERS: **García, González, Hurst, Montesino, Estrada**

NOES: COUNCIL MEMBERS: **None**

ABSENT: COUNCIL MEMBERS: **Parker, Dutra**

DocuSigned by:
Francisco Estrada
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Francisco Estrada, Chair

ATTEST:

DS
DocuSigned by:
Beatriz Flores
26A00ECA30A14E...
City Clerk

5/3/2021 | 3:11 PM PDT

Date

APPROVED AS TO FORM:

DocuSigned by:
Alan J. Smith
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City Attorney

I, Beatriz Vázquez Flores, City Clerk of the City of Watsonville, do hereby certify that the foregoing Resolution No. 133-21 (CM) was duly and regularly passed and adopted by the Watsonville City Council at a meeting thereof held on the 30th day of April, 2021, and that the foregoing is a full, true and correct copy of said Resolution.

DocuSigned by:
Beatriz Flores
6820F1A30A152...
Beatriz Vázquez Flores, City Clerk

Date 5/3/2021 | 3:11 PM PDT

Item 25 – Report Regarding Grant Requirement Compliance in the Context of the Tie Vote by the Commission in Relations to the Transit Corridor Alternatives Analysis and Rail Network Integration Study Business Plan for Electric Passenger Rail on the Santa Cruz Branch Rail Line

Email comments received for this Item can be viewed on the TCAA webpage: <https://scrtc.org/projects/multi-modal/transitcorridora/>

Comments received between 04/27/21 after 5pm and 12pm on 05/05/21 will be made available by 5pm on 05/05/21.

AGENDA: May 6, 2021

TO: Regional Transportation Commission

FROM: Sarah Christensen, P.E., Senior Transportation Engineer & Guy Preston, Executive Director

RE: Amendment to Kimley Horn & Associates, Inc. Contract for Highway 1 – State Park to Freedom Auxiliary Lanes and Bus on Shoulder Project & Coastal Rail Trail Segment 12 Including Addition of Interim Trail Alternative

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC):

1. Approve a resolution (Attachment 1) authorizing an amendment to the professional engineering services contract with Kimley Horn & Associates, Inc. (TP2075) for the Highway 1 Auxiliary Lanes and Bus on Shoulder Project which includes Segment 12 of the Coastal Rail Trail (Attachment 2) for added scope of work including the addition of an interim trail alternative for consideration in the draft Environmental Impact Report/Environmental Assessment (EIR/EA).
 2. Approve an amendment to the Measure D – Five Year Program of Projects for the Highway Corridor category (Attachment 4), and
 3. Approve an amendment to the FY21/22 Budget.
-

BACKGROUND

On March 25, 2020, RTC entered into a professional engineering services contract with Kimley Horn & Associates, Inc. (Contract No. TP2075) for the Project Approval and Environmental Document (PA/ED) component of the Highway 1 Auxiliary Lanes and Bus on Shoulder Project between the State Park Drive and Freedom Boulevard Interchanges, which includes Segment 12 of the Coastal Rail Trail (Project). The Project improvements include the complete replacement of the mainline Highway 1 bridge over Aptos Creek and the two railroad bridges spanning over Highway 1, which are necessary to widen the freeway. The project includes Segment 12 of the Coastal Rail Trail, which extends from State Park Drive to Rio del Mar Boulevard along the Santa Cruz Branch Railroad Line (SCBRL). The Project's environmental

Highway 1 Amendment & Interim Trail Alternative

phase is funded by Measure D Highway Corridors and Senate Bill 1 (SB1) Local Partnership Program (LPP) formulaic funds.

As set forth in previous decisions by the Commission to adopt the Monterey Bay Sanctuary Scenic Trail (MBSST) Master Plan, accept the Unified Corridor Investment Study (UCS) and the Transit Corridor Alternatives Analysis and Regional Network Integration Study (TCAA/RNIS), the SCBRL should be used for both an active transportation and a public transit corridor, with electric passenger rail being the locally preferred alternative for transit. However, with the Commission's rejection of the TCAA/RNIS Business Plan in April of 2021, the timeline for electric rail transit is uncertain and will likely be a longer-term investment.

DISCUSSION

The Project improvements include the complete replacement of the mainline Highway 1 bridge over Aptos Creek and the two railroad bridges spanning over Highway 1, which are necessary to widen the freeway, Segment 12 of the Coastal Rail Trail from State Park Drive to Rio del Mar Boulevard along the Santa Cruz Branch Railroad Line (SCBRL), soundwalls, and retaining walls. Since the commencement of the Project Approval and Environmental Document (PA/ED) component of the project, there have been several unforeseen circumstances that require scope to be added to the Kimley Horn contract and warrant amending the consultant contract for additional compensation, including:

- Unforeseen right of way and environmental constraints have led to the need for additional preliminary engineering and project management efforts to gain approval of the geometric design of the project improvements by Caltrans.
- The proposed retaining walls along Highway 1 require additional design efforts and approval because they are considered "non-standard" due to soil conditions along the corridor. Advanced Planning Studies (APS's) are required for non-standard walls.
- Additional visual simulations were requested by the Caltrans environmental functional unit as part of the preparation of the Visual Impact Assessment (VIA) for the project.
- The Section 4(f) evaluation was found to be needed which was not a part of the original scope of work for the Community Impact Assessment.
- The Archeological Survey Report (ASR) identified the need to conduct extended phase 1 and phase 2 testing which entails an archeological excavation to determine if resources are present, and if found testing of the resources in a lab.

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The consultant cost proposal for the various scope additions listed above is \$251,781.

Currently, the Project's preliminary engineering and environmental analysis includes one build alternative with a trail adjacent to the existing railroad tracks as well as a no build alternative. The improvements include a 12 to 16 foot wide trail on the inland side of the railroad tracks, 2 new bicycle/pedestrian bridges over Highway 1 adjacent to the North and South Aptos Underpass (Railroad) bridges, a new bicycle/pedestrian bridge adjacent to the existing railroad bridge over Soquel Drive and Aptos Creek, a new bicycle/pedestrian bridge adjacent to the existing railroad bridge over Soquel Drive and Valencia Creek, and retaining walls up to 20 feet tall. It is anticipated that this alternative will require acquisition of right of way, relocation of utilities, and mitigation of environmental impacts (removal of trees, potential temporary impacts to creeks for new bridge construction).

Since electric rail transit along the SCBRL will likely be a longer-term investment, it may be prudent to analyze an interim trail alternative. Staff recommends that an interim trail alternative be of similar width and material (paved riding surface with unpaved shoulders) as the trail adjacent to the existing rail line. The concurrent analysis of these two alternatives could potentially identify how to efficiently configure the corridor to include all future uses. Considering that a future transit rail line will likely require horizontal and vertical adjustments, the addition of passing sidings and at least partial re-construction of the ballast, ties, rail and many structures, it may not be advisable to assume that the existing rail line will remain in its current location.

To potentially minimize impacts and reduce cost, an interim trail would assume that the existing railroad track and ties could be temporarily removed and bridges could be temporarily repurposed, if the SCBRL is railbanked in the future. However, only the Surface Transportation Board (STB) could authorize the temporary removal of track and ties by means of a railbanking order. The Staff Report from February 2021 that includes additional information about railbanking is included as [Attachment 2](#). Short of such a railbanking order, an interim trail would be considered an infeasible alternative.

A railbanking agreement would provide for future potential re-activation of freight rail on the SCBRL and would also allow for future passenger rail service on the line, consistent with the MBSST Master Plan, UCS, and TCAA/RNIS. Therefore, an interim trail alternative shall not preclude future freight or passenger rail service on the SCBRL.

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Thus, staff recommends that the Commission authorize adding an interim trail alternative to the Project's on-going preliminary engineering and environmental analysis efforts. Doing so will allow for more flexibility to the RTC in choosing a preferred alternative and would include public engagement for both alternatives to be done as part of the anticipated outreach associated with the current environmental analysis.

An interim trail alignment should balance both the short term cost and delivery benefits of an interim trail alongside the long-term need to preserve the rail right-of-way in a manner that does not preclude the future potential reactivation of freight rail or initiation of passenger rail service. Adding an interim trail alternative to the Project would not be a decision to select an interim trail as the preferred alternative, but an opportunity to do a side by side analysis of the current build alternative. The consultant cost proposal for the additional work necessary to add the interim trail alternative to the Project is \$698,356. The draft scope of work and cost proposal is included as Attachment 2.

The Project is currently on schedule to complete the environmental phase in March of 2022. The Project Development Team (PDT) consisting of Caltrans, RTC, the County, and consultants analyzed adding the interim trail alternative and concluded that it would only delay the overall project schedule by 2 to 6 months. There is no certainty of the SCBRL being railbanked nor the timing of such occurring, but having studied the interim trail alternative would provide information to decision makers on a trail alternative in as timely of a manner as possible.

The team also analyzed a scenario of not adding the interim trail alternative now, but instead conducting additional environmental analysis later, due to a potential future request to analyze an interim trail. This approach would add substantial risk and schedule delay to the project by having to re-do the environmental technical studies and environmental documentation as well as needing another public review process. Therefore, the approach to add the interim trail as an alternative at this time is preferred by the PDT, because it reduces the delivery and schedule risks to the project.

RTC was successful with securing a grant from cycle 2 of competitive SB1 funding, which resulted in a \$107.2 Million to fully fund construction of two Highway 1 Bus on Shoulder and Auxiliary Lanes Projects between Soquel Drive and State Park Drive, bicycle and pedestrian overcrossings at Chanticleer Avenue and Mar Vista Drive, and Complete Street and Congestion Mitigation Improvements on Soquel Drive. Staff believes that information gained by including an interim trail alternative will be helpful in

Highway 1 Amendment & Interim Trail Alternative

developing funding strategies such that the project can be well positioned for the next cycle of SB1 competitive grant programs.

Although the guidelines for cycle 3 of SB1 competitive grant funding have not yet been developed by the California Transportation Commission (CTC), RTC anticipates that there will be a requirement to complete the project's EIR/EA by the end of 2022 to be eligible to apply for funding. Staff predicts that although adding an alternative at this time would result in a slight schedule delay, it would still allow for the EIR/EA to be delivered by the anticipated deadline for eligibility for cycle 3 funds.

Staff recommends the RTC approve a resolution (Attachment 1) authorizing an amendment to the professional engineering services contract with Kimley Horn & Associates, Inc. (TP2075) for the Highway 1 Auxiliary Lanes and Bus on Shoulder Project between State Park Drive and Freedom Boulevard Interchanges, which includes Segment 12 of the Coastal Rail Trail (Attachment 2) for added scope of work including the addition of an interim trail alternative for consideration in the draft Environmental Impact Report/Environmental Assessment (EIR/EA) for up to \$950,137 bringing their total contract not to exceed value to \$4,449,200; approve an amendment to the Measure D – Five Year Program of Projects for the Highway Corridor category (Attachment 3), and approve an amendment to the FY21/22 Budget.

FISCAL IMPACT

The environmental phase of the Project is funded by SB1 LPP formula and Measure D Highway Corridors funds. The amendment to the professional services agreement with Kimley Horn & Associates includes up to \$950,137 of added compensation, which requires an update to the Measure D 5 year Program of Projects for Highway Corridors category to add funds in FY21/22 (Attachment 4). The RTC FY21/22 budget requires an amendment to fund this contract amendment.

SUMMARY

Staff recommends amending the professional engineering services agreement with Kimley Horn & Associates for additional compensation for unforeseen scope of work required by the project and to add an interim trail alternative to the preliminary engineering and environmental analysis efforts.

