



**Santa Cruz County  
Regional Transportation Commission**

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**AGENDA**

**Thursday, January 13, 2022  
9:00 a.m.**

**Remote Meeting**

**Community TV Zoom**

Web: <https://us02web.zoom.us/j/85771172425>

Dial-in: +1 669 900 6833

Webinar ID: 857 7117 2425

*Accessibility: See last page for details.*

*En Español: Para servicios de traducción al español, diríjase a la última página.*

*Agendas Online: Click below to receive notification via e-mail.*

[sccrtc.org/about/esubscriptions/](http://sccrtc.org/about/esubscriptions/)

**COMMISSION MEMBERSHIP**

Caltrans (ex-officio)	Tim Gubbins
City of Capitola	Jacques Bertrand
City of Santa Cruz	Sandy Brown
City of Scotts Valley	Randy Johnson
City of Watsonville	Eduardo Montesino
County of Santa Cruz	Greg Caput
County of Santa Cruz	Ryan Coonerty
County of Santa Cruz	Zach Friend
County of Santa Cruz	Manu Koenig
County of Santa Cruz	Bruce McPherson
Santa Cruz Metropolitan Transit District	Kristen Petersen
Santa Cruz Metropolitan Transit District	Alta Northcutt
Santa Cruz Metropolitan Transit District	Mike Rotkin

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

1. Roll call
2. Oral communications

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

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

3. Additions or deletions to consent and regular agendas

### **CONSENT AGENDA**

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

### **MINUTES**

4. Approve draft minutes of the December 02, 2021 Regional Transportation Commission meeting
5. Accept draft minutes of the December 13, 2021 Bicycle Advisory Committee meeting
6. Accept draft minutes of the December 16, 2021 Interagency Technical Advisory Committee meeting
7. Approve draft minutes of the January 03, 2022 Regional Transportation Commission special meeting

### **POLICY ITEMS**

*No consent items*

**PROJECTS and PLANNING ITEMS**

8. Approve authorizing the Executive Director to amend the cooperative agreement with Caltrans for the construction component of the Highway 1 Auxiliary Lanes and Bus on Shoulder Project between 41<sup>st</sup> Avenue to Soquel Drive interchanges (**Resolution**)
9. Approve authorizing the Executive Director to enter into an agreement with Capra Environmental Services for a 2-month pilot project utilizing goats to control vegetation overgrowth along the Santa Cruz Branch Rail corridor (**Resolution**)

**BUDGET AND EXPENDITURES ITEMS**

10. Accept status report on Transportation Development Act (TDA) revenues.
11. Accept status report on Measure D revenues.

**ADMINISTRATION ITEMS**

12. Adopt Assembly Bill 361 Findings for Virtual and Hybrid Meetings

**INFORMATION/OTHER ITEMS**

13. Accept monthly meeting schedule.
14. Accept correspondence log.
15. Accept letters from RTC committees and staff to other agencies. - *none*
16. Accept information items. - *none*

**REGULAR AGENDA**

17. Commissioner reports – oral reports
18. Director’s Report – oral report  
(*Guy Preston, Executive Director*)
19. Caltrans report
  - a. Santa Cruz County project updates

20. **PUBLIC HEARING 9:30 a.m.:** Draft 2045 Santa Cruz County Regional Transportation Plan (RTP)  
(*Amy Naranjo, Transportation Planner*)
  - a. Staff report
  - b. Executive Summary of Draft 2045 Regional Transportation Plan (Full document available at [www.sccrtc.org/2045rtp](http://www.sccrtc.org/2045rtp))
  - c. [Flyer] Public Workshop and Hearing on the Draft 2045 MTP/SCS
21. San Lorenzo Valley (SLV) Schools Complex Circulation Project Memorandum of Understanding (MOU) with Local and State Agencies  
(*Brianna Goodman, Transportation Planner and Sarah Christiansen, Senior Transportation Engineer*)
  - a. Staff report
  - b. Project Location Map
  - c. SLV Schools Complex Circulation Project MOU
22. Construction Contract Award – Phase 1 Coastal Erosion Repair at Manresa along the Santa Cruz Branch Rail Corridor  
(*Sarah Christensen, Senior Transportation Engineer*)
  - a. Staff report
  - b. Resolution with Bid Summary
23. Review of items to be discussed in closed session

### **CLOSED SESSION**

24. Conference with Legal Counsel – Anticipated Litigation  
(Pursuant to Government Code Section 54956.9(d)(4))

Initiation of Litigation: One Case

### **OPEN SESSION**

25. Report on closed session
26. Next meetings

The next RTC meeting is scheduled for Thursday, February 03, 2022 at 9:00 a.m. See agenda for meeting location.

The next Transportation Policy Workshop meeting is scheduled for Thursday, February 17, 2021 at 9:00 a.m. via Zoom teleconference.

### **HOW TO REACH US**

Santa Cruz County Regional Transportation Commission  
1101 Pacific Avenue, Suite 250 Santa Cruz, CA 95060  
phone: (831) 460-3200 / email: [info@scrtc.org](mailto:info@scrtc.org)

### **LIVE BROADCASTS**

*Note:* Due to technical difficulties, Community Television of Santa Cruz will be unable to broadcast the December RTC meeting live. The meeting will be recorded and can be viewed at a later time at [www.communitytv.org](http://www.communitytv.org). For questions, call (831) 425-8848.

### **AGENDA PACKETS**

Complete agenda packets and all documents relating to items on the open session are posted online at <https://scrtc.org> at least 72 hours prior to the meeting. Sign up for E-News updates at [scrtc.org/about/esubscriptions/](https://scrtc.org/about/esubscriptions/)

### **COMMENTS FROM THE PUBLIC**

*Items on the agenda:* Written comments received by 9:00 a.m. on Wednesday before the meeting will be posted to the RTC website by 2:00 p.m. that same afternoon to allow time for Commissioner review. The opportunity to make oral comments is offered prior to the discussion period of each item.

*Items not on the agenda:* Written comments on topics within the RTC's jurisdiction, but not on the agenda, that are received during the monthly correspondence period will be posted to a public document. The correspondence period cut-off is 12:00 p.m. on the second Monday prior to the RTC meeting. A link to that document is provided in the Correspondence Log of that month's meeting. The opportunity to make oral comments to the Commission on such topics is offered during Oral Communications.

### **COVID-19 REMOTE MEETING UPDATE**

On September 16, 2021, Governor Newsom signed AB 361 into law, which allows the RTC to hold virtual and/or hybrid meetings so long as the RTC makes findings that the state of emergency continues to directly impact its ability to meet safely in person. Effective February 2022, the Commission plans to hold hybrid meetings unless a suitable physical meeting space cannot be secured. Capacity at the physical meeting space is very limited, allowing up to 5 Commissioners and some members of the public to attend in person. All attendees are required to wear a mask. All other participants are requested to log in via Zoom. Information needed to log in is listed on the first page of the meeting's agenda. Download the Zoom app: <https://zoom.us/download>.

**ACCESSIBILILTY**

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

**SERVICIOS DE TRADUCCIÓN/ TRANSLATION SERVICES**

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

**TITLE VI NOTICE TO BENEFICIARIES**

*The RTC operates its programs and services without regard to race, color and national origin in accordance with Title VI of the Civil Rights Act. Any person believing to have been aggrieved by the RTC under Title VI may file a complaint by contacting the RTC at (831) 460-3200 or 1101 Pacific Avenue, Suite 250, Santa Cruz, CA 95060 or online at [www.sccrtc.org](http://www.sccrtc.org). A complaint may also be filed directly with the Federal Transit Administration to the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.*

**AVISO A BENEFICIARIOS SOBRE EL TITULO VI**

*La RTC conduce sus programas y otorga sus servicios sin considerar raza, color u origen nacional de acuerdo al Titulo VI del Acta Sobre los Derechos Civiles. Cualquier persona que cree haber sido ofendida por la RTC bajo el Titulo VI puede entregar queja con la RTC comunicándose al (831) 460-3200 o 1101 Pacific Avenue, Suite 250, Santa Cruz, CA 95060 o en línea al [www.sccrtc.org](http://www.sccrtc.org). También se puede quejar directamente con la Administración Federal de Transporte en la Oficina de Derechos Civiles, Atención: Coordinador del Programa Titulo VI, East Building, 5th Floor-TCR, 1200 New Jersey Avenue, SE, Washington, DC 20590.*



**Santa Cruz County  
Regional Transportation Commission**

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**Draft MINUTES**

**Thursday, December 02, 2021  
9:00 a.m.**

**REMOTE MEETING  
Community TV Zoom  
Web: <https://us02web.zoom.us/j/81189268995>  
Dial-in: +1 669 900 6833  
Webinar ID: 811 8926 8995**

1. Roll call.

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

Members present:

Jacques Bertrand	Kristin Petersen
Sandy Brown	Gine Johnson (Alt)
Randy Johnson	Larry Pageler (Alt)
Eduardo Montesino	Andy Schiffrin (Alt)
Manu Koenig	Robert Quinn (Alt)
Greg Caput	Felipe Hernandez (Alt)
Alta Northcutt	Scott Eades (Caltrans Ex-Officio)
Bruce McPherson	

Staff present:

Guy Preston	Tracy New
Luis Mendez	Amy Naranjo
Yesenia Parra	Ginger Dykaar
Shannon Munz	Cindy Convisser
Krista Corwin	Rachel Moriconi
Sarah Christensen	Grace Blakeslee
Amanda Marino	Steven Mattas (RTC Counsel)
Brianna Goodman	

2. Oral communications.

Received public comment from:

Lani Faulkner, Equity Transit  
Barry Scott  
David Van Brink

3. Additions or deletions to consent and regular agendas.

Handouts for items 19 & 22 were posted to the website.

### **CONSENT AGENDA**

Commissioner Alternate Schiffrin made a motion and Commissioner Montesino seconded the motion to approve the consent agenda and the motion passed with Commissioners Bertrand, Brown, Johnson, Montesino, Caput, Koenig, McPherson, Petersen, Northcutt, and Commissioner Alternates Schiffrin, Quinn, and Pageler voting "aye."

### **MINUTES**

4. Approved draft minutes of the November 04, 2021 Regional Transportation Commission meeting
5. Accepted draft minutes of the November 08, 2021 Bicycle Advisory Committee special meeting
6. Accepted draft minutes of the November 16, 2021 Elderly & Disabled Transportation Advisory Committee special meeting
7. Accepted draft minutes of the November 18, 2021 Interagency Technical Advisory Committee meeting

### **POLICY ITEMS**

*No consent items.*

### **PROJECTS and PLANNING ITEMS**

8. Approved authorizing the Executive Director to amend the Professional Services Agreement with Harris & Associates (TP2064-01) for Environmental Permitting and Analysis on the Santa Cruz Branch Rail Corridor (**Resolution 26-22**)
9. Approved the draft Santa Cruz County Regional Transportation Commission 2021 Title VI Civil Rights Program & Language Assistance Plan (**Resolution 27-22**)

## **BUDGET AND EXPENDITURES ITEMS**

10. Accepted status report on Transportation Development Act (TDA) revenues
11. Accepted status report on Measure D revenues

## **ADMINISTRATION ITEMS**

12. Adopted Assembly Bill 361 Findings for Virtual and Hybrid Meetings

## **INFORMATION/OTHER ITEMS**

13. Accepted monthly meeting schedule.
14. Accepted correspondence log.
15. Accepted letters from RTC committees and staff to other agencies.
  - a. November 10, 2021 Letter to the Federal Transit Administration  
RE: Support for FTA 5339b Grant Application
16. Accepted information items. - *none*

## **REGULAR AGENDA**

17. Commissioner reports - *none*
18. Selection of Chair and Vice-Chair

Interim Chair Sandy Brown communicated the historical procedures for selecting a Chair and Vice-Chair from the body of Commission members and the impacts of Chair Gonzalez's mid-term departure on the regular rotation. Chair Brown noted that a committee was formed for nominations of Chair and Vice Chair consisting of Commissioners Brown, McPherson and Peterson. Commissioner Brown was nominated to continue as Chair and Commissioner Koenig was nominated as Vice Chair. Both Commissioners accepted the nomination.

### Received public comment from:

Lani Faulkner  
Jeremiah Daniels  
Ryan Sarnataro  
Barry Scott  
David Van Brink

Commissioner Alternate Schiffrin motioned, and Commissioner Montesino seconded the motion to approve the selection committee's recommendation. Commissioners discussed: rotation sequence among the jurisdictions represented by the board; confidence in Interim Chair Brown's leadership; a concern regarding conflict of interest raised by a member of the public shared commitment to resisting personal attacks & vilifying language.

The motion passed unanimously with Commissioners Bertrand, Brown, Johnson, Montesino, Caput, Koenig, McPherson, Petersen, Northcutt, and Commissioner Alternates Schiffrin, Quinn, and Pageler voting "aye."

#### 19. Director's report

Executive Director Guy Preston delivered updates on hybrid meetings and the filling of the vacant Junior Engineer position by Brian Zamora and Associate Engineer position by Riley Gerbrandt.

Director Preston also communicated that the Highway 1 Auxiliary Lanes and bike/pedestrian overcrossing at Rio Del Mar and trail projects, funded by Measure D, will be discussed at an upcoming Transportation Policy Workshop, tentatively agendaized for February 17, 2022.

Thanks to the strategic efforts of the RTC's project team, preconstruction and construction of the North Coast Rail Trail Project – Phase 2, including a new Highway 1 overcrossing at Yellowbank/Panther Beach to the Cotoni-Coast Dairies national monument, has been shortlisted for full funding by the Federal Lands Access Program (FLAP).

The Executive Director also reported on the RTC's interest in the Federal Infrastructure Investment and Jobs Act, the reauthorization of the Fixing America's Surface Transportation (FAST) Act, and key legislative issues in the RTC's 2022 Legislative Program.

#### Received public comment from:

Lani Faulkner

Commissioners expressed appreciation to staff and optimism for the North Coast Rail Trail funding. Sr. Transportation Planner Grace Blakeslee responded to questions from a Commissioner regarding cost estimates, funding, permitting, and the construction schedule. Director Preston added that letters of support for the project addressed to the Coastal Commission for its public hearing in December would bolster the likelihood of the Commission issuing a permit for the project. Anyone interested in joining a coordinated effort should contact Supervisor Coonerty's office.

## 20. Caltrans report

District 5 Deputy Director Scott Eades delivered the Santa Cruz County project updates including improvements to roadside rest areas and the temporary closure of the Camp Roberts roadside rest area to make way for a wastewater treatment system. Director Eades also provided an update on the Clean California grant program. More information can be found at <https://cleancalifornia.dot.ca.gov/local-grants>. Director Preston has added that staff has identified the rail trail as a potential application for Clean California funding.

Received public comment from:  
Sally Arnold

## 21. Release of Draft 2045 Regional Transportation Plan (RTP)

Transportation Planner Amy Naranjo delivered the staff report and responded to Commissioner questions regarding the deadline for changes to the RTP and procedures for moving items between the constrained and unconstrained lists. Director Preston provided more information regarding the environmental review of projects on the constrained list.

Commissioner Alternate Schiffrin made a motion and Commissioner Koenig seconded the motion to approve the staff recommendation to:

1. Review and provide input on the Draft 2045 Regional Transportation Plan (Attachment 1 – Executive Summary; full document available at <https://sccrtc.org/2045rtp>).
2. Authorize staff to release the Draft 2045 Regional Transportation Plan (RTP) for public review December 2, 2021 – January 31, 2022 (60-day comment period).
3. Schedule a public hearing on the Draft 2045 RTP for the January 13, 2022 RTC meeting.

The motion passed unanimously with Commissioners Bertrand, Brown, Johnson, Montesino, Caput, Koenig, McPherson, Petersen, Northcutt and Commissioner Alternates Schiffrin, Quinn, and Pageler voting “aye.”

22. **PUBLIC HEARING:** Adoption of the *2021 Consolidated Grants and Regional Transportation Improvement Program (RTIP)*

The RTC took a recess at 10:16 a.m. The meeting resumed at 10:30 a.m.

Sr. Transportation Planner Rachel Moriconi delivered the staff report. Commissioner McPherson delivered his comments prior to departing the meeting, and Commissioner Alternate Gine Johnson replaced him. Commissioner Caput also delivered comments prior to departing the meeting and Commissioner Alternate Hernandez replaced him.

Public Hearing was opened at 11:07 a.m.

Received public comment from:

Kyle Kelley

Brian Peoples, Trail Now

Matt Machado, County Public Works Department

Jayne Ackemann

Ray Cancino

Monica Martinez

Jim Mosher

Corrina McFarlane

Piet Canin

Lani Faulkner

Murray Fontes, City of Watsonville Public Works

David Date

Jesus Bojorquez, Community Bridges

Jack Brown

James Sandoval

Rick Marlais

Alex Clifford, METRO

Douglas Underhill

Todd Marco, NRG

Public Hearing was closed at 11:52 a.m.

Ms. Moriconi responded to questions from Commissioners regarding input from the city and county public works departments; application evaluation criteria; state and federal eligibility criteria; input from the Interagency Technical Advisory Committee (ITAC); consideration of wildfire preparedness & emergency evacuation routes; mode & system preservation criteria; greenhouse gas emissions goals; proposed electric vehicles safety features for persons of limited mobility; county endorsement of original recommendation and subsequent amendment to their request.

Commissioner Montesino motioned and Commissioner Petersen seconded the motion to approve the staff recommendation to:

4. Consider recommendations for programming regional shares of approximately \$11 million from various state and federal funding programs (Attachment 2) from staff and the RTC's Interagency Technical Advisory Committee (ITAC), Bicycle Committee, and Elderly and Disabled Transportation Advisory Committee (E&DTAC);
5. Hold a public hearing to receive comments on proposed projects and consider any written comments received; and
6. Adopt **Resolution 28-22**:
  - a. Approving projects to receive the region's anticipated formula shares of state and federal funds (Exhibit A/Attachment 2);
  - b. Approving amendments to previously programmed projects, as requested by project sponsors, to reflect current project scopes, costs and schedules (Exhibit B/Attachment 3);
  - c. Adopting the *2022 Regional Transportation Improvement Program* (RTIP) for State Transportation Improvement Program (STIP)-funded projects;
  - d. Requesting that the California Transportation Commission (CTC) and Association of Monterey Bay Area Governments (AMBAG) incorporate project funding and amendments into the *2022 State Transportation Improvement Program* (STIP) and the *Metropolitan Transportation Improvement Program* (MTIP), as applicable.

Commissioners discussed: not enough funds to meet all the needs; improvements to infrastructure will support Metro services.

Commissioner Koenig made a substitute motion and Commissioner Alternate G. Johnson seconded the substitute motion for staff to alter the RSTP Consolidated grant awards to ensure that Santa Cruz County requests are awarded 58% of the county proposed funding or an additional \$2 million more than currently recommended by staff and the RTC committees. Final alterations should be left up to staff's best judgment but the grant amounts for projects proposed by each of the four cities should not be compromised and at least \$300,000 should be allocated to Highway 1.

A roll call vote was taken to accept the substitute motion. The motion passed with Commissioners Bertrand, R.Johnson, Koenig, and Commissioner Alternates Hernandez, Schiffrin, Quinn, G.Johnson voting "aye," and Commissioners Brown, Montesino, Petersen, Northcutt, and Commissioner Alternate Pageler voting "no."

Commissioners discussed: recognition for the hard work of RTC staff, partner agencies, and advisory committees in crafting the recommendations; other sources of funding which may be available for the proposed projects; emergency evacuation a climate change priority for rural counties; county road rehabilitation underserved by current sources; Central Coast Community Energy program may be a source of funding for LiftLine and METRO projects; county roads are also agricultural roads; important role of advisory committees & Commission's responsibility to exercise its judgment.

A roll call vote was taken on the motion. The motion passed with Commissioners Bertrand, Brown, R.Johnson, Koenig, and Commissioner Alternates Hernandez, Schiffrin, Quinn, and G.Johnson voting "aye," and Commissioners Montesino, Petersen, Northcutt, and Commissioner Alternate Pageler voting "no."

23. Review of items to be discussed in closed session.

RTC Counsel Steven Mattas communicated that there was no reportable action anticipated from closed session.

Received public comment from:

Brian Peoples, Trail Now

The Commission entered closed session at 12:38 p.m. and adjourned thereafter.

24. Conference with Legal Counsel – Anticipated Litigation (Pursuant to Government Code Section 54956.9(d)(4))

25. Next meetings

The next RTC meeting will be held at the County Board of Supervisors Chambers located at 701 Ocean St., #500A, Santa Cruz, CA and via Zoom teleconference, and is scheduled for Thursday, January 13, 2022 at 9:00 a.m.

The next Transportation Policy Workshop meeting is scheduled for Thursday, December 16, 2021 at 9:00 a.m. at a location TBD.

Respectfully Submitted,

Yesenia Parra  
Administrative Services Officer

Attendees:

Barry Scott  
Ben Vernazza  
(831)331-7479  
Alex Clifford  
Amanda Marino  
Arturo Z  
BobFi  
Brian  
Brian (Trail Now)  
Brianna Goodman  
Casey Beyer  
Casey Carlson  
Chris Lamm  
Claire Gallogly  
Claire Hackett  
Corrina McFarlane  
Dan Arndt  
Davidb<3public transit  
David Date  
Douglas Underhill  
Elizabeth Clifton  
Equity and Environment for Rail and Trail  
Gregory Becker  
Gus Alfaro, Caltrans  
Housing Santa Cruz County  
Jack Brown - YES Greenway!  
James Sandoval  
Jayme Ackemann  
Jeanette Guire RC RR  
Jeremiah Daniels (FoRT)  
Jesus Bohorquez  
Jim Mosher  
John Ballard  
John Uργο  
Joshua Spangrud  
Justin Meek  
Kailash Mozumder (City of Capitola)  
Kristina Kincaid Glavis  
Kyle Kelley  
Mark Dettle  
Mark Mesiti-Miller  
Matt Machado  
Monica Martinez

Murray Fontes  
Nadene Thorne  
Nancy Yellin  
Nathan Nguyen  
Paul Peterson  
Paula Bradley  
Piet Canin  
Ramon Gomez  
Raymon Cancino  
Rick Marlais  
Ruhsora Iskandarova  
Russell Chen  
Ryan Meckel  
Ryan Sarnataro  
Sally for rail and trail  
Shane Mckeithen  
Steve Weisner  
Tess Waldo  
Tim Bailey, Santa Cruz County  
Todd Guild  
Todd Marco (NRG)  
Wondimu Mengistu  
Vicki  
Zoom user



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

**BICYCLE ADVISORY COMMITTEE**

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**MEETING  
DRAFT MINUTES**

**Monday, December 13, 2021  
6:00 pm to 8:30 pm**

**Teleconference**

This meeting was held by teleconference in accordance with the Brown Act as currently in effect under the State Emergency Services Act, the Governor's Emergency Declaration related to COVID-19, the Governor's Executive Order N-29-20, and AB361, which allow local board and committee members and the public to participate and conduct meetings by teleconference, videoconference, or both. [View full executive order.](#) [View AB 361.](#)

1. Call to Order: Chair Amelia Conlen called the meeting to order at 6:05 pm.
2. Introductions

**Members Present:**

Scott Roseman, District 1  
Corrina McFarlane, District 1 (Alt.)  
Kathleen Bortolussi, District 2  
John Hunt, District 2 (Alt.)  
Peter Scott, District 3  
Sally Arnold, District 3 (Alt.)  
Anna Kammer, District 4  
Rick Hyman, District 5  
Theresia Rogerson, District 5 (Alt.)  
Paula Bradley, City of Capitola  
Matt Farrell, City of Santa Cruz  
Grace Voss, City of Santa Cruz (Alt.)  
Richard Masoner, City of Scotts Valley  
Murray Fontes, City of Watsonville  
Drew Rogers, City of Watsonville (Alt.)  
Amelia Conlen, Bike-to-Work, Chair  
Leo Jed, CTSC  
Arnold Shir, CTSC (Alt.)

**Staff:**

Tommy Travers, Transportation Planner  
Sarah Christensen, Sr. Transportation Engineer  
Amy Naranjo, Transportation Planner

**Unexcused Absences:**

**Excused Absences:**

Liz Hernandez, District 4 (Alt.)  
Michael Moore, City of Capitola (Alt.)  
Matt Miller, Bike-to-Work (Alt.)

**Vacancies:**

City of Scotts Valley – Alternate

**Guests:**

Zach Siviglia, Mark Thomas & Co  
Matt Machado, County of Santa Cruz  
Tom Kellogg, member of the public

3. Staff announcements – Staff announced an update on the design work for the Soquel Drive multimodal project, and update on the RTC’s actions regarding discretionary funding allocations, and follow-up responses on hazard reports in the current agenda.
4. Oral communications – John Hunt asked that there be communication with Farm Bakery on Soquel Drive regarding possible loss of street parking for separated bike lanes. Murray Fontes announced that Watsonville was again awarded the Bicycle-Friendly City Bronze Level,
5. Additions or deletions to consent and regular agendas – digital handouts pertaining to the meeting are posted on the Committee webpage

**CONSENT AGENDA**

A motion (Roseman/Bortolussi) was made to approve the consent agenda. The motion passed unanimously with members Roseman, Bortolussi, Scott, Kammer, Hyman, Bradley, Farrell, Fontes, Conlen, and Jed voting in favor.

6. Approved draft minutes of the November 8, 2021 Bicycle Advisory Committee meeting
7. Accepted summary of hazard reports.

*Member Richard Masoner joined the meeting.*

**REGULAR AGENDA**

8. Mar Vista Overcrossing final design and aesthetics – Sarah Christensen, Sr. Transportation Engineer, provided an overview of the project including the design progress and the timeline. Zach Siviglia, project manager with Mark Thomas & Company, presented the map, design, and aesthetics exhibits. He presented options for bike lane width and the adjacent wall of the overcrossing along McGregor Dr. Committee members requested a widened entrance to the southern end of the bike/ped bridge, expressed appreciation for the location of the bridge on the inland side of McGregor, requested design improvements to direct bicyclists across the McGregor/Mar Vista Dr intersection, such as with “crossbike” markings, and requested consideration of buffered or separated bike lanes on the new Capitola Ave bridge as standard. After much discussion about tradeoffs between bike lane width and the special aesthetic treatment of the bike/ped bridge wall along McGregor, a general consensus was reached to support 5-foot bike lanes as well as the aesthetics located above the level of potential vehicle crash impact. Members also brought attention to the time needed for the Capitola Avenue bridge to be out of service, and Mr. Siviglia responded that while these kinds of projects can’t build public review of detour plans into their schedule, the team expects to limit the detour period to 14 months, which would be less impact than attempting to replace the bridge in phases.

9. Draft 2045 Regional Transportation Plan (RTP) – Amy Naranjo, Transportation Planner, came to the Committee for the fourth time during the process of developing the new update to the RTP. An overview of the draft 2045 RTP was presented, including descriptions of the Policy Element, the Financial Element, and the Action Element, as well as the EIR for the plan. The draft plan is a culmination of several stages of public outreach and RTC meetings as the elements of the plan were developed. There will be public workshops and a hearing in January, with comments due January 31. She described the Executive Summary and several of the chapters in case individual Committee members are interested in focusing their review manageably. Committee members expressed desire to discuss the plan as a committee and to have more time to read the document, a need for the plan to prioritize clearly a greater shift to bicycling in the county, and for more attention by the committee to the Project List the next time an RTP update is underway.

A motion was made (Farrell/Bradley) to create an ad-hoc subcommittee of Matt Farrell, Grace Voss, Paula Bradley, and Sally Arnold tasked with reading the draft 2045 RTP and drafting a comment letter to send to staff.

A substitute motion was made (Hyman/Bradley) to create the same ad-hoc subcommittee tasked with reading the draft 2045 RTP and drafting a comment letter to send to staff related to opportunities to emphasize the more urgent need to increase bicycling, look for omissions where bicycling can be mentioned, and opportunities to mention promotion of bicycling.

The substitute motion was accepted and passed unanimously with members Bortolussi, Scott, Kammer, Hyman, Bradley, Farrell, Masoner, Fontes, Conlen, and Jed voting in favor.

10. Updates related to Committee functions – Grace Voss announced a recent program called Be Safe, Be Seen wherein the city of Santa Cruz and Bike Santa Cruz County gave away nearly 1,000 front and rear bike lights. Amelia Conlen invited new members of the ad-hoc subcommittee reviewing the plans for the Soquel Drive multimodal project, and Grace Voss and Rick Hyman volunteered. Arnold Shir announced that the Community Traffic Safety Coalition (CSTC) continues to develop its next work plan, to support the Watsonville Vision Zero Taskforce in such projects as applying for Walk-Friendly status for Watsonville and recently holding a World Day of Remembrance event for victims of traffic violence, to implement the Ride N Stride program which has involved 5 schools thus far this fiscal year, and to meet with community members of Scotts Valley regarding traffic safety.

11. Adjourn – 7:50 pm

**NEXT MEETING:** The next Bicycle Committee meeting is scheduled for February 7, 2022 from 6:00pm to 8:30pm. The meeting will be held **via teleconference**.

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



**Santa Cruz County Regional Transportation Commission  
Interagency Technical Advisory Committee (ITAC)**

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**DRAFT MINUTES**

Thursday, December 16, 2021 1:30 p.m.  
Teleconference

*Due to precautions associated with COVID-19 (coronavirus), the meeting was held by videoconference, consistent with state laws and orders allowing legislative bodies to hold Brown Act meetings via teleconference.*

**ITAC Members Present**

Kailash Mozumder (Chair)	Capitola Public Works and Planning Proxy
Josh Spangrud	Santa Cruz Public Works
Nathan Nguyen	Santa Cruz Planning Proxy
Chris Lamm	Scotts Valley Public Works
Murray Fontes	Watsonville Public Works
Justin Meek	Watsonville Community Development
Steve Wiesner	County of Santa Cruz Public Works
Paul Hierling	Association of Monterey Bay Area Governments
Gus Alfaro	Caltrans District 5
John Urgo	Santa Cruz Metropolitan Transit District
Teresa Buika (Vice Chair)	University of California at Santa Cruz (UCSC)

**RTC Staff Present**

Rachel Moriconi, Amy Naranjo, Guy Preston, Sarah Christensen

**Others Present**

Matt Machado, County of Santa Cruz Public Works  
Malinda Gallaher, Caltrans Alternate  
Members of Public: Michael Pisano

- 1. Call to Order:** Chair Kailash Mozumder called the meeting to order at 1:35 p.m.
- 2. Introductions:** Introductions were made. All attendees participated by teleconference.
- 3. Oral Communications:** Matt Machado noted that the Coastal Commission was considering the permit application for Segment 5 of the Rail Trail.
- 4. Additions, deletions, or changes to consent and regular agendas:** None.