Highway 1 Amendment & Interim Trail Alternative

Attachments:

1. Resolution
2. Draft Amendment to the Professional Engineering Services Agreement with Kimley Horn & Associates, Inc.
3. Railbanking Staff Report from February 2021
4. Measure D Five Year Program of Projects – Highway Corridors

RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of May 6, 2021
on the motion of Commissioner
duly seconded by Commissioner

A RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO AMEND THE CONTRACT WITH KIMLEY HORN & ASSOCIATES, INC. FOR THE PROJECT APPROVAL/ENVIRONMENTAL DOCUMENT (PA/ED) PHASE OF THE HIGHWAY 1 AUXILIARY LANES AND BUS ON SHOULDER PROJECT BETWEEN FREEDOM AND STATE PARK; AMENDING THE MEASURE D 5 YEAR PLAN FOR THE HIGHWAY CORRIDORS PROGRAM; AND AMENDING THE RTC BUDGET AND WORK PROGRAM

WHEREAS, Highway 1 is the most heavily traveled highway in Santa Cruz County, is often congested and has safety concerns; and

WHEREAS, Highway 1 serves as the backbone for the movement of people and goods through the majority of the urban area in Santa Cruz County, providing access to schools, commercial, residential, and recreational destinations;

WHEREAS, in September of 2019 the RTC indicated its intent to program the region's formula shares of State Transportation Improvement Program (STIP), Highway Infrastructure Improvement (HIP) and Local Partnership Program funds to the Auxiliary Lanes and Bus on Shoulders projects along Highway 1;

WHEREAS, in February of 2020 the Commission approved an amendment to the Measure D Expenditure Plan to explicitly include Auxiliary Lanes and Bus on Shoulder improvements south of State Park Drive, between State Park Drive and Rio del Mar and between the Rio del Mar and Freedom Boulevard interchanges (State Park-Freedom) to be effective after the 45-day notice period ending March 22, 2020;

WHEREAS, in February of 2020 the Commission adopted the Measure D Strategic Implementation Plan (SIP) which included a delivery strategy for the Highway 1 Auxiliary Lanes and Bus on Shoulders projects;

WHEREAS, in February of 2020 the RTC authorized the Executive Director to negotiate and enter into a Cooperative Agreement with Caltrans for the Highway 1 Auxiliary Lanes and Bus on Shoulders from State Park to Freedom Project Approval/Environmental Document (PA/ED) phase; and

WHEREAS, the Executive Director executed the Cooperative Agreement with Caltrans on February 21, 2020;

WHEREAS, the RTC issued a request for proposals to procure a professional services consultant to prepare the preliminary engineering and environmental documentation (PA/ED phase) for the Highway 1 State Park to Freedom Boulevard Auxiliary Lanes and Bus on Shoulders Project phase, and Kimley Horn & Associates, Inc was the highest ranked engineering services, with an option to amend the contract for the final design phase at a later date;

WHEREAS, on March 25, 2020 RTC entered into a professional engineering services contract with Kimley Horn & Associates, Inc. (Contract No. TP2075) for the Project Approval and Environmental Document (PA/ED) component of the Highway 1 Auxiliary Lanes and Bus on Shoulder Project between the State Park Drive and Freedom Boulevard Interchanges, which includes Segment 12 of the Coastal Rail Trail (Project);

WHEREAS, there have been several unforeseen circumstances that require scope to be added to the Kimley Horn & Associates, Inc. contract and warrant amending the consultant contract for additional compensation; and

WHEREAS, the RTC rejected the TCAA/RNIS Business Plan on April 1, 2021 leading staff to consider electric rail transit along the SCBRL as a longer-term investment and staff proposes to analyze an interim trail improvement as a near-term investment;

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

1. The Executive Director is authorized to negotiate and amend the professional engineering services agreement with Kimley Horn & Associates, Inc. (Contract No. TP2075) to add up to \$950,137 in compensation for a total not to exceed amount of \$4,449,200 for added scope of work associated with unforeseen circumstances and to add the interim trail alternative to the Project, subject to final negotiations and legal counsel review as to form;
2. The Measure D 5 year Program of Projects for the Highway Corridors category is hereby amended to add \$950,000 of Measure D – Highway Corridor funds in FY21/22.
3. The RTC budget and work program is hereby amended to reflect this funding.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

Aurelio Gonzalez, Chair

ATTEST:

Guy Preston, Secretary

Distribution: RTC Fiscal, RTC PDM, RTC TIP, and Consultant Project Manager

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**FIRST AMENDMENT TO AGREEMENT TP2075
WITH KIMLEY HORN & ASSOCIATES, INC.**

Effective _____, the parties hereto agree to amend that certain Agreement No. TP2075 dated March 25, 2020, by and between the SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION (“COMMISSION”) and KIMLEY HORN & ASSOCIATES, INC., (“CONSULTANT”) as follows:

1. Amend Article I. (entitled “INTRODUCTION”) sub-article B to read as follows:

B. The work to be performed under this AGREEMENT is described in Article III Statement of Work and Attachment A, adding scope of services for additional PA/ED activities as Attachment A-1. The CONSULTANT’s total fee and costs shall be as set forth in Article V and as more specifically described in the CONSULTANT’s Fee Estimate dated February 26, 2020 and Fee Estimate for Amendment 1 dated April 29, 2021. The approved CONSULTANT’s Fee Estimate is attached hereto (Attachment B and Attachment B-1) and incorporated by reference. If there is any conflict between the approved CONSULTANT’s Fee Estimate and this AGREEMENT, this AGREEMENT shall take precedence.

2. Amend Article III. (entitled “STATEMENT OF WORK”) to read as follows:

A. The scope of services include the Project Approval/Environmental Document (PA/ED) phase for the Highway 1 Auxiliary Lanes and Bus on Shoulders project between Freedom Boulevard and State Park Drive. A complete statement of work is included as Attachment A and amendment 1 included as Attachment A-1. A project schedule for the work is included as Attachment C.

3. Amend Article V. (entitled “ALLOWABLE COSTS AND PAYMENTS”) sub-articles C, D, and I to add as follows:

C. In addition to the allowable incurred costs, COMMISSION will pay CONSULTANT a fixed fee of \$444,920. The fixed fee is nonadjustable for the term of the AGREEMENT, except in the event of a significant change in the scope of work and such adjustment is made by AGREEMENT amendment.

D. Transportation and subsistence expenses claimed for reimbursement shall not exceed the rates authorized to be paid rank and file STATE employees under current CalHR rules or to employees under current U.S. General Service Administration rules.

N. The total amount payable by COMMISSION including the fixed fee shall not exceed \$4,449,200.

All other provisions of said Agreement shall remain the same.

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**FIRST AMENDMENT TO AGREEMENT TP2075
WITH KIMLEY HORN & ASSOCIATES, INC.
SIGNATURES**

SANTA CRUZ COUNTY REGIONAL
TRANSPORTATION COMMISSION

CONSULTANT

By _____ Date _____
Guy Preston
Executive Director

By _____ Date _____
Michael Mowery, Vice President
Kimley Horn & Associates, Inc.

Approved as to form:

Approved as to Insurance:

By _____ Date _____
Steve Mattas
COMMISSION Counsel

By _____ Date _____
Yesenia Parra
Administrative Services Officer

Distribution: RTC Fiscal
RTC Project Manager
Consultant Project Manager

Attachments: Attachment A-1 Scope of Services for Additional PA/ED Activities
Attachment B-1 Cost Proposal for Additional PA/ED Activities

LAPM Forms: Exhibit 10-H1 for Prime and Subconsultants
Exhibit 10-O2

ATTACHMENT A-1

Kimley Horn and Associates

State Highway Route 1 Auxiliary Lanes and Bus-on-Shoulder Improvements—
Freedom Boulevard to State Park Drive—and Coastal Rail Trail Segment 12
Project

Amendment 1 Scope of Services

AMENDMENT 1 SCOPE OF SERVICES PART 1: NON-INTERIM-TRAIL ADDITIONAL SCOPE

Kimley Horn and Associates is submitting this proposed amendment (part 1) to the professional engineering services agreement for the State Highway Route 1 (SR 1) Auxiliary Lanes and Bus-on-Shoulder Improvements—Freedom Boulevard to State Park Drive—and Coastal Rail Trail Segment 12 Project (“Agreement”), to add unforeseen additional scope of work required for the preliminary engineering and environmental analysis for the proposed project.

Proposed Scope of Services for Non-Interim Trail Additional Work

Task 1 Project Management

Task 1.1 Project Administration

Revisions to the project have required additional project administration activities that are not in Kimley-Horn team’s current scope and budget, including detailed documentation requirements that required additional unforeseen time from administrative staff to prepare monthly invoices than assumed in the current budget. In addition to the current scope, Kimley-Horn team will incorporate the detailed documentation requirements in the twelve remaining invoices that are anticipated to be prepared, based on the current project schedule.

Task 1.3 PDT Meetings

Kimley-Horn’s subconsultant HORIZON’s current scope includes attending 40 conference calls and 5 in-person meetings. To date, HORIZON has attended 24 online PDT meetings; 26 online bi-monthly check-in meetings with SCCRTC and KIMLEY HORN; and 10 online focus meetings with Caltrans, RTC and KIMLEY HORN. This additional scope includes HORIZON attending 20 additional online PDT meetings and 20 additional online bi-monthly check-in meetings.

Task 3 Preliminary Engineering and Technical Studies

Task 3.2 – DIB 78 and DSDD

This additional scope is for the additional alternative geometry evaluation work that was not anticipated as part of the original project. The original scope of work assumed that no new design alternative options will be developed as part of the project. However, during the geometry refinement, KH team was asked to review multiple geometry alternatives to either avoid right of way constraints, optimize bridge layout and costs or to eliminate potential design exceptions that would not be approved by Caltrans and/or County. The various geometry alternative exercises that were conducted are documented in the “Hwy 1(FB-SP) Aptos Creek Bridge and Moosehead Dr Alternative Eval Memo”. This additional work has resulted in multiple alternatives evaluation that was not anticipated during the original scoping of the project. This also resulted in evaluating multiple alternatives of the geometry

SR 1 Auxiliary Lanes—Freedom Blvd. to State Park Dr.—and Coastal Rail Trail Segment 12 Project
Amendment 1 Scope of Work

against DIB 78 and revising the checklist multiple times to match the proposed geometry. The geometry drawings were also revised multiple times to update project developments. Additionally, in order to meet standard clearance requirements at Spreckels Drive, the profile of Highway 1 was also revised to be raised. This resulted in revising the finished grade, retaining wall locations and grading requirements.

Task 3.9 Structure Advance Planning Studies (APS)

The original project scope did not include the preparation of Advance Planning Study (APS) reports for non-standard retaining walls on the project. Based on the current project geometry, there are 14 retaining walls located within the Caltrans right of way with 6 identified as fill walls and 8 identified as cut walls, and 13 wall outside of Caltrans right of way with 9 identified as fill walls and 4 identified as cut walls.

Caltrans requires the preparation of an APS for all non-standard walls located on their facilities during the planning study phase to document the scope and cost of the structure work. Caltrans considers non-standard walls as walls that are not included as part of their standard plans. Modification of standard plan walls to address higher seismicity of project sites typically will not require the preparation of an APS. This scope for APS of retaining wall consists of one plan sheet for each structure showing the basic structure layout details and cost estimate. A Design Memo and APS checklist also accompany the plans sheet and discuss what type of walls are feasible for this location, and why one type may be recommended over another type.

For wall located outside of the Caltrans right of way a Wall Design Report is recommended to identify suitable wall types and costs associated with these walls. A Design Memo would be similar to an APS but does not require Caltrans review or acceptance.

Some of these walls may be able to utilize a Caltrans Standard Plan Type 1 (modified) wall but will have to be evaluated to determine suitability. For this project a Caltrans Standard Plan Type 1 wall is classified as modified because the seismic Peak Ground Acceleration (PGA) for this project site exceeds the PGA used for the design of the standard Plan walls. Typically, a modified Type 1 wall will not require the preparation of an APS.

Based on an initial overview several different wall types other than a Type 1 wall may be suitable to use on this project and include:

Walls that utilize top down construction to minimize impacts to slopes

- Sub-horizontal Ground Anchor Wall – This wall would be used in a cut condition when there are facilities above the wall that need to be protected against settlement.
- Soil Nail Wall – This wall is similar to a sub-horizontal ground anchor wall but is a passive wall system that requires deflection to mobilize the nails. This wall would be used in a cut condition when there are not facilities above the wall that need to be protected against settlement.
- Solider Pile Wall – This wall would be used for shorter walls, less than 15 feet in height, and can be used for both cut and fill conditions. This wall does not have anchors or nails extending beyond the limits of the wall and can be used adjacent to property line. This wall should not be used if settlement is a concern.