## CONSENT AGENDA

5. **Approved Minutes of the November 18, 2021 ITAC meeting**
6. **Received December 2021 RTC Meeting Highlights**

***Committee members present unanimously approved a motion (Fontes/Wiesner) approving the consent agenda, with Wiesner, Mozumder (public works and planning proxy), Spangrud, Nguyen, Fontes, Meek, Urgo, and Alfaro voting "yes" by roll call vote.***

## REGULAR AGENDA

7. **Status of transportation projects, programs, studies and planning documents**

ITAC members provided updates on projects, programs, studies and planning efforts.

Capitola – Kailash Mozumder reported that the 41<sup>st</sup> Avenue adaptive signal project is almost done and resurfacing projects planned in conjunction with the County for spring 2022.

County of Santa Cruz Public Works – Steve Wiesner reported several guardrail projects have been completed, with the exception of projects in burn areas. County road crews are cleaning up from recent storm events, with significant damage on Lodge Road, Granite Creek Road, Casserly, and Two Bar Road and a mudslide on Alta Via.

Watsonville Public Works - Murray Fontes reported that the Airport Boulevard pavement project is almost done. City staff is still awaiting shipment of final hardware for the Lincoln Street pedestrian safety project.

*1:42pm Chris Lamm and Paul Hierling joined the meeting.*

Watsonville Community Development - Justin Meek reported that revisions are being made to the Downtown Specific Plan, which includes new pedestrian and bike facilities.

Santa Cruz - Josh Spangrud reported that construction continues on the Highway 1/9 intersection, with work in the riparian area on the northwest quadrant complete and the project expected to be completed late spring. He reported there was minimal impact to city roads from the most recent storms. The city is working on final right-of-way and permits for the Murray Street Bridge project, with construction possibly starting in mid- or late-2022. Nathan Nguyen reported the California Transportation Commission (CTC) allocated Active Transportation Program (ATP) funds for phase 2 of

Segment 7 of the Rail Trail, with construction anticipated to go to bid in January and start construction in late Spring/early summer 2022. The city received bids for the San Lorenzo Riverwalk Lighting project north of Water Street, which includes 55 lights along the river and possible additional lighting near San Lorenzo Park.

METRO - John Urgo reported that METRO will be starting work on its Soquel Drive planning study, for which Gus Alfaro anticipates the notice to proceed to be available soon. METRO's Strategic Plan is being updated to reflect new priorities, goals, and metrics based on input at METRO Board retreats. He also reported Alex Clifford is leaving METRO in January and METRO has started the recruitment process for his replacement.

*1:47pm Teresa Buika joined the meeting.*

RTC - Rachel Moriconi reported that the RTC approved projects to receive approximately \$11 million in funds. She thanked Josh Spangrud, Casey Carlson, Murray Fontes and Malinda Gallaher for their assistance preparing documents for projects submitted to the California Transportation Commission (CTC) for State Transportation Improvement Program (STIP) funds. She encouraged agencies with projects designated to receive Covid Relief, Highway Infrastructure Program (HIP), and Regional Surface Transportation Program Exchange (RSTPX) funds to implement their projects quickly, noting funds are immediately available for use. Guy Preston reported that the California Coastal Commission approved a coastal permit for Segment 5 of the rail trail, including plans for an embankment at Davenport Beach.

Caltrans - Gus Alfaro encouraged agencies to apply for funds from the Clean California grant program. Murray Fontes, Steve Wiesner, and METRO staff indicated they plan to prepare applications. He noted project updates were included in the meeting packet and that Caltrans is kicking off a project on SR152 in Watsonville from SR1 to Carlton Road. Caltrans is looking at integrating complete streets into that and several capital maintenance (Cap-M) projects. Caltrans is also working with the City of Santa Cruz adding additional flashing beacons along Highway 1/Mission Street at Olive and Berkshire.

AMBAG, Scotts Valley, and UCSC representatives indicated they had no new updates.

## **8. Draft 2045 Regional Transportation Plan (RTP)**

Amy Naranjo, RTC Transportation Planner, provided an overview of the draft 2045 Regional Transportation Plan (RTP), including information on the policies, financial estimates, and the program-level environmental impact

report. She requested ITAC members review the draft RTP and EIR, and submit any updates or comments on the draft document, especially the project list, to her via email by January 31, 2022. She noted that public hearings and workshops will be held in January. Matt Machado noted the document sets policy direction for the RTC and indicated County Public Works staff plans to submit comments that system preservation should be identified as a high priority. Ms. Naranjo noted that the goals, policies and targets were approved by the RTC board in early 2021 and confirmed they are not currently ranked. She suggested that agencies can email new project ideas, project cost and other updates to her. Rachel Moriconi encouraged agencies to ensure the project list includes projects for which they plan to submit grant applications in the next five years. Paul Hierling (AMBAG) and RTC staff reported that some updates will be made to the financial element based on the recently passed federal infrastructure bill – the Infrastructure Investment and Jobs Act (IIJA). Paul Hierling noted that there are some limitations related to adding projects that would require additional modeling to the constrained project list. Rachel Moriconi indicated that information provided by agencies with their Measure D Maintenance of Effort report will be considered for the financial element.

## **10. State and Federal Legislative and Funding Updates**

Rachel Moriconi reported that Federal Highway Administration (FHWA) is expected to provide updated revenue forecasts based on the Infrastructure Investment and Jobs Act (IIJA) in the next several weeks. Caltrans plans to issue a call for projects for Highway Safety Improvement Program (HSIP) funds early next year and agencies must have a safety plan in place in order to apply. CTC continues workshops on SB1 competitive grants and Active Transportation Program (ATP). Gus Alfaro noted that Clean California grant applications are due February 1, 2022. Teresa Buika noted that UCSC plans to apply for a FTA5310 grant for replacement disability vans.

- 11. Next meeting.** The next meeting of the ITAC is tentatively scheduled to start at 1:00pm on January 20, 2022 and will be followed by an Active Transportation Program (ATP) workshop. ITAC meetings may be canceled if there are no action items to be considered by the committee.

**Adjournment:** Chair Mozumder adjourned the meeting at 2:15 p.m.

*Minutes prepared by Rachel Moriconi, Sr. Transportation Planner*

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**Santa Cruz County  
Regional Transportation Commission**

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**Draft MINUTES**

**Monday, January 03, 2022  
3:30 p.m.**

**REMOTE MEETING  
RTC Zoom Host**

**Web: <https://us02web.zoom.us/j/89351430611>  
Dial-in: +1 669 900 6833  
Webinar ID: 893 5143 0611**

1. Roll call.

The meeting was called to order at 3:30 p.m.

Members present:

Jacques Bertrand

Sandy Brown

Mike Rotkin

Eduardo Montesino

Manu Koenig

Bruce McPherson

Kristin Petersen

Shebreh Kalantari-Johnson (Alt)

Felipe Hernandez (Alt)

Andy Schiffrin (Alt)

Robert Quinn (Alt)

Staff present:

Guy Preston

Luis Mendez

Yesenia Parra

Shannon Munz

Krista Corwin

2. Oral communications.

Received public comment from:

Mark Mesiti-Miller

Barry Scott

Trink Praxel

Kyle Kelley

Brian Peoples

Lani Faulkner, Equity Transit

Executive Director Guy Preston responded to a question from a Commissioner representing concerns raised by members of the public regarding discussions in closed session on rail banking.

3. Additions or deletions to consent and regular agendas

There were no additions or deletions.

**CONSENT AGENDA**

No consent items were considered.

**REGULAR AGENDA**

4. Assembly Bill 361 Findings for Virtual and Hybrid Meetings

Deputy Director Luis Mendez delivered the staff report. Commissioners discussed: requesting amendment to Assembly Bill 361 to revise the 30-day rule; benefits of remote meeting; burdens of hybrid-style meetings; benefits of meeting face-to-face; and staffing burden.

Commissioner Rotkin motioned and Commissioner Alternate Schiffrin seconded the motion to approve the staff recommendations that:

1. The RTC has reconsidered the circumstances of the current COVID-19 state of emergency; and
2. The state of emergency continues to directly impact the ability of the members of the RTC, its committees, its staff and the public to meet safely in person; and
3. State or local officials continue to impose and recommend measures to promote social distancing; and
4. Therefore, meetings of the RTC will continue to be held in a hybrid or virtual format via Zoom and meetings of RTC committees will be held virtually via Zoom.

The motion passed unanimously with Commissioners Bertrand, Brown, Rotkin, Koenig, McPherson, Petersen, Montesino, and Commissioner Alternates Kalantari-Johnson, Schiffrin, Quinn, and Hernandez voting "aye."

Received public comment from:  
Brian Peoples

The meeting adjourned at 4:04 p.m.

5. Next meetings

The next RTC meeting will be held via Zoom teleconference on Thursday, January 13, 2022 at 9:00 a.m.

The next Transportation Policy Workshop meeting will be held via Zoom teleconference on Thursday, February 17 at 9:00 a.m.

Respectfully Submitted,

Yesenia Parra  
Administrative Services Officer

Attendees:

Barry Scott  
Brian (Trail Now)  
David Van Brink  
Lani Faulkner, Equity Transit  
Kyle Kelley  
Mark Mesiti-Miller  
Trink Praxel

**AGENDA:** January 13, 2022

**TO:** Regional Transportation Commission

**FROM:** Sarah Christensen, P.E.

**RE:** Amendment to the Cooperative Agreement with Caltrans for the Construction Component of the Highway 1 41<sup>st</sup> Avenue to Soquel Drive Auxiliary Lanes and Bus on Shoulder Project

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## **RECOMMENDATIONS**

Staff recommends that the Regional Transportation Commission (RTC) approve the attached resolution ([Attachment 1](#)) authorizing an amendment to the Cooperative Agreement with Caltrans ([Attachment 2](#)) for the construction component of the Highway 1 Auxiliary Lanes and Bus on Shoulder Project between 41<sup>st</sup> Avenue to Soquel Drive interchanges which includes a new bicycle/pedestrian overcrossing at Chanticleer Avenue.

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## **BACKGROUND**

The Highway 1 Auxiliary Lanes and Bus on Shoulders project between 41<sup>st</sup> Avenue and Soquel Avenue/Drive interchanges proposes to construct auxiliary lanes in both directions, a bus on shoulder facility between the Morrissey and Bay/Porter interchanges, a bicycle and pedestrian overcrossing at Chanticleer Avenue, soundwalls and retaining walls. The Environmental Impact Report/Environmental Assessment (EIR/EA) was completed in January 2019. The final design and right of way components of the project were completed in May of 2021. The Commission approved the Cooperative Agreement with Caltrans for the construction component of the project in January of 2021 which identified Caltrans as the implementing agency for construction of the Project. Construction is scheduled to begin in 2022.

This project is fully funded through construction. In December of 2020 RTC successfully secured competitive grant funding from the California Transportation Commission (CTC) to fund a package of projects included in the Watsonville-Santa Cruz Multimodal Corridor Program. The grant programs included cycle 2 of the Senate Bill 1 (SB1) Solutions to Congested Corridors Program (SCCP) and Local Partnership Program (LPP). The grant funds totaled \$107.2M, including \$92.8M of SCCP funds and \$14.4M of LPP funds, for the Watsonville-Santa Cruz Multimodal Corridor Program. Funding

for the Highway 1 Auxiliary Lanes and Bus on Shoulder construction capital and support components of the project, between 41<sup>st</sup> Avenue to Soquel Drive interchanges, totaled \$31,982,000.

## **DISCUSSION**

Construction Cooperative Agreement with Caltrans was signed on April 26, 2021 with Caltrans as the implementing agency for construction of the Project. As the construction implementing agency, Caltrans is responsible for managing the construction capital component, with RTC's professional engineering services consultant providing design support during construction as the engineer of record. The Construction Cooperative Agreement includes a funding table that outlines the fund source and type for the construction capital and construction support components of the project.

Amendment 1 to the Cooperative Agreement (Exhibit 1 to Attachment 1) proposes to replace the funding table with a new funding table (Funding Summary No. 2) that designates the priority of spending the RTC's federal Highway Improvement Program (HIP) funds first, prior to spending the other funds. Project funds are commonly spent in proportion but because the HIP funds have a federal requirement to be spent in a continuous manner Caltrans has requested to designate the priority of spending HIP funds prior to spending other funds. The remaining funds will be spent in proportion once the HIP funds are fully spent. **Staff recommends that the Regional Transportation Commission (RTC) approve the attached resolution (Attachment 1) authorizing the Executive Director to execute an amendment to the Cooperative Agreement with Caltrans (Exhibit 1 to Attachment 1) for the construction component of the Highway 1 Auxiliary Lanes and Bus on Shoulder Project subject to final negotiations and legal review as to form.**

## **FISCAL IMPACT**

There are no new fiscal impacts associated with the proposed amendment to this Cooperative Agreement. The construction component of the project is fully funded. Funding Summary No. 02 included in Attachment 2 provides a breakdown of the funding types and amounts. Not approving the amendment to the Cooperative Agreement could put the HIP funds in jeopardy due to the federal requirements.

## **SUMMARY**

Staff recommended an amendment to the Cooperative Agreement with Caltrans for the construction component of the Highway 1 41st Avenue to Soquel Drive Auxiliary Lanes and Bus on Shoulder Project in order to meet

the requirements of the federal Highway Improvement Program funds. Construction of this project is scheduled to begin in 2022.

## **ATTACHMENTS**

1. Resolution with Cooperative Agreement Amendment 1 (05-0391A1)

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**RESOLUTION NO.**

Adopted by the Santa Cruz County Regional Transportation Commission  
on the date of January 13, 2022  
on the motion of Commissioner  
duly seconded by Commissioner

**A RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO AMEND THE COOPERATIVE AGREEMENT WITH CALTRANS FOR THE CONSTRUCTION COMPONENT OF THE HIGHWAY 1 AUXILIARY LANES AND BUS ON SHOULDER PROJECT BETWEEN 41<sup>ST</sup> AVENUE AND SOQUEL DRIVE**

WHEREAS, in 2019 the Commission adopted a preferred scenario for the Highway 1, Branch Line, and Soquel Drive/Freedom Boulevard corridors as part of the Unified Corridor Investment Study, which included implementation of auxiliary lanes and bus on shoulder projects on Highway 1;

WHEREAS, in December of 2020 the California Transportation Commission (CTC) awarded a grant of Senate Bill 1 funds to fully fund the Highway 1 bus on shoulder and auxiliary lane project between Soquel Avenue/Drive and 41<sup>st</sup> Avenue;

WHEREAS, in April of 2021 the RTC entered into a Cooperative Agreement with Caltrans for the construction of the Project, with the Caltrans as the implementing agency responsible for managing the construction contract; and

WHEREAS, an amendment to the Cooperative Agreement is necessary in order to meet the schedule requirements of the federal Highway Improvement Program (HIP) funds;

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

The Executive Director is authorized to execute Amendment No. 1 to the Cooperative Agreement with Caltrans to modify the priority of spending federal funding for the construction component of the Highway 1 Auxiliary Lanes and Bus on Shoulder Project between 41<sup>st</sup> Avenue and Soquel Drive interchanges subject to final negotiations and legal review as to form.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

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Sandy Brown, Chair

ATTEST:

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Guy Preston, Secretary

Distribution: RTC Fiscal, RTC Project Manager, and Caltrans Project Manager

EXHIBIT A: Draft Cooperative Agreement Amendment 05-0391A1

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coop-amend1-res.docx

EXHIBIT A

**COOPERATIVE AGREEMENT COVER SHEET**

Funding Summary Amendment – Funding Summary No. 02

Agreement Amendment No. 01

**Work Description**

HIGHWAY 1 AUXILIARY LANES AND BUS-ON-SHOULDER ELEMENTS FROM 0.2 MILE SOUTH OF 41ST AVENUE OVERCROSSING TO 0.2 MILE NORTH OF SOQUEL DRIVE OVERCROSSING INCLUDING CONSTRUCTION OF NEW BICYCLE/PEDESTRIAN OVERCROSSING AT CHANTICLEER AVENUE IN SANTA CRUZ COUNTY AND THE CITY OF CAPITOLA

**Contact Information**

CALTRANS

Heidi Borders, Project Manager

50 Higuera Street

San Luis Obispo, CA 93401

Office Phone: (805)549-3716

Mobile Phone: (805)441-0321

Email: heidi.borders@dot.ca.gov

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

Sarah Christensen, Engineer

1523 Pacific Avenue

Santa Cruz, CA 95060

Office Phone: (831)460-3205

Email: schristensen@sccrtc.org

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**Please note:**

1. Caltrans administered funds must be expended proportionally with all other funds. All project funds must be shown in the Funding Summary. Local funds committed to the project cannot be omitted from the funding summary.

**AMENDMENT NO. 01**  
**FUNDING SUMMARY NO. 02**

1. PARTIES, in accordance with the provisions of this AGREEMENT, hereby amend this AGREEMENT by replacing Funding Summary No. 01 in its entirety with Funding Summary NO. 02.
2. Funding Summary No. 2 includes a footnote to designate the priority of spending HIP funds: ie, “Eligible costs will spend HIP funds and the required matching funds first, prior to spending other funds. The remaining funds will be spent in proportion once the HIP funds are fully spent.”.

<b><u>FUNDING TABLE</u></b> <span style="float: right; font-size: small;">V. 2</span>					
<u>IMPLEMENTING AGENCY</u> →			<u>CALTRANS</u>		Totals
Source	Party	Fund Type	CONST. SUPPORT	CONST. CAPITAL	
STATE	SCCRTC	STIP/RIP	0	6,835,000	6,835,000
STATE	SCCRTC	SB1/SCCP	3,872,000	19,422,520	23,294,520
STATE	SCCRTC	SB1/SCCP <sup>M</sup>	0	212,480	212,480
LOCAL-FEDERAL	SCCRTC	HIP	0	1,640,000	1,640,000
Totals			3,872,000	28,110,000	31,982,000

<sup>M</sup> 11.47% non-federal match for HIP  
Eligible costs will spend HIP funds and the required matching funds first, prior to spending other funds. The remaining funds will be spent in proportion once the HIP funds are fully spent.

<b><u>EXPENDITURE TABLE</u></b> <span style="float: right;">v. 4</span>				
<b><u>IMPLEMENTING AGENCY</u></b> →			<b><u>CALTRANS</u></b>	
Source	Party	Fund Type	CONST. CAPITAL	
			Eligible	Ineligible
STATE	SCCRTC	STIP/RIP	X	X
STATE	SCCRTC	SB1/SCCP	X	X
STATE	SCCRTC	SB1/SCCP <sup>M</sup>	X	--
LOCAL-FEDERAL	SCCRTC	HIP	X	--

Note: An "X" denotes the funding type is available for payment.

<sup>M</sup>- 11.47% non-Federal match for HIP

v 21				
<b><u>SPENDING SUMMARY</u></b>				
Fund Type	CONST. SUPPORT		CONST. CAPITAL	Totals
	<u>CALTRANS</u>	SCCRTC	<u>CALTRANS</u>	
STIP/RIP	0	0	6,835,000	6,835,000
SB1/SCCP	3,472,000	400,000*	19,422,520	23,294,520
SB1/SCCP <sup>M</sup>	0	0	212,480	212,480
HIP	0	0	1,640,000	1,640,000
<b>Totals</b>	3,472,000	400,000*	28,110,000	31,982,000

<sup>M</sup> 11.47% non-federal match for HIP

\*Amount to be paid for support work done by SCCRTC.

**Funding**

3. If there are insufficient funds available in this AGREEMENT to place the PROJECT right-of-way in a safe and operable condition, the appropriate IMPLEMENTING AGENCY will fund these activities until such time as PARTIES amend this AGREEMENT.

That IMPLEMENTING AGENCY may request reimbursement for these costs during the amendment process.

4. If there are insufficient funds in this AGREEMENT to implement the obligations and responsibilities of this AGREEMENT, including the applicable commitments and conditions included in the PROJECT environmental documentation, permits, agreements, and/or approvals that are in effect at a time that WORK stops, each PARTY accepts responsibility to fund their respective WORK until such time as PARTIES amend this AGREEMENT.

Each PARTY may request reimbursement for these costs during the amendment process.

**ICRP Rate**

5. The cost of any engineering support performed by CALTRANS includes all direct and applicable indirect costs. CALTRANS calculates indirect costs based solely on the type of funds used to pay support costs. State and federal funds administered by CALTRANS are subject to the current Program Functional Rate. All other funds are subject to the current Program Functional Rate and the current Administration Rate. The Program Functional Rate and Administration Rate are adjusted periodically.

In accordance with California Senate Bill 848, the Administration Rate is capped at 10 percent until January 1, 2023, for Self-Help Counties with a countywide sales tax measure dedicated to transportation improvements.

6. In accordance with the CALTRANS Federal-Aid Project Funding Guidelines, PARTIES must obtain approval from the Federal Highway Administration prior to any PROJECT funding changes that that will change the federal share of funds.

7. Notwithstanding the terms of this AGREEMENT, PARTIES agree to abide by the STIP guidelines that require the PARTIES to apportion the project cost increases and savings in the same proportion as the current programmed ratio of funds that are not strictly a one-time only grant. In the alternate, PARTIES may be able to apportion cost increases and savings according to a cost sharing arrangement between the PARTIES that is approved by the CTC.

### **Invoicing and Payment**

8. PARTIES will invoice for funds where the SPENDING SUMMARY shows that one PARTY provides funds for use by another PARTY. PARTIES will pay invoices within forty-five (45) calendar days of receipt of invoice when not paying with Electronic Funds Transfer (EFT). When paying with EFT, SCCRTC will pay invoices within five (5) calendar days of receipt of invoice.
9. If SCCRTC has received EFT certification from CALTRANS then SCCRTC will use the EFT mechanism and follow all EFT procedures to pay all invoices issued from CALTRANS.
10. CALTRANS will draw from state and federal funds that are provided by SCCRTC without invoicing SCCRTC when CALTRANS administers those funds and CALTRANS has been allocated those funds by the CTC and whenever else possible.
11. When a PARTY is reimbursed for actual cost, invoices will be submitted each month for the prior month's expenditures. After all PROJECT COMPONENT WORK is complete, PARTIES will submit a final accounting of all PROJECT COMPONENT costs. Based on the final accounting, PARTIES will invoice or refund as necessary to satisfy the financial commitments of this AGREEMENT.

### **CONSTRUCTION Support**

12. No invoicing or reimbursement will occur for the CONSTRUCTION SUPPORT PROJECT COMPONENT.

### **CONSTRUCTION Capital**

13. CALTRANS will invoice and SCCRTC will reimburse for actual costs incurred and paid.

**Signatures**

PARTIES are authorized to enter into this AGREEMENT and have delegated to the undersigned the authority to execute this AGREEMENT on behalf of the respective agencies and hereby covenants to have followed all the necessary legal requirements to validly execute this AGREEMENT.

The PARTIES acknowledge that executed copies of this AGREEMENT may be exchanged by facsimile or email, and that such copies shall be deemed to be effective as originals.

**STATE OF CALIFORNIA  
DEPARTMENT OF  
TRANSPORTATION**

**SANTA CRUZ COUNTY REGIONAL  
TRANSPORTATION COMMISSION**

\_\_\_\_\_  
Timothy M. Gubbins  
District Director

\_\_\_\_\_  
Name TBD  
Title TBD

Date: \_\_\_\_\_

Date \_\_\_\_\_

\_\_\_\_\_  
Cheryl Berry  
District Budget Manager

\_\_\_\_\_  
HQ Accounting

**TO:** Santa Cruz County Regional Transportation Commission  
**FROM:** Brianna Goodman, Transportation Planner  
**RE:** Contract award for pilot project of vegetation control utilizing goats along the Santa Cruz Branch Rail Corridor

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## **RECOMMENDATIONS**

Staff recommends that the Regional Transportation Commission (RTC) adopt a resolution ([Attachment 1](#)) authorizing the Executive Director to enter into an agreement with Capra Environmental Services ([Attachment 1, Exhibit A](#)) for a total amount not to exceed \$30,000 for a 2-month pilot project utilizing goats to control vegetation overgrowth along the Santa Cruz Branch Rail corridor.

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## **BACKGROUND**

Periodic preventative maintenance inspections performed by RTC staff identify areas along the Santa Cruz Branch Rail Line (SCBRL) that are in need of vegetation maintenance. Over several years of deferred maintenance since the previous railroad operator performed regular vegetation control, there was significant overgrowth preventing visibility within 10 feet of the railroad tracks. In 2020 and 2021, RTC contracted with Community Tree Service Inc., Industrial Railways Co., and DBI Services to clear vegetation, including trimming, application of herbicide close to the ground on the track bed area, and clearing/mowing of certain ditches, grassy areas, and shrubby areas with illegal activity issues.

The RTC now seeks to maintain and expand these improvements to the SCBRL, such as improving safety and enabling more effective policing of laws regarding obstructing railroads and trespassing, keeping clear the overgrowth from certain drainage ditches so that they or the cross culverts do not become clogged causing damage to infrastructure or flooding of neighboring properties, and to reduce organic fuels available on the SCBRL to mitigate fire risk.

The RTC is responsible for maintaining the track north of milepost 7.0 and for maintaining the corridor along the SCBRL per the Administration, Coordination, and License (ACL) Agreement with St. Paul & Pacific Railroad (SPPR) and therefore is required to maintain vegetation.

In 2019, by resolution, the RTC elected to become subject to the procedures of the California Uniform Public Construction Cost Accounting Act (CUPCCAA), which allows the RTC to procure construction contractors for public projects up to \$200,000 through an informal bidding process.

## **DISCUSSION**

Utilizing herds of goats to clear unwanted vegetation has potential as a viable option for the Santa Cruz Branch Rail Line. Goats are quieter, more energy efficient, require less person-power, and could reduce the need for and/or enhance the effectiveness of herbicides and are expected to reduce the overall maintenance cost of the corridor. Goats can eat poison oak, as well as many invasive species of plants. However, goats will not eat all plants. Some of those plants that the goats will not eat include pampas grass and scotch broom. Caltrans has recently utilized goat herds as part of their vegetation management strategy on US Highway 101 in Sonoma County, and State Highway 1 San Luis Obispo County, with effective results and a warm response from the public.

This pilot project seeks to determine if utilizing goats to control vegetation could be a regular component of the overall maintenance of the SCBRL property. In meetings with goat vegetation control contractors, it was communicated that employing goats as part of an overall vegetation control strategy does not completely eliminate the need for other vegetation control activities, including application of herbicides.

However, utilizing goats to clear vegetation prior to application of herbicides can help to ensure greater effectiveness of herbicides. This means that less harmful pre-emergent herbicides can be used by allowing these herbicides to more effectively reach the ground. This includes the two herbicides approved previously by the RTC for use because they are not considered hazardous per Federal OSHA criteria. Any follow-up spraying would be implemented via a separate contractor and is not within of the scope of this pilot project.

Staff released a Request for Bids (RFB) seeking qualified contractors to bid on three pilot locations in which to utilize goats to control weeds and potential fire hazards, clear certain drainage ditches to prevent clogging which may damage infrastructure or neighboring properties, reduce the debris degrading the railroad ties, and to clear certain invasive growth areas which impede visibility for safe travel and for police to patrol for illegal activities.

The RFB includes work covering:

- Aptos (Doris Ave to Sandalwood Dr)
- Capitola (Coronado St to Wesley St), and
- Live Oak (38<sup>th</sup> Ave to 17<sup>th</sup> Ave).

These pilot project locations represent a variety of terrains, issues, and vegetation types in order to gauge the efficacy of goat herds in a local context. Bids from two contractors were received on 12/30/21, with the recommended winning bid included as Attachment 2.

Using goats to control vegetation requires the use of electric fencing, goat herders and herding dogs to keep the goats in the designated areas and protect the goats. The recommended contractor, Capra Environmental Services, has extensive

experience clearing vegetation with goats on public rights-of-way as they have contracts with Caltrans to clear vegetation along state highways and roadways in various counties throughout the San Francisco Bay Area. They have also demonstrated professionalism and responsiveness through the procurement process.

**Staff recommends that the RTC approve a resolution (Attachment 1) authorizing the Executive Director to accept a bid and execute a contract (Attachment 1, Exhibit A) for the vegetation control along the SCBRL with Capra Environmental Services, for a total contract value not to exceed \$30,000, with work expected to begin as soon as the contract is signed, to be completed in sixty days.**

### **FISCAL IMPACT**

The RTC's budget for the Santa Cruz Branch Rail Line provides funds for corridor encroachments and preventative maintenance activities. The FY 21/21 budget includes \$558,000 for corridor maintenance. There is enough capacity remaining in this fiscal year's budget; therefore, there are no new fiscal impacts associated with the proposed contract to maintain vegetation along the SCBRL.

### **SUMMARY**

Staff solicited bids for a contractor to maintain vegetation utilizing goats along the Santa Cruz Branch Rail corridor through the RTC's informal bidding process. Two bids were received for the three locations of work, with the contract being recommend for award to the lowest responsible bidder, Capra Environmental Services. Staff recommends entering into a contract of \$30,000 for the needed vegetation control along the SCBRL corridor, with work expected to begin as soon as the contract is signed, to be completed in sixty days.