SR 1 Auxiliary Lanes—Freedom Blvd. to State Park Dr.—and Coastal Rail Trail Segment 12 Project
Amendment 1 Scope of Work

Fill Walls

- Mechanically Stabilized Earth Walls (MSE) – This wall type is used in fill conditions and can withstand minor settlements. This wall utilizes a reinforce soil back fill for stability.

Each wall that is located on this project will have to be evaluated for a suitable wall type and if necessary, an APS or design memo will have to be prepared. This was not included in our original scope of work as it was not possible to determine how many walls would be required on this project. For this task, we assume that 10 walls within the Caltrans right-of-way and 10 walls outside of Caltrans right-of-way would be non-standard retaining walls.

For the Caltrans facility walls one APS that contains all the walls located within the Caltrans right of way is recommended. This will contain the following:

- One APS Check list
- One Design Memo that discusses each wall and identifies suitable wall types that could be used for each location
- One Plan sheet for each wall that requires and APS that shows the basic structure layout details and cost estimate.

For the walls located off of the Caltrans right of way we propose to prepare a Wall Design Report.

Deliverable:

- One APS that contains a Design Memo that discusses all 14 walls located within the Caltrans Right of way; one APS check list; one plan sheet for each wall determined to be non-standard (up to 10 non-standard walls assumed).
- One Wall Design Report that contains a Design memo that discusses all 13 walls located outside the Caltrans Right of way; one plan sheet for each wall determined to be non-standard (up to 10 non-standard walls assumed).

Task 5 Environmental Technical Studies

Task 5.2.2 Community Impact Assessment

Kimley-Horn team's current scope does not include the preparation of a Section 4(f) document nor the review of a Relocation Impact Memorandum. Due to previously unanticipated requirements for a temporary construction easement from Aptos Village County Park and the potential permanent acquisition of four properties, under this Prioritized Subtask, we will include in the Community Impact Assessment a Section 4(f) De Minimis Finding, and will coordinate with the author of a Relocation Impact Memorandum, review iterations the Relocation Impact Memorandum, and coordinate with SCCRTC and Caltrans to obtain Caltrans' approval of the Relocation Impact Memorandum. Our team will prepare the Draft De Minimis Finding pursuant to Section 4(f) of the 1966 Department of Transportation Act, as amended, to address the construction activities that are proposed to occur on Aptos Village County Park adjacent to Coastal Rail Trail Segment 12, based on the current project design. Section 4(f) requires the Federal Highway Administration (FHWA) to protect and preserve 4(f) properties, including

SR 1 Auxiliary Lanes—Freedom Blvd. to State Park Dr.—and Coastal Rail Trail Segment 12 Project
Amendment 1 Scope of Work

publicly owned parks that are open to the public, when approving transportation projects. Transportation “use” of a Section 4(f) property may be approved with a “de minimis finding” if there is minimal impact to a 4(f) resource that will not adversely affect the features, attributes or activities of parks, recreational areas and wildlife and waterfowl refuges, or will have no adverse effect on a historic property.

Our team will prepare a Draft De Minimis Finding pursuant to Section 4(f) of the 1966 Department of Transportation Act, as amended, to address the construction activities that are proposed to occur on Aptos Village County Park adjacent to Coastal Rail Trail Segment 12, based on the current project design. Section 4(f) requires the Federal Highway Administration (FHWA) to protect and preserve 4(f) properties, including publicly owned parks that are open to the public, when approving transportation projects. Transportation “use” of a Section 4(f) property may be approved with a “de minimis finding” if there is minimal impact to a 4(f) resource that will not adversely affect the features, attributes or activities of parks, recreational areas and wildlife and waterfowl refuges, or will have no adverse effect on a historic property.

Kimley-Horn team will prepare a Draft De Minimis Finding in accordance with the Caltrans Standard Environmental Reference. This will include a description of the Section 4(f) resource; a detailed map showing the relationship of the proposed project to the Section 4(f) resource, the amount of land from the resource required for the project; ownership of the resource; the existing and planned facilities, functions or activities of the resource that could potentially be affected by the project; the type of public access to the resource; and an analysis of the impact of the proposed transportation use of the resource. In the event that Caltrans determines that the proposed “use” of the park may not be processed with a de minimis finding, we would provide a scope and cost estimate for additional services. Our team will prepare two Administrative Drafts of the Public Draft De Minimis Finding as an appendix to the Draft Community Impact Assessment. Based on comments from SCCRTC and Caltrans on the two Administrative Drafts, we will prepare the Public Draft De Minimis Finding as an appendix of the Draft EIR/EA. Based on public comments on the Draft EIR/EA, we will prepare two Administrative Drafts of the Final De Minimis Finding for SCCRTC and Caltrans review, and provide the Final De Minimis Finding as an appendix of the Final EIR/EA.

Task 5.2.13 Jurisdictional Aquatic Resources Delineation Report

Kimley-Horn team’s current scope Task 5.2.13 is limited to coordinating with the author of the Jurisdictional Delineation Report and reviewing this report prior to submittal to SCCRTC and Caltrans. In response to a request from SCCRTC, in addition to the current scope, our team will prepare a draft letter to the Army Corps of Engineers, requesting a Preliminary Jurisdictional Determination, for review by SCCRTC. Based on comments from SCCRTC, we will revise the letter and submit a final letter, for SCCRTC to transmit to the Army Corps of Engineers. Our team will participate in one field meeting with the Army Corps of Engineers and will support SCCRTC in follow-up communications with Army Corps of Engineers, which is assumed to consist of brief emails with SCCRTC, Army Corps of Engineers, and the report author.

Task 6 Environmental Documents

Task 6.1 Administrative Draft Environmental Document

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Kimley-Horn team's current scope includes preparing four Administrative Drafts of the EIR/EA, plus an Approval Draft for Caltrans' signature. However, it does not include formatting the document for consistency with the Caltrans ADA guidelines provided by Caltrans in February 2021. In addition to the current scope, our team will format the Word documents for consistency with the ADA guidelines provided by Caltrans, to prepare for the ADA compliance check to be conducted in Task 6.2, Draft EIR/EA Publication and Circulation.

Task 6.2 Draft EIR/EA Publication and Circulation

Kimley-Horn team's current scope includes the submittal of the final draft from Task 6.1 to Caltrans for signature; once signed, it will become the Draft EIR/EA. In addition to the current scope, we will run a final check of the Draft EIR/EA through the Accessibility Checker in Microsoft Word and correct any failures or errors. Once we fix any failures and/or errors in Microsoft Word, we will submit the document to Caltrans for the Caltrans Central Region Environmental Document and Enhancement Support Branch to convert the document into a Caltrans Web Accessibility for All (CWAA) compliant PDF format. Additionally, we will convert the Word file of the Draft EIR/EA into a CWAA-compliant PDF format, in accordance with Caltrans ADA guidelines. Our team will submit the PDF file to Caltrans for approval of the PDF format.

Task 6.6 Final Environmental Document

Kimley-Horn team's current scope includes updating the EIR/EA per comments from the public and preparing four Administrative Drafts, plus an Approval Draft for Caltrans' signature. In addition to the current scope, we will run a final check of the Final EIR/EA through the Accessibility Checker in Microsoft Word and correct any failures or errors. Once we fix any failures and/or errors in Microsoft Word, we will submit the document to Caltrans for the Caltrans Central Region Environmental Document and Enhancement Support Branch to convert the document into a CWAA-compliant PDF format. Additionally, we will convert the Word file of the Final EIR/EA into a CWAA-compliant PDF format, in accordance with Caltrans ADA guidelines. Our team will submit the PDF file to Caltrans for approval of the PDF format.

Task 8 Rail Trail Segment Analysis

Task 8.1 Develop Preliminary Rail Trail Concept

During the preparation of Archeological Study Report, Far Western identified two areas that require additional efforts in the form of XPI/PII testing in the Coastal Rail Trail and Highway 1 Corridor (Task 5.2.7). Additionally, the rail trail geometry proposed improvements on Assessors parcels that required additional work on HRER (Task 5.2.7) that was not anticipated in the original scope of this task. This additional work was identified as part of the reallocation request # 2 that was approved by SCCRTC. As part of this reallocation request # 2, \$55,083.46 was reallocated from Task 8 for the immediate use for Tasks 5.2.7 and 5.2.8.

The additional fee as part of this amendment is based on our assessment of remaining work as part of this task. While we do not require replenishing the full amount, the hours shown on the fee spreadsheet are what we anticipate are required to complete our original scope of work under this task.

Assumptions

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Kimley-Horn team's fee is provided in the attached spreadsheet. The cost estimate, scope, and schedule include the following assumptions:

- All deliverables are electronic files. No paper copies will be provided.
- The fee for Task 5.2.2 is based on the preparation of a Section 4(f) De Minimis Finding. In the event that Caltrans determines that the proposed "use" of the park may not be processed with a de minimis finding, we would provide a scope and cost estimate for additional services.

AMENDMENT 1 SCOPE OF SERVICES PART 2: INTERIM TRAIL

Kimley Horn and Associates is submitting this proposed amendment (Part 1) to the professional engineering services agreement for the State Highway Route 1 (SR 1) Auxiliary Lanes and Bus-on-Shoulder Improvements—Freedom Boulevard to State Park Drive—and Coastal Rail Trail Segment 12 Project ("Agreement"), to add a proposed Interim-trail alignment alternative for Coastal Rail Trail Segment 12.

Proposed Scope of Work

Scope corresponding to Interim Trail Alternative:

Task 1 Project Management

Task 1.1 Project Administration

The Interim Trail Alternative is anticipated to add up to 10 months to the project schedule, which will require additional project administration and management work. Kimley-Horn will prepare up to 10 additional monthly invoices and progress reports, conduct quality control (QC) of Kimley-Horn as well as sub invoices and coordinate with RTC and subconsultants regarding detailed invoice documentation.

Task 1.2 Project Management and Control

This task includes up to 10 months of effort to coordinate and monitor activities and project development, coordinate with in-house design staff and subconsultants, maintain project files, update Critical Path Method (CPM) schedule and update to project logs.

Task 1.3 PDT Meetings

The Interim Trail Alternative is anticipated to add up to 10 months to the project schedule, which will require additional Project Development Team (PDT) meetings and focus meetings with SCCRTC and Caltrans. This task includes up to 20 additional online PDT meetings and up to 10 additional online focus meetings.

Task 1.4 Agency/Subconsultant

This task includes up to 20 additional online bi-weekly progress check-in meetings with SCCRTC and subconsultants.

Task 3 Preliminary Engineering and Technical Studies

Task 3.4 ROW Data Sheets

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The additional scope of work for this task includes creating a new ROW datasheet for the Interim-Trail alternative. This task includes a total of two submittals to Caltrans and RTC and QC at each of the submittals.

Task 3.9 Caltrans Structure Advance Planning Studies (APS)

The additional scope of work for this task includes creating 2 new APSs (using the current APSs) by updating the General Plans, cost estimates and APS memos to reflect Interim-trail bridge. It is assumed that the rails and ballast would be removed, and decking system and railings added for the interim trail. This task includes preparation of conceptual bridge cost estimate. The cost estimate will be shown on the General Plan sheet as applicable. Critical design and interface issues required for installation of a trail bridge in future in the event of reactivation of freight design will be identified. Kimley-Horn team will document them on the Caltrans APS checklist and APS design memo.

Task 3.10 Opinion of Probably Cost

This additional scope includes developing quantities and cost estimates for the Interim-Trail alternative, coordinating with subconsultants regarding specific costs and incorporating latest costs into various project documents.

Task 3.13 Stormwater Data Report

Kimley-Horn team will update the Stormwater Data Report to accommodate the Interim-trail alternative. The project description will be updated. The reconstructed impervious surface, due to potential reconstruction of bridges will be calculated for the Interim-trail alternative and will be updated in the report. The overall treatment BMP figure will be updated, as applicable, to address changes in the treatment BMP strategy.

Task 5 Environmental Technical Studies

Task 5.1 Project Description

Kimley-Horn team will prepare two drafts, and a final updated project description, for review by SCCRTC and Caltrans. This includes a description of the proposed Interim-trail alternative, and revise the current description of Coastal Rail Trail Segment 12 to present it as an alternative. Kimley-Horn will provide all information necessary for the updated project description, including the maximum depth of excavation, a detailed description of any activities below top of bank or otherwise potentially impacting jurisdictional waters, type of pier construction, temporary construction easements, and related information. The team will coordinate with the technical study authors to have the final updated project description included in the technical studies other than the Biological Assessments and the Extended Phase I and Phase II Testing Report. In the event that SCCRTC requests that a Railroad Bridges Seismic Retrofit Option be included in the project, Kimley-Horn team will implement Optional Task 8.2a, Railroad Bridges Seismic Retrofit Option.

Task 5.2.2 Community Impact Assessment (CIA)

Kimley-Horn team's current scope includes preparing two Drafts and a Final Community Impact Assessment (CIA). Our team is scheduled to submit the first Draft CIA to Caltrans in April, and the second Draft CIA is anticipated to be submitted in May. To address the Interim-trail alternative, our team will

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include the updated project description in the second Draft CIA. After the areas of impact to sensitive habitats are revised for the Natural Environment Study, in Task 5.2.12, and the Visual Impact Assessment has been updated in Task 5.2.5, our team will modify the evaluation of Coastal Consistency included in the CIA to address the Interim-trail alternative. This additional scope also includes the analyses of consistency with local plans, community character and cohesion, relocations, environmental justice, and traffic/transportation to address the Interim-trail alternative. In the event that Caltrans determines that the proposed removal of railroad tracks under the Interim-trail alternative would be a “use” of a Section 4(f) resource, upon authorization by SCCRTC, we would conduct Optional Task 5.2.2a, prepare a Draft and Final Section 4(f) Statement for “use” of the historic Santa Cruz Branch Line railroad, and assist with agency coordination required under Section 4(f) of the 1966 Department of Transportation Act, as amended. Due to the potential for a finding of adverse effect to the railroad, it is anticipated that “use” of this Section 4(f) resource would require an individual Section 4(f) statement, rather than a De Minimis Finding or a Programmatic Evaluation. It is assumed that no other analyses in the CIA will require revision to address the Interim Trail Alternative.

Optional Task 5.2.2a Section 4(f) Statement for the Santa Cruz Branch Line Railroad

In the event that Caltrans determines that the proposed removal of railroad tracks under the Interim Trail Option would be a “use” of a Section 4(f) resource, upon authorization by SCCRTC, Kimley-Horn team will prepare a Draft and Final Section 4(f) Statement for “use” of the historic Santa Cruz Branch Line railroad, and assist with agency coordination required under Section 4(f) of the 1966 Department of Transportation Act, as amended. Due to the potential for a finding of adverse effect to the railroad, it is anticipated that “use” of this Section 4(f) resource would require an Individual Section 4(f) statement, rather than a De Minimis Finding or a Programmatic Evaluation.

Task 5.2.5 Visual Impact Assessment

The first Draft Visual Impact Assessment (VIA) is scheduled to be submitted to Caltrans in April. Additional scope for this task includes documenting the analysis of the visual impacts that would result from the Interim-trail alternative to the VIA, comparison of the alternatives, new visual simulation at key viewpoint 4, as well as the updated project description. It also includes QC review of the impact analysis of the Interim-trail alternative.

Task 5.2.6 Initial Site Assessment

The first Draft Initial Site Assessment (ISA) is scheduled to be submitted to Caltrans in April. Kimley-Horn team will include in the second Draft ISA an analysis of the hazardous waste and hazardous materials impacts that would result from the Interim-trail alternative, address the potential future sampling strategy of railroad bridges (metal) for the next phase Preliminary Site Investigation (PSI) assuming the need to retrofit two metal bridges as well as the updated project description.

Task 5.2.7 Archaeological Studies

Historic Properties Survey Report (HPSR). Kimley-Horn team is currently preparing this report, which is scheduled for simultaneous submittal to Caltrans with the Extended Phase I/Phase II Testing Report in May 2021. The HPSR evaluates the impacts of the proposed project on any built environment resources that are identified in Task 5.2.8, Historic Resources Evaluation Report (HRER), as eligible for listing in the

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NRHP and CRHR; and any archaeological resources identified as eligible in the Extended Phase I/Phase II Testing Report. The Draft HRER, submitted to SCCRTC on April 7, 2021, identifies the Santa Cruz Branch Line Railroad as potentially eligible for listing in the NRHP and CRHR. The potential impacts to this resource resulting from one build alternative are being evaluated for the HPSR under the current scope. In addition to the current scope, Kimley-Horn team will evaluate the impacts that would result from the Interim-trail alternative. This additional scope includes updating the project description prepared in the revised HPSR.

Task 5.2.8a Finding of Effect (FOE) and Memorandum of Understanding (MOU)

Due to the potential eligibility of Santa Cruz Branch Line Railroad for listing in the NRHP and CRHR, the complete removal of the railroad tracks within the architectural Area of Potential Effects, which would occur under the Interim Trail Alternative, is anticipated to result in a Finding of Adverse Effect. Therefore, a Finding of Effect (FOE) and Memorandum of Understanding (MOU) are assumed to be required. Kimley-Horn team will prepare two Drafts and a Final Finding of Effect document and Memorandum of Understanding in accordance with the requirements of Section 106 of the National Historic Preservation Act. If the Extended Phase I/Phase II Testing Report identifies resources within the Archaeological Area of Potential Effects as Eligible for the NRHP, and if authorized by SCCRTC, Kimley-Horn team would conduct Optional Task 5.2.8b.

Optional Task 5.2.8b – Address Archaeological Site in the FOE and MOU

In the event that the Extended Phase I/Phase II Testing Report should recommend an archaeological site as eligible for listing on the NRHP, and if the project would impact this site, this task will address the archaeological site in the Finding of Effect document and Memorandum of Understanding described in Task 5.2.8a, Finding of Effect and Memorandum of Understanding.

Task 5.2.10 Water Quality Assessment

The first Draft Water Quality Assessment Report (WQAR) is scheduled for submittal in April. Kimley-Horn team will update quantities of disturbed soil and impervious surface for the Interim-trail alternative and evaluate the impacts in the revised WQAR. The additional scope includes updating the project description as well as conducting QC of the updated WQAR.

Task 5.2.11 Location Hydraulic Study

The Location Hydraulic Study (LHS) is scheduled for submittal in April. Kimley-Horn team will update the locations of any new piers for the railroad bridges over Aptos and Valencia creeks, update quantities of disturbed soil and impervious surface, conduct hydraulic modelling for the retrofit of the two bridges and evaluate the hydraulic impacts of the Interim-trail alternative to document in the revised LHS. The floodplain impacts associated with the bridge retrofit will be assessed, and any additional minimization measures required will be provided. The additional scope includes updating the project description and QC review of the impact analysis in the second Draft LHS.

Task 5.2.12 Natural Environment Study

The current project scope includes preparing two Drafts and a Final Natural Environment Study (NES). Kimley-Horn team submitted the first Draft NES to SCCRTC on April 6, 2021. The second Draft NES is anticipated to be submitted in May. This additional scope includes updating the project description in the second Draft NES. Kimley-Horn team will revise the impact areas for the Interim-trail alternative and modify the evaluation of project impacts. This will include quantifying the areas of impact to natural communities, including aquatic resources, that would result from the new alternative; and preparing new maps that show the new alternative impact areas. Kimley-Horn team will assess the impacts to

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biological resources that would result from the new alternative and modify the sections of the NES that address project impacts to provide a comparison of project impacts with and without the Interim-trail alternative.

Task 5.2.17 Cumulative Impact Analysis

The current project scope includes preparing two Drafts and a Final Cumulative Impact Analysis Report. Kimley-Horn team is scheduled to submit the first Draft to Caltrans in April, and the second Draft is anticipated to be submitted in May. This additional scope includes updating the project description in the second draft. After the Visual Impact Assessment has been updated, we will modify the evaluation of cumulative impacts to include information regarding the visual impacts that would result from the Interim-trail alternative, including a comparison of visual impacts with and without the new alternative. Based on input from Caltrans Environmental Analysis staff, we assume that visual impacts are the only environmental topic area for which new impacts will be analyzed due to the Interim-trail alternative.

Task 6 Environmental Documents

Task 6.1 Administrative Draft Environmental Document

The current project scope includes preparing four Administrative Drafts of the EIR/EA, plus an Approval Draft for Caltrans' signature. In addition to the current scope, Kimley-Horn team will include in each iteration of the Administrative Draft Environmental Document and the Approval Draft Environmental Document, a description of the Interim-trail alternative, and an evaluation of the impacts that would result from the alternative. This will include preparing tables and figures that show the new alternative, and the associated impacts and providing comparisons of project impacts with and without the new alternative.

Task 6.2 Draft EIR/EA Publication and Circulation

The current project scope includes the submittal of the final draft from Task 6.1 to Caltrans for signature, and providing 25 paper copies after it has been signed and becomes the Draft EIR/EA. In addition to the current scope, Kimley-Horn will provide 25 paper copies of the additional pages that result from the description and analysis of the Interim-trail alternative. This is assumed to add 30 black and white pages and 10 color pages to the Draft EIR/EA.

Task 6.5 Response to Public Comments on the Draft EIR/EA

The current project scope includes organizing, tabulating, and preparing responses to the public comments received on the Draft EIR/EA. In addition to the current scope, Kimley-Horn team will organize, tabulate, and respond to public comments that focus specifically on the Interim-trail alternative, and/or compare the two alternatives. For the purposes of the cost proposal, is assumed that this will include up to 50 individual comments. Repeated comments will be addressed in a consistent manner.

Task 6.6 Final Environmental Document

The current project scope includes updating the EIR/EA per comments from the public and preparing four Administrative Drafts, plus an Approval Draft for Caltrans' signature, and providing 25 paper copies after it has been signed and becomes the Final EIR/EA. In addition to the current scope, Kimley-Horn team will prepare a matrix comparing the environmental impacts and benefits of the two alternatives for a Project Development Team (PDT) meeting on the selection of a preferred alternative. Our team will update the EIR/EA to incorporate input from the public regarding the Interim-trail alternative, and to

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identify the preferred alternative. Our team will provide 25 paper copies of the additional pages that result from the description, analysis, and response to comments regarding the Interim-trail alternative.

Task 8 Rail Trail Segment Analysis

Task 8.1 Develop Preliminary Rail Trail Concept

The additional scope in this task includes evaluating a best-fit alignment for the rail trail that balances between the earthwork, direct and indirect environmental and right-of-way impacts, earthwork and overall cost. After this preliminary evaluation, an Interim-trail horizontal and vertical alignments will be developed and a GeD will be prepared to be submitted to SCCRTC, and upon approval, to Caltrans. Kimley-Horn team will develop the finished grade based on Interim-trail geometry to evaluate earthwork, need for retaining walls and other project impacts. This task includes coordination with structures, environmental and geotechnical teams.

Task 8.3 Structural Evaluation of Rail Trail

The additional scope of work for this task includes evaluating the various alternatives for the two railroad structures that are outside Caltrans right-of-way (one crossing Aptos Creek & Spreckels Dr) and the other crossing Valencia Creek and Spreckels Dr) as part of the Interim-trail alternative. This exercise compares the pros and cons of two bridge alternatives (parallel structure and seismic retrofit of existing bridge) for the Interim-trail with respect to constructability, environmental impacts and high level construction costs. Kimley-Horn team will document the results of the evaluation and alternatives considered, in a memo.