### **ATTACHMENTS:**

1. Resolution
2. Capra Bid for Vegetation Control Utilizing Goats - RFB 2135

**RESOLUTION NO.**

Adopted by the Santa Cruz County Regional Transportation Commission  
on the date of January 13, 2022  
on the motion of Commissioner  
duly seconded by Commissioner

A RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO ENTER INTO A CONTRACT WITH CAPRA ENVIRONMENTAL SERVICES IN AN AMOUNT NOT TO EXCEED \$30,000 FOR VEGETATION MAINTENANCE UTILIZING GOATS ALONG THE SANTA CRUZ BRANCH RAIL CORRIDOR

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

WHEREAS, the RTC has ensured continuation of freight service with an agreement with a rail operator, implemented recreational rail service, began construction of a bicycle and pedestrian path and completed studies on potential additional uses of the branch rail line right-of-way;

WHEREAS, the agreement with the rail operator obligates the RTC to maintain the Santa Cruz Branch Rail corridor, until certain repairs are completed;

WHEREAS, in 2018 RTC staff developed the Preventative Maintenance Program for the Santa Cruz Branch Rail Line Corridor that included ongoing regular inspections of the right-of-way and facilities and procurement of construction contractors to perform preventative maintenance activities;

WHEREAS, Utilizing herds of goats to clear unwanted vegetation has come to be seen as a viable, eco-friendly option on public lands, including transportation corridors, as they are a quieter option for vegetation removal, requiring significantly less fossil fuel to complete a project than humans with machines, at a lower cost; and,

WHEREAS, RTC staff received bids from two contractors from the list of qualified contractors established as part of opting into the California Uniform Public Construction Cost Accounting Act.;

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

1. The Executive Director is authorized to enter into an agreement with Capra Environmental Services for an amount not to exceed \$30,000 for vegetation maintenance utilizing goats along the Santa Cruz Branch Rail corridor.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

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Sandy Brown, Chair

ATTEST:

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Guy Preston, Secretary

Exhibit A: Draft Contract with Capra Environmental Services

Distribution: RTC Fiscal, RTC and Consultant Project Managers

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## RTC Standard Independent Contractor Agreement for Construction by Informal Bidding

This contract for independent contractor services (the “Contract”) is entered into this (enter day of month) day of (enter month), 20\_\_, by and between the SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION, hereinafter called COMMISSION, and (enter contractor name), hereinafter called CONTRACTOR. The parties agree as follows:

1. **SERVICES.** In accordance with the terms and conditions set forth in this Contract, CONTRACTOR agrees to perform all services described in the Scope of Services, attached as Exhibit A, which is incorporated herein for the benefit of the COMMISSION (hereinafter “the project”). In the event of a conflict in or inconsistency between the terms of this Contract and Exhibit A, this Contract shall prevail.

2. **COMPENSATION.** Total amount payable by COMMISSION for work as described in Attachment XX. Scope of Work, for a total amount not to exceed \$XXX, will be compensated on a lump sum basis, and compensated based on Attachment 1. Bid Sheet. Payment will be made upon satisfactory completion of projects and requirements as directed by the COMMISSION contract manager.

A. **Invoices.** CONTRACTOR shall submit invoices once a month, based on the cost for services performed and reimbursable costs incurred prior to the invoice date. CONTRACTOR shall have ninety (90) days after the completion of work to invoice COMMISSION for all amounts due and outstanding as governed by this Contract. In the event CONTRACTOR fails to invoice COMMISSION for all amounts due within such ninety (90) day period, CONTRACTOR shall waive its right to collect payment from COMMISSION.

B. **Payment.** COMMISSION shall make monthly payments, based on invoices received, for services satisfactorily performed, and for authorized reimbursable costs incurred.

C. **Reimbursable Expenses.** No expenses, costs, or liabilities of CONTRACTOR shall be reimbursable unless the obligation and manner of reimbursement is expressly set forth in the Scope of Services (Exhibit A) and in the Fee Schedule (Exhibit B).

D. **Payment of Taxes.** CONTRACTOR is solely responsible for the payment of employment taxes incurred under this Contract and any similar federal or state taxes.

E. **Retention.** If this Contract is for the creation, construction, alteration, repair or improvement of any public structure, building, road or other improvement of any kind and the total compensation payable under this Contract will exceed \$5000, five percent (5%) retention shall be withheld from progress payments and released as provided by Public Contract Code sections 9203 and 7107.

3. **TERM.** The term of this Contract shall be through (last date of contract). If this Contract is placed on the RTC’s Continuing Agreement List before the Contract term expires, the parties agree to extend the terms and conditions of the Contract as set forth herein, and as reflected in any executed amendment hereto, until the Contract is thereafter terminated.

4. **EARLY TERMINATION.** COMMISSION may terminate this Contract at any time by giving thirty (30) days' written notice to the CONTRACTOR. CONTRACTOR may terminate this Contract for cause, after providing COMMISSION thirty (30) days' written notice and opportunity to cure, specifying in detail the cause for termination.

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

A. Any and all claims, demands, losses, damages, defense costs, or liability of any kind or nature which COMMISSION may sustain or incur or which may be imposed upon it as a result of, arising out of, or in any manner connected with the CONTRACTOR'S performance under the terms of this Contract, excepting any liability arising out of the sole negligence of the COMMISSION. Such indemnification includes any damage to the person(s), or property(ies), including injury or loss of livestock, of CONTRACTOR and third persons. Such obligations to defend, hold harmless and indemnify the COMMISSION shall not apply to the extent that such Liabilities are caused by the sole negligence, active negligence, or willful misconduct of the COMMISSION.

B. Any and all Federal, State and Local taxes, charges, fees, or contributions required to be paid with respect to CONTRACTOR and CONTRACTOR'S officers, employees and agents engaged in the performance of this Contract (including, without limitation, unemployment insurance, social security, and payroll tax withholding). COMMISSION shall provide timely notice to CONTRACTOR of third-party claims relating to this Contract, as required by applicable law.

6. **INSURANCE.** CONTRACTOR, at its sole cost and expense, for the full term of this Contract (and any extensions thereof), shall obtain and maintain, at minimum, compliance with all of the following insurance coverage(s) and requirements. Such insurance coverage shall be primary coverage as respects COMMISSION and any insurance or self-insurance maintained by COMMISSION shall be considered in excess of CONTRACTOR'S insurance coverage and shall not contribute to it. If CONTRACTOR normally carries insurance in an amount greater than the minimum amount required by the COMMISSION for this Contract, that greater amount shall become the minimum required amount of insurance for purposes of this Contract. Therefore, CONTRACTOR hereby acknowledges and agrees that any and all insurances carried by it shall be deemed liability coverage for any and all actions it performs in connection with this Contract. Insurance is to be obtained from insurers reasonably acceptable to the COMMISSION.

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

**A. Types of Insurance and Minimum Limits**

(1) Worker's Compensation in the minimum statutorily required coverage amounts. This insurance coverage shall be required unless the CONTRACTOR has no employees and certifies to this fact by initialing here: \_\_\_\_\_.

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

(3) Comprehensive or Commercial General Liability Insurance coverage at least as broad as the most recent ISO form CG 00 01, with a minimum limit of \$2,000,000 per occurrence and \$4,000,000 aggregate, including coverage for: (a) products and completed operations; (b) bodily and personal injury, (c) broad form property damage, (d) contractual liability, and (e) cross-liability.

(4) Railroad Protective Liability insurance, or equivalent Commercial General Liability Insurance that does not exclude work on railroads, naming only SCCRTC and St. Paul & Pacific Railway as the insured with a combined single limit of \$2,000,000 per occurrence with a \$4,000,000 aggregate. A binder stating the policy is in place must be submitted to the SCCRTC until the original policy is forwarded to the SCCRTC.

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

**B. Other Insurance Provisions**

(1) If any insurance coverage required in this Contract is provided on a "Claims Made" rather than "Occurrence" form, CONTRACTOR agrees that the retroactive date thereof shall be no later than the date first written above (in the first paragraph on page 1), and that it shall maintain the required coverage for a period of three (3) years after the expiration of this Contract (hereinafter "post Contract coverage") and any extensions thereof. CONTRACTOR may maintain the required post Contract coverage by renewal or purchase of prior acts or tail coverage. This provision is contingent upon post Contract coverage being both available and reasonably affordable in relation to the coverage provided during the term of this Contract. For purposes of interpreting this requirement, a cost not exceeding 100% of the last annual policy premium during the term of this Contract in order to purchase prior acts or tail coverage for post Contract coverage shall be deemed to be reasonable.

(2) All policies of Comprehensive or Commercial General Liability Insurance shall be endorsed to cover the Santa Cruz County Regional Transportation Commission,

its officials, employees, agents, and volunteers as additional insureds with respect to liability arising out of the work or operations and activities performed by or on behalf of CONTRACTOR, including materials, parts or equipment furnished in connection with such work or operations. Endorsements shall be at least as broad as ISO Form CG 20 10 11 85, or both CG 20 10 10 01 and CG 20 37 10 01, covering both ongoing operations and products and completed operations.

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

“This insurance shall not be canceled until after thirty (30) days’ prior written notice (10 days for nonpayment of premium) has been given to:

**Santa Cruz County Regional Transportation Commission  
Attn: Risk Manager  
1101 Pacific Avenue, Suite 250  
Santa Cruz, CA 95060**

Should CONTRACTOR fail to obtain such an endorsement to any policy required hereunder, CONTRACTOR shall be responsible to provide at least thirty (30) days’ notice (10 days for nonpayment of premium) of cancellation of such policy to the COMMISSION as a material term of this Contract.

(4) CONTRACTOR agrees to provide its insurance broker(s) with a full copy of these insurance provisions and provide COMMISSION on or before the effective date of this Contract with Certificates of Insurance and endorsements for all required coverages. However, failure to obtain the required documents prior to the work beginning shall not waive the CONTRACTOR’s obligation to provide them. All Certificates of Insurance and endorsements shall be delivered or sent to:

**Santa Cruz County Regional Transportation Commission  
Attn: Risk Manager  
1101 Pacific Avenue, Suite 250  
Santa Cruz, CA 95060**

(5) CONTRACTOR hereby grants to COMMISSION a waiver of any right of subrogation which any insurer of said CONTRACTOR may acquire against the COMMISSION by virtue of the payment of any loss under such insurance. CONTRACTOR agrees to obtain any endorsement that may be necessary to affect this waiver of subrogation, but this provision applies regardless of whether or not the COMMISSION has received a waiver of subrogation endorsement from the insurer.

(6) **Deductibles and Self-Insured Retentions.** CONTRACTOR shall disclose to and obtain the approval of COMMISSION for the self-insured retentions and deductibles before beginning any of the services or work called for by any term of this Agreement. Further, if the CONTRACTOR’S insurance policy includes a self-insured retention that must be paid by a named insured as a precondition of the insurer’s liability, or

which has the effect of providing that payments of the self-insured retention by others, including additional insureds or insurers do not serve to satisfy the self-insured retention, such provisions must be modified by special endorsement so as to not apply to the additional insured coverage required by this agreement so as to not prevent any of the parties to this agreement from satisfying or paying the self-insured retention required to be paid as a precondition to the insurer's liability. Additionally, the certificates of insurance must note whether the policy does or does not include any self-insured retention and also must disclose the deductible.

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

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

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

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

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

(3) The CONTRACTOR shall cause the foregoing provisions of subparagraphs 7B(1) and 7B(2) to be inserted in all subcontracts for any work covered under this Contract by a subcontractor compensated more than \$50,000 and employing more than fifteen (15)

employees, provided that the foregoing provisions shall not apply to contracts or subcontracts for standard commercial supplies or raw materials.

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

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

**SECONDARY FACTORS:** (a) The extent of control which, by agreement, COMMISSION may exercise over the details of the work is slight rather than substantial; (b) CONTRACTOR is engaged in a distinct occupation or business; (c) In the locality, the work to be done by CONTRACTOR is usually done by a specialist without supervision, rather than under the direction of an employer; (d) The skill required in the particular occupation is substantial rather than slight; (e) The CONTRACTOR rather than the COMMISSION supplies the instrumentalities, tools and work place; (f) The length of time for which CONTRACTOR is engaged is of limited duration rather than indefinite; (g) The method of payment of CONTRACTOR is by the job rather than by the time; (h) The work is part of a special or permissive activity, program, or project, rather than part of the regular business of COMMISSION; (i) CONTRACTOR and COMMISSION believe they are creating an independent contractor relationship rather than an employer-employee relationship; and (j) The COMMISSION conducts public business.

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

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

**9. SUBCONTRACTING.** CONTRACTOR shall not subcontract any portion of the performance contemplated and provided for herein without prior written approval of the COMMISSION. Where written approval is granted by the COMMISSION, CONTRACTOR shall supervise all work subcontracted by CONTRACTOR in performing the Services; shall be responsible for all work performed by a subcontractor as if CONTRACTOR itself had performed such work; the subcontracting of any work to subcontractors shall not relieve CONTRACTOR from any of its obligations under this Contract with respect to the Services; and CONTRACTOR is obligated to ensure that any and all subcontractors performing any Services shall be fully insured in all respects and to the same extent as set forth under Section 6, to COMMISSION's satisfaction.

**10. RIGHT OF ENTRY AGREEMENT.** CONTRACTOR shall obtain a right of entry agreement with St. Paul & Pacific Railway (SPPR) in which up to 30 days are needed for SPPR to process this request. SPPR guidelines for obtaining a right of entry agreement are included as Exhibit C. Before entering the Property under this right of entry agreement, CONTRACTOR will contact St. Paul & Pacific Railway representatives to provide notice of the date, time, location, duration, and nature of activity to be done. St. Paul & Pacific Railway's contact information is provided in Exhibit C.

**11. SAFETY TRAINING.** CONTRACTOR agrees to abide by all safety laws, regulations and requirements associated with working on and in the vicinity of a railroad track, and all conditions of entry that may be required by St. Paul & Pacific Railway to avoid interference with its rights, including but not limited to all terms and conditions set forth in the attached Exhibit C, incorporated herein. CONTRACTOR, subcontractors, and/or authorized agents shall be required to complete the paid railroad safety training prior to commencing work within the right of way.

**12. NONASSIGNMENT.** CONTRACTOR shall not assign the Contract without the prior written consent of the COMMISSION.

**13. ACKNOWLEDGMENT.** CONTRACTOR shall acknowledge in all reports and literature that the Santa Cruz County Regional Transportation Commission has provided funding to the CONTRACTOR.

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

All reports, data, maps, models, charts, studies, surveys, photographs, memoranda, plans, studies, specifications, records, files, or any other documents or materials, in electronic or any other form, that CONTRACTOR prepares or obtains in accordance with this Agreement and that relate to the matters covered under the terms of this Contract shall be the property of the COMMISSION.

During the term of this Agreement, either party (the "Disclosing Party") may disclose confidential, proprietary or trade secret information (the "Information"), to the other party (the "Receiving Party"). The Receiving Party shall hold the Disclosing Party's Information in confidence and shall take all reasonable steps to prevent any unauthorized possession, use, copying, transfer, or disclosure of such Information. CONTRACTOR understands that COMMISSION is a public agency and is subject to the laws that may compel it to disclose information about CONTRACTOR's business.

**15. PRESENTATION OF CLAIMS.** Presentation and processing of any or all claims arising out of or related to this Contract shall be made in accordance with the provisions

contained in Chapter 1.05 of the Santa Cruz County Code, which by this reference is incorporated herein.

**16. ATTORNEY'S FEE.** If a Party to this Contract brings any action, including an action for declaratory relief, to enforce or interpret the provision of this Contract, the prevailing Party shall be entitled to reasonable attorneys' fees in addition to any other relief to which that Party may be entitled. The court may set such fees in the same action or in a separate action brought for that purpose.

**17. VENUE.** In the event that either Party brings any action against the other under this Contract, the Parties agree that trial of such action shall be vested exclusively in the state courts of California in the County of Santa Cruz or in the United States District Court for the Northern District of California.