Optional Task 8.2a Railroad Bridges Seismic Retrofit

In the event that a Railroad Bridges Seismic Retrofit Option be included in the project, Kimley-Horn team will update the Project Description described in Task 5.1 to include a description of a Railroad Bridges Seismic Retrofit Option that could be implemented with either of two build alternatives that will be included in the Updated Project Description prepared in Task 5.1 of this scope. This includes coordinating with the authors of technical studies to incorporate newly updated Project Description in the technical studies other than the Extended Phase I and Phase II Testing Workplan. It is assumed that Notice to Proceed with Optional Task 8.2a would be provided before Kimley-Horn team submits the second drafts of technical studies. In the event that Notice to Proceed with this optional task is provided after the second drafts of technical studies have been submitted, additional scope and budget would be negotiated. In this task, Kimley-Horn will update the Natural Environment Study, Biological Assessments, Community Impact Assessment, Cumulative Impact Analysis, Historic Property Survey Report, the Administrative Drafts and Public Draft EIR/EA, Responses to Public Comments, and Administrative Drafts and Final EIR/EA as follows:

- **Structural Analysis of Rail Trail:** This task includes conducting field investigation to do an evaluation of the superstructure and accessible substructure of the existing structure. Based on the field investigation and research, we would evaluate the existing structure seismically. Since foundation information, asbuilts and soil information is unknown, we would make assumptions regarding the bridge substructure foundation and subsurface conditions to recommend seismic retrofit needs for the bridge which could include new bent supports to take vertical and seismic demands and possible seismic strengthening at abutments. A memo that outlines the result of the field investigations will be prepared. This includes coordination with geotech regarding the new substructure supports.

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- Natural Environment Study (NES) – After receiving the impact areas for the Railroad Bridges Seismic Retrofit Option, our team will incorporate in the second Draft NES a modified evaluation of project impacts that addresses the Railroad Bridges Seismic Retrofit Option. This will include quantifying the areas of impact to natural communities, including aquatic resources, that would result from the new alternative; and preparing new maps that show the new alternative impact areas. We will assess the impacts to biological resources that would result from the new Option, and include in the second Draft NES a modified discussion of project impacts that provides a comparison of project impacts with and without the Railroad Bridges Seismic Retrofit Option, for each alternative.
- Biological Assessments – Our team is currently preparing two Draft Biological Assessments (BAs), based on input from Caltrans that separate BAs should be prepared for species under the jurisdiction of the U.S. Fish and Wildlife Service (USFWS) and National Oceanic and Atmospheric Administration’s (NOAA) National Marine Fisheries Service (NMFS). The BAs will support federal Endangered Species Act (ESA) Section 7 consultation with USFWS and NOAA NMFS. We assume that Caltrans, USFWS, and NOAA NMFS will accept BAs that do NOT address the Interim Trail Alternative and, instead, present the project with the current alignment for Coastal Rail Trail Segment 12, which will provide a worst-case scenario, such that the impact areas (also known as the “action area”) of the ultimately selected preferred alternative would be contained within the impact areas presented in the BAs. Section 7 consultation requires the identification of one proposed action (no alternatives or options may be considered). Our team will update the project description (description of the proposed action) to include the Railroad Bridges Seismic Retrofit Option.
- Community Impact Assessment – After the Visual Impact Assessment has been updated to address the Railroad Bridges Seismic Retrofit Option, we will incorporate into the second Draft Community Impact Assessment the Updated Project Description prepared in Optional Task 8.2a; a modified evaluation of Coastal Consistency that addresses the Railroad Bridges Seismic Retrofit Option; and revised analyses of consistency with local plans, community character and cohesion, relocations, environmental justice, and traffic/transportation to address the Railroad Bridges Seismic Retrofit Option.
- Historic Properties Survey Report (HPSR) – In addition to the proposed scope for Task 5.2.7, described above, we will incorporate into the second Draft HPSR the Updated Project Description prepared in Optional Task 8.2a and an updated evaluation of the impacts to cultural resources identified as eligible for listing the National Register for Historic Places of California Register for Historic Resources that would result from the Railroad Bridges Seismic Retrofit Option.
- Administrative Draft Environmental Document – In addition to the proposed scope for Task 6.1, our team would include in each iteration of the Administrative Draft Environmental Document and the Approval Draft Environmental Document a description of the Railroad Bridges Seismic Retrofit Option, and an evaluation of the impacts that would result from this option. This will include preparing tables and figures that show the new option and the associated impacts and providing comparisons of project impacts with and without the new option.
- Public Draft Environmental Document – In addition to the proposed scope for Task 6.2, we would provide 25 paper copies of the additional pages that result from the description and analysis of the Railroad Bridges Seismic Retrofit Option. This is assumed to add 20 black and white pages and 10 color pages to the Draft EIR/EA.

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- Public Comments on the Draft EIR/EA – In addition to the proposed scope for Task 6.5, our team would organize, tabulate, and respond to public comments that focus specifically on the Railroad Bridges Seismic Retrofit Option. For the purposes of the cost proposal, it is assumed that this will include up to 10 individual comments. Repeated comments will be addressed in a consistent manner.
- Final Environmental Document – In addition to the proposed scope for Task 6.6, we will include the Railroad Bridges Seismic Retrofit Option in the matrix comparing the environmental impacts and benefits of the two alternatives described in Task 6.6, to support the Project Development Team in determining whether to include the Railroad Bridges Seismic Retrofit Option in the preferred alternative. Our team will update the EIR/EA to incorporate input from the public regarding the Railroad Bridges Seismic Retrofit Option. We will provide 25 paper copies of the additional pages that result from the description, analysis, and response to comments regarding the Railroad Bridges Seismic Retrofit Option. This is assumed to add 30 black and white pages and 10 color pages to the Draft EIR/EA.

Assumptions

Kimley-Horn team's fee estimate is provided in the attached spreadsheet. The fee estimate, scope, and schedule include the following assumptions:

1. Deliverables are electronic files except for a deliverable that specifies paper copies.
2. Neither the Interim-trail Alternative nor the Railroad Bridges Seismic Retrofit Option described in Optional Task 8.2a would change the biological study area, the archaeological or architectural Area of Potential Effects.
3. The Interim Trail Alternative includes the following design assumptions:
 - a. The pedestrian/bicycle trail will either be constructed on the new trail bridges over these creeks proposed in the current project description. The impact areas associated with the Interim Trail Alternative would be either coterminous or contained within the impact areas of the currently proposed project.
 - b. No seismic retrofit will be provided for the existing railroad bridges over Aptos and Valencia creeks.
 - c. The two existing railroad bridges over SR 1 would be demolished and replaced with new railroad bridges. The bicycle/pedestrian trail would be constructed on the new railroad bridges. The design and construction of the new railroad bridges over SR 1 would not preclude the future installation of a pedestrian/bicycle bridge alongside each bridge.
4. No updates of the Project Description will be added to Extended Phase I and Phase II Testing Work Plan.
5. The addition of the Updated Project Description is the only change that will be made to the following technical studies for Task 5 and, if requested, Optional Task 8.2a: Air Quality Report, Noise Study Report, Extended Phase I/Phase II Testing Report, Historic Resource Evaluation Report, Paleontological Investigation/Evaluation Report, Aquatic Resources Delineation Report, Energy Report, Santa Cruz Long-Toed Salamander Habitat Assessment Letter Report, and Relocation Impact Memorandum.
6. Kimley-Horn team assumes that Caltrans, USFWS, and NOAA NMFS will accept BAs that do NOT address the Interim Trail Alternative and, instead, present the project with the current alignment for Coastal Rail Trail Segment 12, which will provide a worst-case scenario, such that

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the impact areas (also known as the “action area”) of the ultimately selected preferred alternative would be contained within the impact areas presented in the BAs.

7. Assumptions related to Interim-trail structures are noted below:
 - a. South Aptos Underpass (Br. No. 36-0003) – Design the replacement bridge for railroad loading but use the replacement bridge in the interim for the rail trail only. Do not preclude the replacement bridge for railroad traffic in the future, and to allow the rail trail to be attached to the railroad structure in the future.
 - b. North Aptos Underpass (Br. No. 36-0012) – Design the replacement bridge for railroad loading but use the replacement bridge in the interim for the rail trail only. Do not preclude the replacement bridge for railroad traffic in the future, and to allow the rail trail to be attached to the railroad structure in the future.
 - c. Soquel Drive UP (Br. No. 36C-0077) over Soquel Drive and Aptos Creek adjacent to the North Aptos UP – Evaluate various options for rail trail at this location and document the pros and cons.
 - d. Soquel Drive UP (Br. No. 36C-0069) over Soquel Drive and Valencia Creek adjacent to the South Aptos UP – Evaluate various options for rail trail at this location and document the pros and cons.
 - e. Caltrans APS checklist and APS design memos will not be required for bridges outside of Caltrans right-of-way.
 - f. Additional Caltrans review and coordination for Br. Nos. 36C-0069 and 36C-0077 (Caltrans bridges) will not be required.
 - g. Attend up to three coordination meeting with the RTC and Caltrans.

State Highway Route 1 Auxiliary Lanes and Bus-on-Shoulder Improvements—Freedom Boulevard to State Park Drive—and Coastal Rail Trail Segment 12 Project - (Non-Interim Trail Amendment # 1; Part 1)

		Kimley-Horn and Associates, Inc.																					
		Project Manger	Principal In Charge	Sr. Professional II	QA/OC	Sr. Professional I	Sr. Professional I	Professional III	Professional III	Professional III	Professional III	Professional II	Professional II	Professional II	Analyst II	Analyst II	Professional I	Analyst I	Project Support				
		\$221.43	\$334.93	\$295.71	\$264.74	\$264.74	\$253.25	\$218.97	\$201.79	\$197.71	\$192.82	\$172.76	\$176.51	\$169.91	\$151.98	\$136.48	\$147.90	\$118.06	\$108.13	KH Total	Kimley Horn	Horizon	TOTAL COST
Task 1:	Project Management	40	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	130	190	\$ 29,612.64	\$ 10,864.80	\$ 40,477.44
1.1	Project Administration	40																	130	170	\$ 22,913.96	\$ 2,510.40	\$ 25,424.36
1.3	Project Development Team Meetings and Focus Meetings		20																	20	\$ 6,698.68	\$ 8,354.40	\$ 15,053.08
Task 3:	Preliminary Engineering and Technical Studies	40	24	60	0	0	24	0	0	0	0	0	140	0	240	200	0	0	0	728	\$ 129,199.15	\$ -	\$ 129,199.15
3.2	Design Standard Decision Document/DIB 78 Checklist	40					20						100							160	\$ 31,573.57		\$ 31,573.57
3.9	Structure Advance Planning Studies (APS)		24	60			4						40		240	200				568	\$ 97,625.57		\$ 97,625.57
Task 5	Environmental Technical Studies	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$ -	\$ 16,657.28	\$ 16,657.28
5.2.2	Community Impact Assessment (Section 4(f) Delineation)																			0	\$ -	\$ 12,807.68	\$ 12,807.68
5.2.13	Aquatic Resources (Wetland) Delineation																			0	\$ -	\$ 3,849.60	\$ 3,849.60
Task 6	Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$ -	\$ 6,367.68	\$ 6,367.68
6.1	Administrative Draft ED																			0	\$ -	\$ 1,844.08	\$ 1,844.08
6.2	Draft ED Publication and Circulation																			0	\$ -	\$ 2,261.80	\$ 2,261.80
6.6	Final ED																			0	\$ -	\$ 2,261.80	\$ 2,261.80
Task 8	Rail Trail Segment Analysis	40	24	0	0	0	0	0	0	0	0	0	120	40	36	0	0	0	0	260	\$ 50,345.02	\$ -	\$ 50,345.02
8.1	Develop Preliminary Rail Trail Concept	40	24										120	40	36					260	\$ 50,345.02		\$ 50,345.02
	TOTAL HOURS	120	68	60	0	0	24	0	0	0	0	0	260	40	276	200	0	0	130	1178			
	Subtotal Labor:	\$ 26,572.06	\$ 22,775.51	\$ 17,742.54	\$ -	\$ -	\$ 6,077.94	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 45,893.30	\$ 6,796.42	\$ 41,946.72	\$ 27,295.71	\$ -	\$ -	\$ 14,056.61		\$ 209,156.82	\$ 33,889.76	\$ 243,046.58
	Other Direct Costs																				\$ -		
	Labor Escalation																						
	Travel (mileage, Meals, etc.)																						
	Outside Printing																						
	Subconsultants ODC's																					\$ 8,733.60	\$ 8,733.60
	Horizon Water & Environmental																					\$ 8,733.60	
	TOTAL COST:																				\$ 209,156.82	\$ 42,623.36	\$ 251,780.18