**18. ATTACHMENTS.** This Contract includes the following attachments:

(enter attachments here)

**20. LICENSE, REGISTRATION, AND CLSB NOTICE.** CONTRACTOR shall maintain all required licenses throughout the term of this Contract. CONTRACTOR shall be registered with the Department of Industrial Relations pursuant to Labor Code section 1725.5. **NOTICE:** Contractors are required by law to be licensed and regulated by the Contractors' State License Board which has jurisdiction to investigate complaints against contractors if a complaint regarding a patent act or omission is filed within four years of the date of the alleged violation. A complaint regarding a latent act or omission pertaining to structural defects must be filed within 10 years of the date of the alleged violation. Any questions concerning a contractor may be referred to the Registrar, Contractors' State License Board, P.O. Box 26000, Sacramento, California 95826.

**21. NON-BINDING UNTIL APPROVED.** Regardless of whether this Contract has been signed by all parties, if the total compensation identified in Paragraph 2 of this Contract is greater than \$60,000, this Contract is not binding on any party until the Contract has been approved by the Santa Cruz County Regional Transportation Commission.

**22. WARRANTY.** In addition to any and all warranties provided or implied by law or public policy, CONTRACTOR warrants that all Services (including but not limited to all equipment and materials supplied in connection therewith) shall be free from defects in design and workmanship, and that CONTRACTOR shall perform all Services in accordance with all applicable engineering, construction and other codes and standards, and with the degree of high professional skill normally exercised by or expected from recognized professional firms engaged in the practice of supplying services of a nature similar to the Services in question. CONTRACTOR further warrants that, in addition to furnishing all tools, equipment and supplies customarily required for performance of work, CONTRACTOR shall furnish personnel with the training, experience and physical ability, as well as adequate supervision, required to perform the Services in accordance with the preceding standards and the other requirements of this Contract.

In addition to all other rights and remedies which COMMISSION may have, COMMISSION shall have the right to require, and CONTRACTOR shall be obligated at its own expense to perform, all further services which may be required to correct any deficiencies which result from Contractor's failure to perform any Services in accordance with the standards required by this Contract. Moreover, if, during the term of this Contract (or during the one (1) year period following the term hereof), any equipment, goods or other materials or Services used or provided by CONTRACTOR under this Contract fail due to defects in material and/or workmanship or other breach of this Contract, CONTRACTOR shall, upon any reasonable notice from COMMISSION, replace or repair the same to COMMISSION's satisfaction. Unless otherwise expressly permitted, all materials and supplies to be used by CONTRACTOR in the performance of the Services shall be new and best of kind. Contractor hereby assigns to City all additional warranties, extended warranties, or benefits like warranties, such as insurance, provided by or reasonably obtainable from suppliers of equipment and material used in the Services.

**23. INTEGRATION; INCORPORATION.** This Contract, including all the exhibits attached hereto, represents the entire and integrated agreement between COMMISSION and CONTRACTOR and supersedes all prior negotiations, representations, or agreements, either written or oral. All exhibits attached hereto are incorporated by reference herein.

**24. SEVERABILITY.** If a court of competent jurisdiction finds or rules that any provision of this Contract is invalid, void, or unenforceable, the provisions of this Contract not so adjudged shall remain in full force and effect.

**25. MISCELLANEOUS.** This written Contract, along with any attachments, is the full and complete integration of the parties' agreement forming the basis for this Contract. The parties agree that this written Contract supersedes any previous written or oral agreements between the parties, and any modifications to this Contract must be made in a written document signed by all parties. The unenforceability, invalidity or illegality of any provision(s) of this Contract shall not render the other provisions unenforceable, invalid or illegal. Waiver by any part of any portion of this Contract shall not constitute a waiver of any other portion thereof. Any arbitration, mediation, or litigation arising out of this Contract shall occur only in the County of Santa Cruz, notwithstanding the fact that one of the contracting parties may reside outside of the County of Santa Cruz. This Contract shall be governed by, and interpreted in accordance with, California law.

**26. COUNTERPARTS.** This Agreement may be executed in multiple counterparts, each of which shall be an original and all of which together shall constitute one agreement.

The Parties have executed this Contract as of the date signed by the COMMISSION.

SIGNATURE PAGE

Contract No. \_\_\_\_\_

**INDEPENDENT CONTRACTOR AGREEMENT**  
**CONSTRUCTION BY INFORMAL BIDDING**

1. CONSULTANT/CONTRACTOR:

2. SANTA CRUZ COUNTY REGIONAL  
TRANSPORTATION COMMISSION

By \_\_\_\_\_

By \_\_\_\_\_

Date \_\_\_\_\_

Date \_\_\_\_\_

Paul Abess  
Operations Manager  
Capra Environmental Services  
11171 Sun Center Drive Suite 200B  
Rancho Cordova, Ca 95670  
916-952-4628  
paul@capraenv.com

Guy Preston  
Executive Director

3. APPROVED AS TO FORM:

4. APPROVED AS TO INSURANCE:

By \_\_\_\_\_

By \_\_\_\_\_

Date \_\_\_\_\_

Date \_\_\_\_\_

RTC Legal Council

RTC Administrative Services Officer

Distribution:  
Administrative Services Officer  
Capra Environmental Services



**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**  
1101 Pacific Avenue, Suite 250, Santa Cruz, CA 95060-4418 • (831) 460-3200 • [info@sccrtc.org](mailto:info@sccrtc.org)



December 30, 2021

Guy Preston  
Executive Director  
Santa Cruz County Regional Transportation Commission  
1101 Pacific Avenue  
Suite 250  
Santa Cruz, CA 95060-4418

Mr. Preston,

Thank you for allowing us to propose grazing services this year. We value your business and want to earn the grazing contract for not only next year, but each year thereafter.

We have the knowledge and experience to do the job right servicing your designated areas of concern. We have the resources to get the job done and we appreciate the trust you place in us.

Doing business in California is tough! The state passed AB1066 increasing shepherd wages by 50% beginning 1/1/2022 for small employers. In addition to rising labor costs, the cost of insurance and fuel have also increased. These cost increases are significant to Capra and as such, we must impose a minimal cost increase to our clients.

None the less, our commitment to complete the job professionally and efficiently is our highest priority. We look forward to developing our relationship and grazing for Santa Cruz County Regional Transportation Commission.

Please contact me with any questions. Thanks again!

Sincerely,

Paul Abess



December 30, 2021

Guy Preston  
Executive Director  
Santa Cruz County Regional Transportation Commission  
1101 Pacific Avenue  
Suite 250  
Santa Cruz, CA 95060-4418

Did you know CAPRA is another word for goats? Goats are in our name!

**CAPRA** provides a service using goats and sheep as an eco-friendly way to manage vegetation, brush, weeds, and to help prevent wildfires.

Our large fleet of environmentally friendly, self-propelled weed eating goats and sheep have a very high metabolism to say the least, they are always hungry and ready to go to work! Our fleet consists of 5,000 head Boer Spanish Cross Goats and 2,000 head of Dorper Sheep.

We have worked in the past with homeowners' associations, city & county officials, fire departments, park & recreations and conservancy organizations to clear invasive weeds while protecting native plant life.

**BENEFITS OF CHOOSING GOATS:**

**Eco-friendly** - Goats do not pollute and they naturally fertilize as they work.

**Reduce Wildfires** - Goats work across the country consuming brush to reduce fires and saving lives in the process.

**Natural Immunity** - Goats are immune to thorns & poison oak and they love eating them!

**Cost** - Using our goat service can save you up to 50% compared to hiring men and machinery to clear your property.

All our Goats are up to date with their vaccinations, de-wormer and get the right medical care when needed. A “goat herder” is present to ensure that all the goats stay where they are supposed to be when on your property. The goats work when they want and take regular breaks, enjoying fresh water, beautiful views, and fresh air.

Our goats are not specifically trained to eat certain plants and keep away from others, but it is fortunate that many goats favorites are invasive or common nuisance species. These include:

- blackberry
- ragweed
- mulberry
- vetch
- autumn olive
- multiflora rose
- thistles
- poison oak
- horse weed
- garlic mustard
- leafy spurge
- plantain
- raspberry
- wild parsnip



We use Anatolian Shepherds as predator control dogs. They stay with the goats 24/7 and although generally friendly they take their jobs seriously. We also use a variety of Border Collies as herding dogs. These dogs facilitate the movement of goats from one area to another. Our Collies are bred for their herding abilities.

#### **OUR STAFF:**

**Debbie Olympius – Veterinary Technician, Field Supervisor**

That’s right, we have a Vet Tech on staff! Debbie is not only an experienced Veterinary Technician, but she has also over 20 years of experience in the goat grazing business. As the founder and owner of KD Goat Ranch, she has the knowledge and experience to take our company to the next level.

**Paul Abess – Operations Manager**

As a former distribution company owner, Paul has extensive knowledge in directing the logistics operation. He has 30 years of experience in logistics and compliments our business by directing the movement of animals and scheduling the necessary tasks to complete the jobs effectively and efficiently.

**Shepherds**

Our shepherds are experienced goat and sheep managers from Peru. They live on site with the herds to ensure the safety of the animals and the public and care for the animals on the job site. We communicate with each shepherd daily to manage their and the animal’s needs.

Behind the Scenes

Our company has an office staff that supports our field operations and manages all our administrative needs. With shepherds from Peru, a large fleet of 7,000 animals, our equipment, licenses, and records, our administrative staff is busy and instrumental in the success of our operation.

**REFERENCES:**

State of California Department of Transportation (Caltrans) – Alameda, Contra Costa, Solano, San Francisco, San Mateo, and Marin Counties

***Clearing steep terrain along highways, on ramps, and off ramps for fire prevention.***

Contact: Mr. Mike Benca, Field Services  
(510) 715-8727

Sacramento County Department of Water Resources – Sacramento County

***Clearing detention basins of unwanted weeds for fire prevention.***

Contact: Mr. Paul Brokken  
(916) 875-7136

Cosumnes Community Service District, Parks and Recreation Department – Elk Grove

***Clearing unwanted weeds surrounding the vernal pool habitats, also aiding in fuel reduction for the surrounding residence.***

Contact: Mr. Jeff Repetti, Park Maintenance Manager  
(916) 869-2382

Cosumnes River Preserve – Sacramento County

***Clearing of invasive species in large areas for land restoration.***

Contact: Mr. Mark Ackerman  
(916) 202-2066

El Dorado Hills Community Service District – El Dorado Hills, CA

***Fuel reduction and weed abatement in steep terrain in public open spaces amongst residence properties in multiple sights.***

Contact: Mr. Dan Williams, Park Superintendent  
(916) 825-1503

**SCOPE OF SERVICES:**

Graze approximately 15 acres along designated railroad areas.

Temporary fencing, livestock hauling, on-site shepherd and daily maintenance fees are all included in the grazing fee. Temporary fencing will be removed at the completion of the job. Water supply and shepherd camp site to be provided by customer.

Depending on the vegetation, approximately 20% may be left in the area to prevent erosion.

**PRICING:**

Grazing fee – Attachment 1 attached to this proposal.

**BILLING:**

On a monthly basis, Capra will progress bill as a percentage of total completion. Each invoice will have terms of 14 days.

Thank you for the opportunity to provide grazing services.

## Attachment 1

### Bid Sheet

*Contractors are to fill out total prices for each task, and the total. RTC intends to award one contract only. Bid prices must include entire cost of all work "incidental" to completion of the work.*

<b>Bid Sheet</b>		
Task No.	Location	Total Price
1	Aptos - Sumner Ave at Doris Ave to Highway 1	\$ 10,620.00
2	Capitola - Park Ave at Grove Ln	\$ 8,680.00
3	Live Oak - 38th Ave. to 17th Ave.	\$ 8,460.00
	SPPR Right of Entry	\$ 1,500.00
	<b>Total Price</b>	<b>\$ 29,260.00</b>

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION  
TDA REVENUE REPORT  
FY 2021/2022**

<b>MONTH</b>	<b>FY20 - 21 ACTUAL REVENUE</b>	<b>FY21 - 22 ESTIMATE REVENUE</b>	<b>FY21 - 22 ACTUAL REVENUE</b>	<b>DIFFERENCE</b>	<b>DIFFERENCE AS % OF PROJECTION</b>	<b>CUMULATIVE % OF ACTUAL TO PROJECTION</b>
JULY	1,016,646	954,838	1,180,089	225,250	23.59%	123.59%
AUGUST	748,355	702,858	947,834	244,976	34.85%	128.37%
SEPTEMBER	932,896	876,180	1,008,451	132,271	15.10%	123.78%
OCTOBER	1,164,146	1,093,371	1,242,981	149,609	13.68%	120.73%
NOVEMBER	670,297	629,546	835,454	205,908	32.71%	122.51%
DECEMBER	866,405	813,731	1,015,997	202,266	24.86%	122.88%
JANUARY	898,170	843,565				
FEBRUARY	1,074,000	1,008,706				
MARCH	741,758	696,663				
APRIL	891,479	837,281				
MAY	821,015	771,101				
JUNE	908,248	853,031				
<b>TOTAL</b>	<b>10,733,415</b>	<b>10,080,871</b>	<b>6,230,806</b>	<b>1,160,281</b>	<b>11.51%</b>	<b>62%</b>

**Note:** FY2020-21 Revenue estimate updated at May 6, 2021 RTC meeting.

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**SCCRTC**  
**TRANSPORTATION TAX REGIONAL TRANSPORTATION FUND (TTRTF) - MEASURE D**  
**SUMMARY OF REVENUE ALLOCATION BY MONTH**  
**FY2022 ENDING JUNE 30, 2022**

	KEY/OBJECT	RATE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	TOTAL	YEAR END ADJUSTMENT	ADJUSTED TOTAL
GROSS	729000/40186		2,649,497.47	2,239,834.59	2,210,354.12	2,644,849.94	2,146,060.56	2,139,182.14	<b>14,029,778.82</b>	0.00	<b>14,029,778.82</b>
BOE FEES			-	(53,710.00)	-	-	(53,710.00)	-	<b>(107,420.00)</b>	-	<b>(107,420.00)</b>
<b>NET</b>			<b>2,649,497.47</b>	<b>2,186,124.59</b>	<b>2,210,354.12</b>	<b>2,644,849.94</b>	<b>2,092,350.56</b>	<b>2,139,182.14</b>	<b>13,922,358.82</b>	<b>0.00</b>	<b>13,922,358.82</b>
<b>ADMINISTRATION &amp; IMPLEMENTATION - 729100/75381</b>											
ADMINISTRATION - SALARIES & BENEFITS		1%	26,494.97	21,861.25	22,103.54	26,448.50	20,923.51	21,391.82	<b>139,223.59</b>	0.00	<b>139,223.59</b>
O/H ADMIN			24,110.43	19,893.73	20,114.22	24,068.13	26,154.38	26,739.78	<b>141,080.68</b>	0.00	<b>141,080.68</b>
SALARIES & O/H IMPLME& OVERSIGHT			13,056.25	6,835.75	6,835.75	6,835.75	13,056.25	6,835.75	<b>53,455.50</b>	0.00	<b>53,455.50</b>
SERVICES & SUPPLIES			6,666.67	4,944.44	4,944.44	4,944.44	4,944.44	4,944.44	<b>31,388.89</b>	0.00	<b>31,388.89</b>
<b>Subtotal</b>			<b>70,328.32</b>	<b>53,535.17</b>	<b>53,997.96</b>	<b>62,296.83</b>	<b>65,078.58</b>	<b>59,911.79</b>	<b>365,148.65</b>	<b>0.00</b>	<b>365,148.65</b>
<b>TO DISTRIBUTE TO INVESTMENT CATEGORIES</b>			<b>2,579,169.15</b>	<b>2,132,589.42</b>	<b>2,156,356.16</b>	<b>2,582,553.11</b>	<b>2,027,271.98</b>	<b>2,079,270.35</b>	<b>13,557,210.17</b>	-	<b>13,557,210.17</b>
<b>1. NEIGHBORHOOD - 729200/75382</b>		30%	<b>773,750.75</b>	<b>639,776.82</b>	<b>646,906.85</b>	<b>774,765.93</b>	<b>608,181.59</b>	<b>623,781.10</b>	<b>4,067,163.05</b>	-	<b>4,067,163.05</b>
SLV SR9		Fixed \$	27,777.78	27,777.78	27,777.78	27,777.78	27,777.78	27,777.78	166,666.67	0.00	166,666.67
HWY 17 Wildlife		Fixed \$	13,888.89	13,888.89	13,888.89	13,888.89	13,888.89	13,888.89	83,333.33	0.00	83,333.33
			<b>41,666.67</b>	<b>41,666.67</b>	<b>41,666.67</b>	<b>41,666.67</b>	<b>41,666.67</b>	<b>41,666.67</b>	<b>250,000.00</b>	<b>0.00</b>	<b>250,000.00</b>
City of Capitola - V100207		5.0878%	37,246.67	30,430.40	30,793.16	37,298.32	28,822.91	29,616.57	194,208.03	-	194,208.03
City of Santa Cruz - V110467		22.5429%	165,033.15	134,831.51	136,438.83	165,262.01	127,709.03	131,225.61	860,500.14	-	860,500.14
City of Scotts Valley - V102713		4.8626%	35,598.30	29,083.69	29,430.40	35,647.67	27,547.34	28,305.88	185,613.29	-	185,613.29
City of Watsonville - V1728		15.4078%	112,798.40	92,155.90	93,254.49	112,954.82	87,287.76	89,691.31	588,142.67	-	588,142.67
County of Santa Cruz		52.0989%	381,407.55	311,608.65	315,323.31	381,936.46	295,147.89	303,275.06	1,988,698.93	-	1,988,698.93
		100%	<b>732,084.08</b>	<b>598,110.16</b>	<b>605,240.18</b>	<b>733,099.27</b>	<b>566,514.93</b>	<b>582,114.44</b>	<b>3,817,163.05</b>	<b>0.00</b>	<b>3,817,163.05</b>
<b>2. HWY Corridors - 729300/75383</b>		25%	<b>644,792.29</b>	<b>533,147.35</b>	<b>539,089.04</b>	<b>645,638.28</b>	<b>506,817.99</b>	<b>519,817.59</b>	<b>3,389,302.54</b>	-	<b>3,389,302.54</b>
<b>3. TRANSIT/PARATRANSIT - 729400/75384</b>		20%	<b>515,833.83</b>	<b>426,517.88</b>	<b>431,271.23</b>	<b>516,510.62</b>	<b>405,454.40</b>	<b>415,854.07</b>	<b>2,711,442.03</b>	-	<b>2,711,442.03</b>
Santa Cruz Metro (SCMTD) 16%		80%	412,667.06	341,214.31	345,016.99	413,208.50	324,363.52	332,683.26	2,169,153.63	-	2,169,153.63
Community Bridges - V127587 - 4%		20%	103,166.77	85,303.58	86,254.25	103,302.12	81,090.88	83,170.81	542,288.41	-	542,288.41
<b>4. ACTIVE TRANSPORTATION - 729500/75385</b>		17%	<b>438,458.76</b>	<b>362,540.20</b>	<b>366,580.55</b>	<b>439,034.03</b>	<b>344,636.24</b>	<b>353,475.96</b>	<b>2,304,725.73</b>	-	<b>2,304,725.73</b>
<b>5. RAIL CORRIDOR - 729600/75386</b>		8%	<b>206,333.53</b>	<b>170,607.15</b>	<b>172,508.49</b>	<b>206,604.25</b>	<b>162,181.76</b>	<b>166,341.63</b>	<b>1,084,576.81</b>	-	<b>1,084,576.81</b>
<b>DISTRIBUTED TO INVESTMENT CATEGORIES</b>		100%	<b>2,579,169.15</b>	<b>2,132,589.42</b>	<b>2,156,356.16</b>	<b>2,582,553.11</b>	<b>2,027,271.98</b>	<b>2,079,270.35</b>	<b>13,557,210.17</b>	-	<b>13,557,210.17</b>
<b>TOTAL ADMIN &amp; IMPLM AND INVESTMENT CATEGORIES</b>			<b>2,649,497.47</b>	<b>2,186,124.59</b>	<b>2,210,354.12</b>	<b>2,644,849.94</b>	<b>2,092,350.56</b>	<b>2,139,182.14</b>	<b>13,922,358.82</b>	<b>0.00</b>	<b>13,922,358.82</b>

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**TO:** Santa Cruz County Regional Transportation Commission  
**FROM:** Luis Pavel Mendez, Deputy Director  
**RE:** Assembly Bill 361 Findings for Virtual and Hybrid Meetings

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## **RECOMMENDATIONS**

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

1. The RTC has reconsidered the circumstances of the current COVID-19 state of emergency; and
  2. The state of emergency continues to directly impact the ability of the members of the RTC, its committees, its staff and the public to meet safely in person; and
  3. State or local officials continue to impose and recommend measures to promote social distancing; and
  4. Therefore, meetings of the RTC will continue to be held in a hybrid format and meetings of RTC committees will be held virtually via Zoom.
- 

## **BACKGROUND**

In March 2020, due to the COVID-19 pandemic, Governor Newsom declared a state of emergency which remains in effect. The Governor also issued executive orders suspending several provisions of the Brown Act to ensure that the work of government agencies could continue with virtual meetings to reduce the risk of spreading COVID-19. The executive orders suspending the Brown Act provisions expired on September 30, 2021. AB 361 was signed into law and took effect on October 1, 2021, which allows the continuation of virtual meetings as long as the declared state emergency continues and required findings are made by local agencies.

## **DISCUSSION**

At its November 4<sup>th</sup> meeting, the RTC made AB361 findings to continue to hold virtual and/or hybrid meetings. The goal is to hold RTC meetings in a hybrid format as long as the COVID-19 situation permits, and the facilities are available for hybrid meetings. For hybrid meetings a limited number of

Commissioners and members of the public may participate in person, as long as the County Board of Supervisors Chambers are available for the meeting. Everyone participating in person must wear a mask. All others will participate via Zoom. All of the meetings of RTC committees will continue to be virtual meetings via Zoom because conference rooms are not equipped for virtual meetings.

To continue to hold virtual and/hybrid meetings, the RTC must continue to make findings as required in Section 54953 of the Government Code, added by AB 361, which states:

- “(3) If a state of emergency remains active, or state or local officials have imposed or recommended measures to promote social distancing, in order to continue to teleconference without compliance with paragraph (3) of subdivision (b), the legislative body shall, not later than 30 days after teleconferencing for the first time pursuant to subparagraph (A), (B), or (C) of paragraph (1), and every 30 days thereafter, make the following findings by majority vote:
- (A) The legislative body has reconsidered the circumstances of the state of emergency.
  - (B) Any of the following circumstances exist:
    - (i) The state of emergency continues to directly impact the ability of the members to meet safely in person.
    - (ii) State or local officials continue to impose or recommend measures to promote social distancing.”

**Therefore, staff recommends that the RTC find that RTC has reconsidered the circumstances of the current COVID-19 state of emergency; the state of emergency continues to directly impact the ability of the members of the RTC, its committees, its staff and the public to meet safely in person; and state and local officials continue to impose and recommend measures to promote social distancing; and meetings of the RTC will be hybrid while meetings of committees will be virtual.**

State law requires that findings to continue virtual and/or hybrid meetings be made every 30 days. State law also allows special virtual meetings for the sole purpose of making AB 361 findings to hold virtual and/or hybrid meetings. Therefore, on January 3, 2022, the RTC held a special meeting solely to make AB361 findings. Commissioners directed staff to send a letter to its legislators asking that this be modified so that such additional special meetings that draw resources from other duties are not required. Staff has prepared and sent the letter ([Attachment 1](#)).

## **FISCAL IMPACT**

The costs necessary to hold meetings of the RTC either as regular Brown Act meetings, virtual meetings or hybrid meetings are included in the approved RTC budget. The costs to hold Brown Act and virtual meetings of RTC committees are also included in the RTC budget. No additional fiscal impacts are anticipated for such meetings at this time. For hybrid meetings of RTC committees, it would likely be necessary to equip conference rooms accordingly, which would have additional fiscal impacts.

## **SUMMARY**

Due to the current COVID-19 pandemic, the Governor declared a state of emergency and issued executive orders to allow public agencies to hold meetings virtually. The executive orders allowing virtual meetings expired and AB 361 was signed into law to allow the continuation of virtual and/or hybrid meetings as long as the state of emergency still exists and public agencies make appropriate findings. Staff recommends that the RTC make such findings to allow virtual and/or hybrid meetings of itself and its committees.

**Attachment:** Letter to Santa Cruz County Legislative Delegation

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## SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

1101 Pacific Avenue, Suite 250, Santa Cruz, CA 95060-4418 • (831)460-3200 • info@sccrtc.org

### ATTACHMENT 1

Senator John Laird (D-17) State Capitol 1021 O Street, Suite 8720 Sacramento, CA 95814	Assembly Member Robert Rivas (D-30) State Capitol 1303 Tenth Street, Room 5158 Sacramento, CA 95814	Assembly Member Mark Stone (D-29) State Capitol P.O. Box 942849 Sacramento, CA 94249-0029
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#### RE: Open and Public Meetings: Teleconferences - Request for modifications

Dear Santa Cruz County Legislative Delegation:

The Santa Cruz County Regional Transportation Commission (RTC) requests your assistance to ensure members of the public, the RTC board, and committees can continue to safely participate in meetings without the need for additional special meetings. We commend Assemblymember Rivas for his leadership authoring AB 361 and the Legislature and Governor's actions to enact this bill, which makes it possible to safely conduct business and receive public input during emergencies, including the COVID-19 global health crisis.

We are seeking your assistance to amend Section 54953 of the Government Code slightly to modify the requirement for legislative bodies to make findings **every 30 days** in order to continue to meet under abbreviated teleconferencing procedures when there is a continuing state of emergency, or when state or local officials have imposed or recommended measures to promote social distancing. We request that Government Code be modified to allow legislative bodies to make findings every 30 days, **or at the next meeting of the legislative body, if that meeting is not held within 30 days**. Without this modification, the RTC and many agencies around the state that hold meetings more than 30 days apart are having to schedule special meetings, which costs tax payers money, redirects staff away from addressing transportation challenges and mandates, and is confusing to the public. For instance the RTC board meets the first Thursdays of each month, which are sometimes more than 30 days apart.

The RTC takes very seriously its obligations under the Brown Act to operate transparently and provide opportunities for members of the public to participate in meetings and the transportation decision-making process. During fires, health crises, severe storms, and other emergencies, teleconference meetings have made it possible for everyone (and especially vulnerable members of committees, the RTC board, and the public) to safely meet, discuss policy, and continue business. With teleconference meetings we have also seen an increase in participation from a broader range of members of the community, some who have not previously been able to easily attend meetings and workshops due to mobility limitations, or work and family obligations. As an agency, we feel we can more efficiently serve those needs with this minor modification in this critical legislation.

Thank you in advance for your attention to this need. If you have any questions or concerns regarding this communication, please contact Deputy Director Luis Mendez at [lmendez@sccrtc.org](mailto:lmendez@sccrtc.org) or 831-460-3211 or Senior Planner Rachel Moriconi at [rmoriconi@sccrtc.org](mailto:rmoriconi@sccrtc.org) or 831-460-3203.

Sincerely,

Sandy Brown

RTC Chair and Santa Cruz City Council Member

cc: Angela Pontes, Governor's Office; Speaker Rendon; Pro Tem Atkins; Chair Aguiar-Curry, Asm Local Govt; Chair McGuire, Sen Gov. and Finance; CalCOG, CSDA, CSAC, and League of Cities

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

**January 2022 – March 2022**  
[www.sccrtc.org/meetings/](http://www.sccrtc.org/meetings/)

See agenda for teleconference log-in information. All meetings are subject to cancellation when there are no action items to be considered.

Meeting Date	Meeting Day	Meeting Type	Meeting Time	Meeting Place
01/03/22	Monday	Regional Transportation Commission <b>[special meeting]</b>	3:30 pm	Zoom
01/11/22	Tuesday	Elderly & Disabled TAC <b>[special meeting]</b>	1:30 pm	Zoom
01/13/22	Thursday	Regional Transportation Commission <b>[regular meeting]</b>	9:00 am	Zoom
01/20/22	Thursday	Interagency Technical Advisory Committee	1:30 pm	Zoom
02/03/22	Thursday	Regional Transportation Commission	9:00 a.m.	TBD
02/07/22	Monday	Bicycle Advisory Committee <b>[one week earlier due to holiday]</b>	6:00 pm	Zoom
02/08/22	Tuesday	Elderly & Disabled TAC <b>[one week earlier due to holiday]</b>	1:30 pm	Zoom
02/17/22	Thursday	Transportation Policy Workshop	9:00 am	Zoom
02/17/22	Thursday	Interagency Technical Advisory Committee	1:30 pm	Zoom
03/03/22	Thursday	Regional Transportation Commission	9:00 am	TBD
03/10/22	Thursday	Budget & Administration/Personnel	3:00 pm	Zoom
03/17/22	Thursday	Interagency Technical Advisory Committee	1:30 pm	Zoom

➤ Zoom – See agenda for log-in information

TO							From			Link to full comments on topics within the RTC's jurisdiction
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
11/18/21	Letter	Incoming	Formal response to follow RTC mtg	Rachel	Moriconi	SCCRTC	Matt	Machado	County Public Works	2020 RSTP/STIP Resurfacing Project - RSTPX Fund balances
11/23/21	Email	Incoming	Response 11.29.2021	Rail	Maintenance	SCCRTC	Brigitte	Hernandez	GTS	RE: ROW permit inquiry PG&E Project ID-578G
11/23/21	Email	Incoming	n/a	Matt	Machado	County Public Works	Alex	Sandoval	Santa Cruz County Roads	[RTC CC'ed] RE: Brommer Street Sidewalk Hazards
11/23/21	Email	Incoming	n/a	Alex	Yasbeck	Public Works and Utilities City of Watsonville	Gina	Cole	Resident	[RTC CC'ed] RE: Watsonville Climate Action Plan - Stakeholders - update
11/18/21	Letter	Incoming	n/a	Guy	Preston	SCCRTC	Nathan	Nguyen	Public Works City of Santa Cruz	RE: City of Santa Cruz TDA Article 8 allocation reimbursement
11/23/21	Letter	Incoming	n/a	Rachel	Moriconi	SCCRTC	Matt	Machado	County of Santa Cruz Public Works	Re: 2021 Consolidated Grants and Regional Transportation Improvement Program
11/23/21	Email	Incoming	K.Corwin 11.24.2021	Krista	Corwin	SCCRTC	Tess	Waldo	Resident	Re: Meeting on November 2nd
11/10/21	Letter	Incoming	n/a	Rachel	Moriconi	SCCRTC	Anna	Eshoo	U.S. House of Representatives	Re: Funding for Boulder Creek Complete Streets Improvement Project and Scotts Creek Coastal Resiliency Project
11/24/21	Email	Incoming	n/a	Shannon	Munz	SCCRTC	J.	Sawyer	Resident	Questions re: construction of rail trail and trolley
11/29/21	Email	Incoming	n/a	Alex	Sandoval	SC County Roads	Jean	Brocklebank	Resident	[RTC Cc'ed] RE: Brommer Street Sidewalk Hazards
11/29/21	Email	Outgoing	n/a	Project	Sponsors	Various	Rachel	Moriconi	SCCRTC	Project Study Report Training - Active Transportation Plan (ATP) Workshop