DRAFT

State Highway Route 1 Auxiliary Lanes and Bus-on-Shoulder Improvements—Freedom Boulevard to State Park Drive—and Coastal Rail Trail Segment 12 Project - (Interim Trail Amendment; Part 2)

		Kimley-Horn and Associates, Inc.																						
		Project Manger	Principal In Charge	Sr. Professional II	QA/QC	Sr. Professional I	Sr. Professional I	Professional III	Professional III	Professional III	Professional III	Professional II	Professional II	Professional II	Analyst II	Analyst II	Professional I	Analyst I	Project Support	KH Total	Kimley Horn	Biggs Cordosa	Horizon	TOTAL COST
		\$221.43	\$334.93	\$295.71	\$264.74	\$264.74	\$253.25	\$218.97	\$201.79	\$197.71	\$192.82	\$172.76	\$176.51	\$169.91	\$151.98	\$136.48	\$147.90	\$118.06	\$108.13					
Task 1: Project Management		160	0	0	0	0	0	0	0	0	0	50	0	0	0	0	0	0	130	340	\$ 58,311.66		\$ 14,252.96	\$ 72,564.62
1.1	Project Administration	40																	130	170	\$ 22,913.96		\$ 5,898.56	\$ 28,812.52
1.2	Project Management and Control	40																		40	\$ 8,857.35			\$ 8,857.35
1.3	Project Development Team Meetings and Focus Meetings	40										30							70	\$ 14,152.73		\$ 8,354.40	\$ 22,507.13	
1.4	Agency/Subconsultant coordination/Design workshops	40										20							60	\$ 12,387.61			\$ 12,387.61	
1.5	Risk Management Register (Assume Quarterly updates)																		0	\$ -			\$ -	
1.6	Quality Management Plan																		0	\$ -			\$ -	
Task 3: Preliminary Engineering and Technical Studies		28	0	0	0	18	0	0	0	0	0	68	0	60	0	0	0	0	174	\$ 31,880.32	\$ 20,047.98	\$ -	\$ 51,928.30	
3.4	Right of Way Data Sheet + Right of Way Needs Maps Exhibit	4				6						24							34	\$ 6,641.53			\$ 6,641.53	
3.9	Structure Advance Planning Studies (APS)	20				4						20							44	\$ 8,971.92	\$ 20,047.98		\$ 29,019.90	
3.10	Opinion of Probable Cost & Construction Schedule	4				8						24		60					96	\$ 16,266.87			\$ 16,266.87	
3.13	Storm Water Data Report (SWDR)																		0	\$ -			\$ -	
Task 5 Environmental Technical Studies		16	0	0	0	4	0	50	0	0	0	28	0	0	30	0	0	0	128	\$ 23,682.09		\$ 54,183.85	\$ 77,865.94	
5.1	Purpose and Need Statement	8				4						16							28	\$ 5,608.66		\$ 6,672.79	\$ 12,281.45	
5.2.2	Community Impact Assessment	4										8							12	\$ 2,297.84		\$ 8,884.26	\$ 11,182.10	
5.2.5	Visual Impact Assessment (Visual Simulations)	4						50				4			30				88	\$ 15,775.59		\$ 835.44	\$ 16,611.03	
5.2.6	Initial Site Assessment (Phase I ISA)																		0	\$ -		\$ 835.44	\$ 835.44	
5.2.7	Archaeological Studies																		0	\$ -		\$ 5,147.21	\$ 5,147.21	
5.2.8a	Finding of Effect and MOU																					\$ 15,013.03	\$ 15,013.03	
5.2.10	Water Quality Assessment																		0	\$ -		\$ 835.44	\$ 835.44	
5.2.11	Location Hydraulic Study																		0	\$ -		\$ 835.44	\$ 835.44	
5.2.12	Natural Environmental Study																		0	\$ -		\$ 10,297.76	\$ 10,297.76	
5.2.13	Aquatic Resources (Wetland) Delineation Report																		0	\$ -			\$ -	
5.2.17	Cumulative Impact Analysis																		0	\$ -		\$ 4,827.04	\$ 4,827.04	
Task 6 Environmental Document		28	0	0	0	0	0	0	0	0	0	44	0	0	0	0	0	0	72	\$ 13,966.71		\$ 55,503.06	\$ 69,469.77	
6.1	Administrative Draft ED	16										20							36	\$ 7,073.20		\$ 25,191.21	\$ 32,264.41	
6.2	Draft ED Publication and Circulation	4										8							12	\$ 2,297.84		\$ 7,466.95	\$ 9,764.79	
6.5	Response to Public Comments																		0	\$ -		\$ 11,654.51	\$ 11,654.51	
6.6	Final ED	8										16							24	\$ 4,595.67		\$ 11,190.39	\$ 15,786.06	
Task 7 Project Report		16	0	0	0	20	0	0	0	0	0	40	0	40	0	0	0	0	116	\$ 21,747.63			\$ 21,747.63	
7.1	Draft Project Report	8				10						20		40					78	\$ 13,913.43			\$ 13,913.43	
7.2	Final Project Report	8				10						20		40					38	\$ 7,834.20			\$ 7,834.20	
Task 8 Rail Trail Segment Analysis		64	64	24	0	24	0	0	0	0	0	220	24	48	0	0	0	0	468	\$ 98,988.22	\$ 30,000.00	\$ -	\$ 128,988.22	
8.1	Develop Preliminary Rail Trail Concept	40	40			24						180	24	48					356	\$ 71,477.87			\$ 71,477.87	
8.3	Structural Evaluation of Rail Trail	24	24	24								40							112	\$ 27,510.35	\$ 30,000.00		\$ 57,510.35	
TOTAL HOURS		312	64	24	0	66	0	50	0	0	0	450	24	148	30	0	0	130	1298					
SUBTOTAL LABOR COST:																				\$ 248,576.63	\$ 50,047.98	\$ 123,939.87	\$ 422,564.48	
Other Direct Costs																				Total	\$ -			
Architectural Historian Horizon Part 1																					\$ -		\$ 7,600.00	\$ 7,600.00
Printing Horizon Part 1																					\$ -		\$ 762.50	\$ 762.50
GIS Fees Horizon Part 1																					\$ -		\$ 1,000.00	\$ 1,000.00
Printing Biggs Cordosa																					\$ -	\$ 100.80	\$ 100.80	\$ 100.80
TOTAL COST:																					\$ -	\$ 100.80	\$ 9,362.50	\$ 9,463.30
																					\$ 50,148.78	\$ 133,302.37	\$ 432,027.78	
Optional Tasks		44										48								Total	\$ 45,983.79	\$ 140,000.00	\$ 80,343.95	\$ 266,327.74
O-5.2.2a	Section 4(f) Statement (Railroad)	4										4									\$ 1,591.79	\$ 22,049.32	\$ 8,000.00	\$ 23,641.11
	Section 4(f) Statement (Railroad) - ODC																					\$ 8,000.00	\$ 8,000.00	
O-5.2.15a	Address Archaeo. Site in FOE/MOU	4										4									\$ 1,591.79	\$ 4,424.62	\$ 6,016.41	
O-8.2a	RR Bridges Seismic Retrofit Option	36	36	36		20						40									\$ 42,800.22	\$ 140,000	\$ 44,982.51	\$ 227,782.73
	RR Bridges Seismic Retrofit Option - ODC																					\$ 887.50	\$ 887.50	
Total Optional Tasks																								\$ 266,327.74
TOTAL COST with Optional Tasks:																								\$ 698,355.52

AGENDA: February 4, 2021

TO: Santa Cruz County Regional Transportation Commission
FROM: Luis Pavel Mendez, Deputy Director
RE: What is Railbanking

RECOMMENDATIONS

Staff recommends that the Santa Cruz County Regional Transportation Commission (RTC) receive this informational item on railbanking.

BACKGROUND

The RTC has continued to analyze the feasibility and possibility of transit rail service on the Santa Cruz Branch Rail Line (SCBRL), which was purchased by RTC in 2012. The RTC completed a rail transit feasibility study in 2015 and a unified corridor investment study in 2019. Now the RTC has nearly completed a transit corridor alternatives analysis.

The RTC has also continued the development of the bicycle and pedestrian trail along the rail line next to the track. Close to 1.5 miles of the trail have been constructed in the City of Santa Cruz, there is construction currently underway in Watsonville and there are a number of segments of the trail in various stages of development.

DISCUSSION

As the RTC continues the operations, analysis and other work associated with the SCBRL right-of-way, railbanking comes up periodically. Staff is providing this informative report to provide a better understanding of railbanking.

The federal government has been regulating railroads since 1887, initially by the interstate Commerce Commission and presently by the Surface Transportation Board (STB). The common carrier obligation refers to the statutory duty of railroads operating freight service, in interstate commerce, to provide freight service on reasonable request. A railroad may not refuse to provide service merely because to do so would be inconvenient or unprofitable. A railroad may not discontinue freight rail service until the STB

issues a certificate of public convenience and necessity, or an exemption, authorizing abandonment.

Railroad rights-of-way are assembled through a variety of ways, including ownership in fee and easements for rail purposes. When rail lines or sections of rail lines are no longer needed for freight operations, railroads can seek authorization from the STB for abandonment, in order to free themselves of their common carrier obligation. Once lines are fully abandoned, underlying property can be sold, if the railroad owns the property in fee. In cases where the railroad only holds an easement for rail purposes, the land could revert to the underlining property owners.

Without a program for preserving rail corridors, the nation's rail system was at risk of becoming fragmented. In order to preserve the national railroad system, the federal government established railbanking in 1983 through the National Trails System Act (Rails to Trails Act). Railbanking is designed to prevent an interest in a railroad right-of-way from reverting under state law to an underlying fee owner after a railroad abandons service. The Rails to Trails Act provides an alternative to completely abandoning a railroad right-of-way by allowing a railroad to negotiate a trail use agreement with a prospective trail sponsor. To qualify under the Rails to Trails Act, the agreement allows the trail sponsor to acquire and use an out-of-service rail corridor until some future time when the railroad might be authorized to reactivate the rail line for rail service. The trail sponsor must assume financial responsibility for maintaining the corridor while it is held for rail banking. Any claims by easement owners regarding change in use of the corridor would be brought against the federal government based on the STB's authorization of interim trail use.

Railbanking takes place as part of the abandonment process. Short of full abandonment, the STB can issue a Certificate or Notice of Interim Trail Use (CITU or NITU) with a trail sponsor, who will assume financial liability to maintain the corridor. There is no requirement that the trail sponsor remove tracks or use the corridor for any particular purpose. However, the corridor must be maintained and held for possible reactivation to avoid the line being considered fully abandoned. The trail sponsor is not permitted to remove bridges and culverts, so that the line can be re-activated. The railroad or another potential freight rail operator can request that the line be re-activated if it can meet the STB requirements for reactivation; however, that party would need to acquire the corridor, assume financial responsibility including any reconstruction of rail line, and assume the common carrier obligations for the service over the rail line.

The STB views its authority under the Railbanking Act as both limited and ministerial. The STB will not issue a railbanking order where the railroad is not willing to negotiate. By the same token, the STB will not refuse to issue a railbanking order based on third-party objections about the desirability or appropriateness of trail use. The STB has authority to revoke a trail condition only if it is shown that the statutory requirements are not being met (i.e. the trail sponsor is not meeting its financial obligations for the property or allows the corridor to be severed from the national rail network so that rail service cannot be reactivated).

Railbanked corridors may be used for other transportation services, including trails, bus rapid transit, recreational rail service, rail transit service and/or to provide non-common carrier freight rail service. The essential obligation is to agree that the property is subject to reactivation for common carrier freight rail service and any other use may have to be removed, if it conflicts with the reactivation of common carrier freight service. If a track remains on a railbanked corridor and continues to be used for other rail purposes, infrastructure and operations will need to meet the applicable safety requirements of the appropriate regulatory state and federal agencies including the California Public Utilities Commission (CPUC), the Federal Railroad Administration (FRA) and the Federal Transit Administration (FTA).

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Measure D: 5-Year Program of Projects (FY20/21-FY24/25)

Amended 5/6/2021

Previously updated 6/6/19, 6/27/19, 2/6/20, 3/5/20, 5/7/20, 9/3/20, 11/5/20, 12/3/20, 3/4/21.

Category: Highway Corridors (25% of Measure D Revenues)

	Project	Description	Schedule	Prior Years Spent	FY20/21	FY21/22	FY22/23	FY23/24	FY24/25	Total Measure D	5/6/21 Proposed Update
1	Highway 1: Auxiliary Lanes and Bus on Shoulder from 41st to Soquel; Chanticleer Bike/Pedestrian Overcrossing	Freeway operational improvement, bus on shoulder improvements, rehab roadway and drainage, improve bicycle/pedestrian access over freeway.	Summer 2021-2022	\$1,043,387	\$746,585	\$620,000	\$200,000	\$100,000	\$100,000	\$2,809,972	
2	Highway 1: Auxiliary Lanes & Bus on Shoulder from State Park to Bay-Porter, Reconstruction of Capitola Avenue Overcrossing and Bicycle/Pedestrian Overcrossing at Mar Vista Dr	Freeway operational improvement, bus on shoulder improvements, soundwalls and retaining walls, reconstruct Capitola Ave. overcrossing with sidewalks and bike lanes	FY22/23	\$492,007	\$1,728,331	\$4,220,000	\$2,900,000	\$5,200,000	\$2,600,000	\$17,140,338	
3	Highway 1: Auxiliary Lanes & Bus on Shoulder from Freedom to State Park, and Reconstruction of two railroad bridges, and widening of the bridge over Aptos Creek/Spreckles Drive	Freeway operational improvement, bus on shoulder improvements, soundwalls and retaining walls, reconstruct 2 railroad bridges and widen bridge over Aptos Creek/Spreckles Drive	FY23/24	\$171,771	\$3,276,229	\$4,971,500 \$5,921,500	\$6,350,500	\$350,000	\$250,000	\$16,320,000 \$15,370,000	Add \$950k in FY21/22 for increased environmental review and preliminary design consultant costs and interim trail analysis
4	Santa Cruz County Regional Conservation Investment Strategy - Grant match	Match to Wildlife Conservation Board grant for early mitigation planning for transportation projects.	2019-2022	\$13,605	\$8,922	\$2,974				\$25,500	
5	Cruz 511-Traveler Information and Commute Manager	Ongoing system & demand management (TDM), includes Cruz511.org traveler information, carpool and other TDM programs	Ongoing	\$186,192	\$250,000	\$200,000	\$200,000	\$200,000	\$225,000	\$1,261,192	
6	Safe on 17	Ongoing system management program, involves increased CHP enforcement on Highway 17	Ongoing	\$46,505	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$296,505	
7	Freeway Service Patrol	Ongoing system management and congestion reducing program. Roving tow trucks removing incidents and obstructions during peak travel periods on Hwy 1 and Hwy 17	Ongoing	\$204,553	\$166,099	\$174,404	\$183,124	\$192,280	\$201,894	\$1,122,355	
	Completed Projects	Unified Corridor Investment Study-Analysis of Highway 1 corridor projects	completed Jan 2019	\$199,808	\$0	\$0	\$0	\$0	\$0	\$199,808	
Estimated Annual Measure D Highway Corridors Expenditures				\$2,357,827	\$6,226,166	\$11,188,878	\$9,883,624	\$6,092,280	\$3,426,894	\$39,175,669	
8	Interprogram Loan for Hwy 17 Wildlife Crossing	Interprogram loan to allow Hwy 17 Wildlife Crossing project to proceed without bonding.	Interprogram Loan	\$0	\$0	\$479,999	\$2,549,000	-\$166,667	-\$166,667	\$2,695,666	
Total Expenditures (with loans & repayments)				\$2,357,827	\$6,226,166	\$11,668,877	\$12,432,624	\$5,925,614	\$3,260,228	\$41,871,335	

From: [Regional Transportation Commission](#)
To: [Transit Corridor](#)
Subject: FW: Item 26. Amendment to Kimley-Horn & Associates, Inc. Contract for Highway 1-State Park to Freedom Auxiliary Lanes and Bus on Shoulder Project & Coastal Rail Trail Segment 12 Including Addition of Interim Trail Alternatives
Date: Wednesday, May 5, 2021 1:02:37 PM
Attachments: [FORTStatementonRTCMay6thAgendaItem#26.pdf](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

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[Yesenia Parra](#), Administrative Services Officer
[Santa Cruz County Regional Transportation Commission](#)
 1523 Pacific Avenue | Santa Cruz, CA 95060
 Main Office 831.460.3200 | Direct 831.460.3218



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During the Shelter in Place Order the RTC Office will be closed to the public and I will be working remotely. My mobile is the most effective way to reach me: (831) 277-0721

From: Board Chair Friends of the Rail Trail <executive@railandtrail.org>
Sent: Wednesday, May 5, 2021 11:35 AM
To: Aurelio Gonzalez <Aurelio.gonzalez@cityofwatsonville.org>; Sandy Brown <sbrown@cityofsantacruz.com>; Jacques Bertrand <jbertrand@ci.capitola.ca.us>; Eduardo Montesino <eduardo.montesino@cityofwatsonville.org>; Greg Caput <greg.caput@co.santa-cruz.ca.us>; Coonerty Ryan <ryan.coonerty@santacruzcounty.us>; Bruce McPherson <bruce.mcpherson@co.santa-cruz.ca.us>; Zach Friend <zach.friend@santacruzcounty.us>; Kristen Petersen <ladykpetersen@gmail.com>; Manu Koenig <manu.koenig@santacruzcounty.us>; Randy Johnson <rlj12@comcast.net>; Michael Rotkin <openup@ucsc.edu>; Donna Lind <dlindslind@earthlink.net>; Larry Pageler <larry.pageler@gmail.com>; Shebreh Kalantari-Johnson <skalantari-johnson@cityofsantacruz.com>; Renee Golder <rgolder@cityofsantacruz.com>; Sam Storey <samforcapitola@yahoo.com>; Lowell Hurst <lowell.hurst@cityofwatsonville.org>; Felipe Hernandez <hernandezdistrict1@gmail.com>; Andy Schiffrin <andy.schiffrin@santacruzcounty.us>; Gine Johnson <gine.johnson@santacruzcounty.us>; Patrick Mulhearn <patrick.mulhearn@santacruzcounty.us>; Derek Timm <dtimm@scottsvally.org>; Amy Miyakusu <amy.miyakusu@santacruzcounty.us>
Cc: Guy Preston <gpreston@sccrtc.org>; Regional Transportation Commission <info@sccrtc.org>
Subject: Item 26. Amendment to Kimley-Horn & Associates, Inc. Contract for Highway 1-State Park to Freedom Auxiliary Lanes and Bus on Shoulder Project & Coastal Rail Trail Segment 12 Including Addition of Interim Trail Alternatives

Chair Gonzales and Commissioners,

We are very concerned about the staff recommendation to include an interim trail alternative as part of the Draft Environmental Impact Report/Environmental Assessment for the Highway 1 State Park to Freedom Auxiliary Lanes and Bus on Shoulder project.

Please see our attached statement on the same.

Faina Segal
Board Chair
Santa Cruz County Friends of the Rail & Trail
P.O.Box 1652, Capitola, CA 95010-1652
www.railandtrail.org and coastconnect.org
Cell: 831-331-6432

May 5, 2021



Regional Transportation Commission

RE: Item 26. Amendment to Kimley-Horn & Associates, Inc. Contract for Highway 1-State Park to Freedom Auxiliary Lanes and Bus on Shoulder Project & Coastal Rail Trail Segment 12 Including Addition of Interim Trail Alternatives

Chair Gonzales and Commissioners,

We are very concerned about the staff recommendation to include an interim trail alternative as part of the Draft Environmental Impact Report/Environmental Assessment for the Highway 1 State Park to Freedom Auxiliary Lanes and Bus on Shoulder project.

- First, we are concerned because of the lack of transparency and public access to information related to this recommendation. As far as we know, there has been no public information about the draft environmental document nor of the cost estimates and expected environmental impacts from the consultant's review thus far. The staff report cites the discussion and agreement at the Project Development Team (PDT) level, but no minutes or details are provided from those meetings.
- Second, the staff report includes a cursory discussion of the option of not "adding the interim trail alternative" in the project's current scope of work, citing substantial risk and schedule delay to the project, but these risks and potential delays are not described or documented other than in very general terms ("...having to re-do environmental technical studies and environmental documentation as well as another public review process"). More detail should be provided by the Project Development Team and RTC staff.
- Third, there is no discussion of how including the interim trail alternative could impact the implementation of the Bus on Shoulder project and other project elements. Our review of the draft amended Scope of Work concludes that adding this review will lengthen project delivery schedule by at least 10 months.

- Fourth, a decision which would increase the current consultant scope of work by almost \$700,000 demands a more well-developed rationale. \$700,000 represents a 20% increase in the current consultant contract. Before making such a significant investment, Commissioners and the public should be allowed to consider all the currently available information, including project cost estimates, potential environmental impacts, and other aspects of the consultant's work that have already been made available to RTC staff, the Project Development Team, and Commissioners.

We are also concerned about the cursory discussion of railbanking included in the staff report. While Commission staff recently provided a general informational memo on railbanking, there has been no public discussion of the rationale, steps and time required for such an action. As we understand it, railbanking would require:

- Abandonment of the Santa Cruz Branch Rail Line by the current operator, Progressive Rail, which has apparently withdrawn its earlier notice of abandonment.
- After an abandonment filing, which is not forthcoming, approval of railbanking the line by the Surface Transportation Board (STB).
- While the Regional Transportation Commission could file an adversarial action to request that the STB allow the corridor to be abandoned and railbanked, this action would likely fail for many reasons of which the RTC is fully aware.
- The staff report states, "Short of such a railbanking order, an interim trail would be considered an infeasible alternative".
- Before spending \$700,000 on this infeasible "interim trail alternative", the Regional Transportation Commission and the public should be provided an opportunity to fully understand the steps and time required to obtain permission from the STB to abandon and railbank the corridor, assuming that the current rail operator is unable to fulfill its obligations as spelled out in the agreement it has with the RTC. Otherwise, the Commission will be wasting the public's money for no legitimate purpose.

Removing the tracks is inconsistent with Measure D, approved by a super-majority of voters, which requires preservation of the "Rail Corridor infrastructure... and maintaining and repairing the publicly owned Santa Cruz Branch Rail Line."

Furthermore, any interim trail use of the corridor which removes the railroad tracks is inconsistent with the January 2019 Regional Transportation Commission vote to build the trail and implement high-

capacity public transit in the corridor, subsequently deemed to be “electric passenger rail” by the Regional Transportation Commission at its February 2021 meeting.

We also understand that it is important to many members of the community to move forward on this project as soon as possible. Accordingly, the Commission should also consider simply deleting this \$700,000 additional scope of work from the amended agreement and move forward with the work.

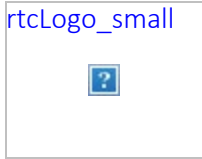
In the interests of good governance and an open public process, respect for the Santa Cruz County voters who supported Measure D, and fiscal prudence, we urge the Commission to direct your staff to provide all of the more detailed information outlined in this letter which is missing from the current staff report.

Thank you very much for your time and consideration,

Faina Segal
Board Chair
Santa Cruz County Friends of the Rail & Trail

From: [Regional Transportation Commission](#)
To: [Transit Corridor](#)
Subject: FW: Hello
Date: Wednesday, May 5, 2021 10:04:05 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

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Yesenia Parra, Administrative Services Officer
Santa Cruz County Regional Transportation Commission
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Main Office 831.460.3200 | Direct 831.460.3218



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From: Noah Wegrich <noahwaggy@gmail.com>
Sent: Wednesday, May 5, 2021 9:43 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Hello

I'd like to vote yes on 26

Thanks,

Noah

From: [Regional Transportation Commission](#)
To: [Transit Corridor](#)
Subject: FW: Item 26. Amendment to Kimley-Horn & Associates, Inc. Contract for Highway 1-State Park to Freedom Auxiliary Lanes and Bus on Shoulder Project & Coastal Rail Trail Segment 12 Including Addition of Interim Trail Alternatives
Date: Wednesday, May 5, 2021 1:02:37 PM
Attachments: [FORTStatementonRTCMay6thAgendaItem#26.pdf](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)



[Yesenia Parra](#), Administrative Services Officer

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From: Board Chair Friends of the Rail Trail <executive@railandtrail.org>

Sent: Wednesday, May 5, 2021 11:35 AM

To: Aurelio Gonzalez <Aurelio.gonzalez@cityofwatsonville.org>; Sandy Brown <sbrown@cityofsantacruz.com>; Jacques Bertrand <jbertrand@ci.capitola.ca.us>; Eduardo Montesino <eduardo.montesino@cityofwatsonville.org>; Greg Caput <greg.caput@co.santa-cruz.ca.us>; Coonerty Ryan <ryan.coonerty@santacruzcounty.us>; Bruce McPherson <bruce.mcpherson@co.santa-cruz.ca.us>; Zach Friend <zach.friend@santacruzcounty.us>; Kristen Petersen <ladykpetersen@gmail.com>; Manu Koenig <manu.koenig@santacruzcounty.us>; Randy Johnson <rlj12@comcast.net>; Michael Rotkin <openup@ucsc.edu>; Donna Lind <dlindslind@earthlink.net>; Larry Pageler <larry.pageler@gmail.com>; Shebreh Kalantari-Johnson <skalantari-johnson@cityofsantacruz.com>; Renee Golder <rgolder@cityofsantacruz.com>; Sam Storey <samforcapitola@yahoo.com>; Lowell Hurst <lowell.hurst@cityofwatsonville.org>; Felipe Hernandez <hernandezdistrict1@gmail.com>; Andy Schiffrin <andy.schiffrin@santacruzcounty.us>; Gine Johnson <gine.johnson@santacruzcounty.us>; Patrick Mulhearn <patrick.mulhearn@santacruzcounty.us>; Derek Timm <dtimm@scottsvally.org>; Amy Miyakusu <amy.miyakusu@santacruzcounty.us>

Cc: Guy Preston <gpreston@sccrtc.org>; Regional Transportation Commission <info@sccrtc.org>

Subject: Item 26. Amendment to Kimley-Horn & Associates, Inc. Contract for Highway 1-State Park to Freedom Auxiliary Lanes and Bus on Shoulder Project & Coastal Rail Trail Segment 12 Including Addition of Interim Trail Alternatives

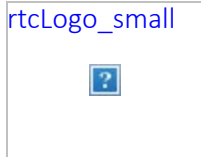
Chair Gonzales and Commissioners,

We are very concerned about the staff recommendation to include an interim trail alternative as part of the Draft Environmental Impact Report/Environmental Assessment for the Highway 1 State Park to Freedom Auxiliary Lanes and Bus on Shoulder project.

Please see our attached statement on the same.

Faina Segal
Board Chair
Santa Cruz County Friends of the Rail & Trail
P.O.Box 1652, Capitola, CA 95010-1652
www.railandtrail.org and coastconnect.org
Cell: 831-331-6432

From: [Regional Transportation Commission](#)
To: [Transit Corridor](#)
Subject: FW: Resolution Item 26 RTC Agenda
Date: Wednesday, May 5, 2021 10:18:27 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)



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From: Rosemary Sarka <rosemarysarka@gmail.com>
Sent: Wednesday, May 5, 2021 8:03 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: Resolution Item 26 RTC Agenda

I encourage a vote against the Resolution, as it stands, in Item 26 of the RTC Agenda.

It will be six or seven years, at the soonest, before the corridor could be railbanked. Spending so much money on the EIR for an "interim trail" that is very short is a waste.

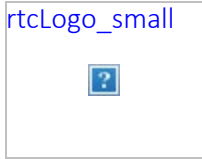
Rosemary Sarka
2240 Dolphin Dr Aptos 95003

mail:
PO Box 1202
Santa Cruz, CA 95061

831-688-6281
rosemarysarka@gmail.com

From: [Regional Transportation Commission](#)
To: [Transit Corridor](#)
Subject: FW:
Date: Wednesday, May 5, 2021 10:07:48 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

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From: Buck Sampson <buckaroo.sampson@gmail.com>
Sent: Wednesday, May 5, 2021 8:55 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject:

Yes on 26!

From: [Regional Transportation Commission](#)
To: [Transit Corridor](#)
Subject: FW: YES ON 26!!
Date: Wednesday, May 5, 2021 10:06:09 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

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From: Diane Adamson <breastyadamson@gmail.com>
Sent: Wednesday, May 5, 2021 9:33 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: YES ON 26!!

Fellow commissioners,

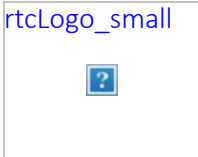
No more debate. We need a trail for our health not a train. Our quality of life and our grandchildren will be affected for years. The noise and the cost is horrific. I relish the silence when I walk and the noise of trains and whistles will stress generations to come. JUST VOTE YES ON 26!! Start the trail now.

Dlane Adamson
Aptos, Ca

From: [Regional Transportation Commission](#)
To: [Transit Corridor](#)
Subject: FW: YES on 26
Date: Wednesday, May 5, 2021 10:07:55 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

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rtcLogo_small



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From: KO Julien <jetvxn@gmail.com>
Sent: Wednesday, May 5, 2021 8:54 AM
To: Regional Transportation Commission <info@sccrtc.org>
Subject: YES on 26

YES ON 26", "Railbank and build interim trail now".

Kathleen Julien
503 Pine St
Aptos, CA 95003

--

Kathleen Y julien

From: [Regional Transportation Commission](#)
To: [Transit Corridor](#)
Subject: FW: Item 26
Date: Wednesday, May 5, 2021 11:35:51 AM

.....

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-----Original Message-----
From: Lynda Lewit <lynlewi@comcast.net>
Sent: Wednesday, May 5, 2021 9:56 AM
To: Regional Transportation Commission <info@scrtc.org>
Subject: Item 26

Please support item 26. Interim trail.
Thanks,
Lynda Lewit

From: [Regional Transportation Commission](#)
To: [Transit Corridor](#)
Subject: FW: Item 26
Date: Wednesday, May 5, 2021 11:36:05 AM

.....

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-----Original Message-----

From: mark wegrich <wegrich@comcast.net>
Sent: Wednesday, May 5, 2021 11:29 AM
To: Regional Transportation Commission <info@scrtc.org>
Subject: Item 26

Commissioners,
I encourage a 'yes' vote on item 26. I am a 34 year resident of Seacliff in Aptos.

We can have a useful enjoyable trail now and rail bank for the future. My reasons are quality of life (noise, whistles, safety, 60 trains/day, crossings slowing local traffic, severing neighborhoods, clearcutting of the rail corridor) and COST and increase in local taxes.

Please let's get on with an affordable community trail, soon!
Marie Wegrich
mariekwegrich@gmail.com

From: [Linda Wilshusen](#)
To: [Regional Transportation Commission](#)
Subject: Wilshusen Comments on RTC 5/6/21 Agenda Items 21, 25 & 26
Date: Wednesday, May 5, 2021 11:43:31 AM

Dear Commissioners and Staff -

Thank you for the opportunity to comment on these items. As a member of the public, I and many others appreciate the time and effort you spend - for many of you as volunteers - on the huge task of working for the public good. It's not an easy time to be in your positions, and the timeframes and projects that you have to make decisions about are not something that the average person understands. Thank you for your dedication to public service.

Regarding Item 21 - Unmet Transit and Paratransit Needs Public Hearing: This item includes ten pages of unmet transit needs. Identifying these unmet needs has been an ongoing effort of the RTC, led by your Elderly and Disabled Transportation Advisory Committee, for many decades and the list has only grown longer. The list includes moving forward with the RTC's electric passenger rail program as one of the highest priority projects. Please listen closely to the advice and concerns of this important committee as they represent the over 1/3 of people in our county who do not drive.

Item 25 - TCAA/RNIS Wrap-up and Business Plan: Moving forward with the RTC's electric passenger rail program is consistent with all of the RTC's plans and policies, with Measure D, with State and national transportation plans and policies, and with the expressed positions of the California Coastal Commission, our two major cities comprising nearly half of our county population, local environmental and civic groups, and over 70% of recently polled voters countywide. No project of this magnitude - transit or highway - has all its future funding identified at this stage; in fact, the level of funding assumed to be available for this project is significantly higher than other recently approved RTC projects. It's important for the RTC to build its organizational capacity in order to lead and manage the regional transportation projects it has underway, including this one.

Item 26 - Adding an "Interim Trail Alternative" to the Highway 1 Widening State Park - Freedom Blvd. Auxiliary Lanes and Bus on Shoulder Project PA/ED: It's fine to amend the consultant's contract for "unforeseen circumstances" that have arisen during development of preliminary engineering and environmental review, but proposing the addition of an option that fundamentally changes the project, and other projects impacted by this highway widening project, clearly does not fall into the "unforeseen" category. Prior to any decision about a new Project Alternative, the public has a right to review and understand information that has apparently been made available to Commissioners privately. Therefore, consideration of this interim trail alternative should be tabled until the public has an opportunity to review the same information that our decision-makers have.

Thank you very much for your consideration of my comments.

- Linda Wilshusen, RTC Executive Director 1985-2005

From: [mark wegrich](#)
To: [Brian Peoples](#)
Cc: [Regional Transportation Commission](#); [Sarah Christensen](#); [Guy Preston](#); [Matt Machado](#); [Zach Friend](#); [Patrick Mulhearn](#); [Manu Koenig](#); [jacques.bertrand@sbcglobal.net](#); [rj12@comcast.net](#); [Bruce McPherson](#); [Gine Johnson](#); [jimmy.dutra@cityofwatsonville.org](#); [openup@cats.ucsc.edu](#); [sbrown@cityofsantacruz.com](#); [ladykpetersen@gmail.com](#); [Alex Clifford](#)
Subject: Re: Yes on 26
Date: Wednesday, May 5, 2021 11:49:12 AM

Commissioners,

Please vote yes on item 26.

My reasons are quality of life (noise, whistles, local traffic slowed at crossings, clearcut corridor, 60 trains/day, safety, and neighborhoods cut by fencing) and INCREDIBLY HIGH COST and raised local taxes for many years. Be real, let's build an affordable trail for everyone to enjoy now!

Marie Wegrich

mariekwegrich@gmail.com

34 year Seacliff resident

Sounds like the suggestion below is a good idea too

On May 4, 2021, at 8:24 AM, Brian Peoples <brian@trailnow.org> wrote:

RTC,

We support approval of Item #26.

In addition, we ask if an alternative trail plan could be to have the Coastal Corridor remain on the oceanside of Highway 1 and have only one trail bridge constructed into Aptos Village - connecting to the northern trestle. This would be significantly lower in cost for widening Highway 1 and construction of Santa Cruz Coastal Trail. This would allow for the southern trestle to serve as a connector to a new protected bike/pedestrian path between Soquel Drive and Highway 1. We ask that this new protected bike/pedestrian path be designed so it extends to Freedom Blvd.

Best regards,

Brian Peoples

Trail Now