Correspondence Log (11/22/2021-01/03/2022)

RTC 01/13/2022

TO							From			
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
11/30/21	Letter	Outgoing	R.Tidmore 12.1.2021	Robert	Tidmore	County Public Works	Grace	Blakeslee	SCCRTC	Re: RTC Comment on Seg 10 & 11 NOP
11/30/21	Email	Incoming	n/a	Rachel	Moriconi	SCCRTC	Mike	Rotkin	SCCRTC	Comment on an item on the agenda for the SCCRTC on December 2, 2021
11/23/21	Letter	Incoming	n/a	Rachel	Moriconi	SCCRTC	Matt	Machado	SCCRTC	2021 Consolidated Grants and Regional Transportation Improvement Program
11/30/21	Letter	Incoming	G.Preston 11.30.2021	Rachel	Moriconi	SCCRTC	Alex	Clifford	METRO	RE: Adoption of the 2021 Consolidated Grants and Regional Transportation Improvement Program
11/30/21	Letter	Incoming	R.Moriconi 12.1.2021	Rachel	Moriconi	SCCRTC	Piet	Canin	Ecology Action	Re: 2021 Consolidated Grants and Regional Transportation Improvement Program (RTIP)
12/01/21	Email	Incoming	K.Corwin 12.6.2021	Rachel	Moriconi	SCCRTC	Mark	Mesiti-Miller	Resident	12/2/21 Agenda Comment on Item 22: Adoption of the 2021 Consolidated Grants and Regional Transportation Improvement Program (RTIP)
11/30/21	Email	Incoming	K.Corwin 12.6.2021	Rachel	Moriconi	SCCRTC	Michael	Saint	Campaign for Sustainable Transportation	2021-RTIP-Hearing
11/30/21	Email	Incoming	K.Corwin 12.6.2021	Rachel	Moriconi	SCCRTC	Mike	Pisano	Resident	2021-RTIP-Hearing
11/30/21	Email	Incoming	K.Corwin 12.6.2021	Rachel	Moriconi	SCCRTC	Paul	Peterson	Resident	Regarding public input on use of \$11 million
12/01/21	Email	Incoming	n/a	Rachel	Moriconi	SCCRTC	Vicki	Miller	Resident	2021-RTIP-Hearing
11/30/21	Email	Incoming	K.Corwin 12.6.2021	Rachel	Moriconi	SCCRTC	Geri	Lieby	Resident	2021-RTIP-Hearing
11/30/21	Email	Incoming	K.Corwin 12.6.2021	Rachel	Moriconi	SCCRTC	Johanna	Bowen	Resident	2021-RTIP-Hearing
11/30/21	Email	Incoming	K.Corwin 12.6.2021	Rachel	Moriconi	SCCRTC	John	Caletti	Resident	2021-RTIP-Hearing and funding
11/??/21	Email	Incoming	K.Corwin 12.6.2021	Rachel	Moriconi	SCCRTC	Joni	Martin	Resident	written comment on agenda item re SLV Schools Traffic Safety Study
12/01/21	Email	Incoming	K.Corwin 12.6.2021	Rachel	Moriconi	SCCRTC	David	Emmons	Resident	Support SLV Schools Complex Circulation

Correspondence Log (11/22/2021-01/03/2022)

RTC 01/13/2022

TO							From			
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
11/30/21	Email	Incoming	K.Corwin 12.6.2021	Rachel	Moriconi	SCCRTC	Brian	Brunelli	Resident	2021-RTIP-Hearing
11/30/21	Email	Incoming	K.Corwin 12.6.2021	Rachel	Moriconi	SCCRTC	Bryan	Largay	Resident	2021-RTIP-Hearing
11/30/21	Email	Incoming	K.Corwin 12.6.2021	Rachel	Moriconi	SCCRTC	Andre	Duurvoort	Resident	Comment 2021 Consolidated Grant Applications Received and Recommendations
11/30/21	Email	Incoming	K.Corwin 12.6.2021	Rachel	Moriconi	SCCRTC	E. Ariel	Young	Resident	Support of "SLV Schools Complex Circulation and Access Study"
11/30/21	Email	Outgoing	n/a	Interested	Parties	Santa Cruz County	Rachel	Moriconi	SCCRTC	Public Input Sought on Transportation Projects Proposed for \$11 million
11/24/21	Email	Incoming	S.Munz 11.30.2021	Shannon	Munz	SCCRTC	Jerry	Sawyer	Resident	Questions re: rail trail construction and trolley
12/01/21	Email	Incoming	S.Munz 12.9.2021	Shannon	Munz	SCCRTC	Brendan	Miele	Second Harvest Food Bank	Rail Contact for Line adjacent to 800 Ohlone Parkway Watsonville
12/01/21	Letter	Incoming	K.Corwin 12.6.2021	Rachel	Moriconi	SCCRTC	Mary	Mackenzie	Community Bridges	Re: 2021 Consolidated Regional Transportation Grants
12/01/21	Email	Incoming	K.Corwin 12.6.2021	Rachel	Moriconi	SCCRTC	Rebecca	Rubin	SLVE Bobcat Club	written comment on agenda item re SLV Schools Traffic Safety Study
12/01/21	Contact us form	Incoming	S.Munz 12.7.2021	Shannon	Munz	SCCRTC	Marc	Derendinger	Resident	Lack of notice for public comment
12/01/21	Email	Incoming	K.Corwin 12.6.2021	Rachel	Moriconi	SCCRTC	Jim	Mosher	Resident	Public hearing re Grant for Community Bridges Lift Line Program
12/01/21	Email	Incoming	K.Corwin 12.6.2021	Rachel	Moriconi	SCCRTC	Aaron	Nicol	Resident	2021 RTIP Hearing
12/01/21	Email	Incoming	K.Mozumder 12.22.2021	Rachel	Moriconi	SCCRTC	Vilija	Joyce	Resident	41st Avenue Intersection and Roadway Rehabilitation Project

TO							From			
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
12/01/21	Email	Incoming	K.Corwin 12.6.2021	Rachel	Moriconi	SCCRTC	Tess	Waldo	Resident	Adoption of the 2021 Consolidated Grants and Regional Transportation Improvement Program
12/01/21	Email	Incoming		Shannon	Munz	SCCRTC	Martin	Haeberli	Resident	Question re: Highway 17 between Los Gatos and Santa Cruz - daylight safety section
12/02/21	Email	Incoming	n/a	Amy	Naranjo	SCCRTC	Paul	Peterson	Resident	2045 RTP Project ideas
12/02/21	Email	Incoming	S.Munz 12.8.2021	Shannon	Munz	SCCRTC	Frank	Rimicci	Resident	Maintenance
12/02/21	Email	Incoming	S.Munz 12.7.2021	Shannon	Munz	SCCRTC	Linda	Garfield	Resident	Re: Public Input Sought on Funding for SLV Schools Complex Circulation Study
12/03/21	Email	Incoming	Y. Parra [phone]	Yesenia	Parra	SCCRTC	Norman	Heaney	Resident	17th Ave RR Crossing Gate collision Sunday 0630, 7 November 2021
12/03/21	Email	Outgoing	n/a	Interested	Parties	E&DTAC	Amanda	Marino	SCCRTC	Special 1/11 E&DTAC Meeting
12/03/21	Email	Outgoing	n/a	Interested	Parties	n/a	Amy	Naranjo	SCCRTC	RTC Releases Draft 2045 RTP for Public Comment
12/03/21	Email	Incoming	S.Munz 12.9.2021	Shannon	Munz	SCCRTC	Diane	Hickman	Resident	HWY 9 Hairpin turn south of HWY 236
12/03/21	Email	Incoming	K.Corwin 12.6.2021	Krista	Corwin	SCCRTC	Marshall	Lim	Resident	SC County Bike Map
12/04/21	Email	Incoming	B.Goodman 12.7.2021	Brianna	Goodman	SCCRTC	Jim	Helmer	Resident	Question re: SLV schools funding
12/04/21	Email	Incoming	K.Corwin 12.6.2021	Krista	Corwin	SCCRTC	Jean Brocklebank	Michael Lewis	Resident	Message for all RTC Commissioners
10/23/21	Email	Incoming	S.Munz 12.8.2021	Shannon	Munz	SCCRTC	Jim	Weller	Resident	Scope of SCCRTA Authorities

TO							From			
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
11/14/21	Email	Incoming	S.Munz 12.8.2021	Shannon	Munz	SCCRTC	Matthew	Cragun	Resident	HWY 17 AMP plan
10/12/21	Letter	Incoming	n/a	Guy	Preston	SCCRTC	Robert	Rivas	Assembly California Legislature	Re: Support for a Santa Cruz County Climate Adaptation Vulnerability Assessment and Transportation Priorities Report for Caltrans Sustainable Communities Grant
12/10/21	Email	Incoming	n/a	Commissioners		California Coastal Commission	Brian	Peoples	Trail Now	North Coast Rail Trail - alternative plan
12/13/21	Email	Incoming	K.Corwin 12.13.2021	Krista	Corwin	SCCRTC	Mark	Mesiti-Miller	Resident	Lack of transportation can hurt college students - The Washington Post
12/11/21	Email	Incoming	n/a	Sarah	Christensen	SCCRTC	Todd	Marco	Nicene Rio Gateway	[NRG to SCCRTC] Aptos Handshake
12/14/21	Email	Incoming	K.Corwin 12.13.2021	Krista	Corwin	SCCRTC	Brian	Peoples	Trail Now	YES - Greenway petition submittal
12/15/21	Email	Outgoing	n/a	Qualified	Contractors	Various	Jason	Thompson	SCCRTC	RTC Request for Bids #2135 - Vegetation Control Utilizing Goats - Pilot Project
12/16/21	Email	Incoming	n/a	Tracy	New	SCCRTC	Jennifer	Mead	SC County Parks	RE: Coastwalk California Coastal Trail Association: Pledge 1377
12/17/21	Email	Incoming	B.Zamora 1.3.2021	Sarah	Christensen	SCCRTC	Steve	Smith	GeoStructural Engineering	Manresa Coastal Erosion Repair
12/22/21	Letter	Outgoing	n/a	Board	Members	Anchor West Homeowners Association	Guy	Preston	SCCRTC	RE: Notice to stop and discontinue trespass activities
12/22/21	Letter	Outgoing	n/a	Property	Manager	Anderson & Company	Guy	Preston	SCCRTC	RE: Notice to stop and discontinue trespass activities
12/23/21	Email	Incoming	K.Corwin 12.27.2021	Krista	Corwin	SCCRTC	Frank	Rimicci	Resident	Trail use in inclement weather
12/24/21	Email	Incoming		Yesenia	Parra	SCCRTC	Rhea Mae	Lumonog	Resident	Public Records Request

TO							From			
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
12/22/21	Email	Outgoing	n/a	Interested	Parties	Engineering firms	Brianna	Goodman	SCCRTC	RFP 2136: Professional Engineering Services - SLV Schools Complex
12/29/21	Email	Incoming	K.Corwin 12.29.2021	Sarah	Christensen	SCCRTC	Jasmin	Cielo	Marina Co	SIGN IN SHEET: Manresa Coastal Erosion Repair
12/29/21	Email	Incoming	K.Corwin 12.30.2021	Krista	Corwin	SCCRTC	Debbie	Bulger	Resident	10 min video about speeding
12/29/21	Email	Incoming	K.Corwin 12.30.2021	Krista	Corwin	SCCRTC	Debbie	Bulger	Resident	Fwd: Monday, Jan 3, Exploring Santa Cruz Program
12/31/21	Email	Incoming	K.Corwin 1.3.2021	Krista	Corwin	SCCRTC	Pete	Haworth	Resident	Hybrid Meetings
01/01/22	Email	Incoming	n/a	County	Supervisors	County BOS	Brian	Peoples	Trail Now	Update County Master Plan and railbank/build interim Coastal Trail
01/01/22	Email	Incoming	n/a	County	Supervisors	County BOS	Peter	Stanger	Resident	Update County Master Plan and railbank/build interim Coastal Trail
01/01/22	Email	Incoming		Yesenia	Parra	SCCRTC	Norman	Heaney	Resident	17th Ave Collision crash damage report 11/07/2021
01/03/22	Contact us form	Incoming	K.Corwin 1.3.2021	Krista	Corwin	SCCRTC	Becky	Steinbruner	Resident	Using Bus Conversions on Rail Line



# PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE JANUARY 13, 2022 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

## PROJECTS UNDER CONSTRUCTION

	Project	Location Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager (Resident Engineer)	Contractor	Comments
1.	<b>Highway 17 Pasatiempo Shoulder Widening</b> (1C670)	South of Pasatiempo overcrossing (PM 0.2/0.5)	Shoulder widening and soil nail wall	<b>Complete</b>	\$5.7 million	SHOPP	Heidi Borders (BR)	Granite Rock Company	<b>CCA Actual 12/17/21</b>
2.	<b>SCr 9 South Drainage and Erosion Control Improvements</b> (1F920)	From SR 1 and 9 to slightly north of Glen Arbor Road (PM 0.0/8.5)	Upgrade drainage systems and stabilize slopes	Winter 2021/22	\$2 million	SHOPP	Doug Hessing	Disney Construction Inc.	Contract awarded and approved to Disney Construction Inc, March 4, 2021
3.	<b>Highway 1/ Highway 17 Ramp Safety Improvements</b> (1H060)	From the Fishhook to Pasatiempo overcrossing (PM 16.7)	Construct ramp safety improvements	Contract Awarded	\$5.8 million	SHOPP	Heidi Borders	Teichert Construction	<b>Project has been awarded to Teichert Construction and is in construction. CCA Target 8/1/22.</b>
4.	<b>Highway 17 Wildlife Habitat Crossing</b> (1G260)	From Laurel Road to just north of Laurel Road (PM 9.442-9.692)	Construct wildlife undercrossing	Winter 2022	\$6.448 million	SHOPP	Aaron Henkel	Granite Rock Construction	Project has been awarded to Granite Rock Construction and is in construction. Construction has been suspended until Feb 2022.



# PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE JANUARY 13, 2022 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

## PROJECTS UNDER CONSTRUCTION (Cont'd.)

	Project	Location Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager (Resident Engineer)	Contractor	Comments
5.	<b>TMS Detection Repair</b> (1H990)	Various locations throughout District 5 along SRs 1, 17, 68, 156, 101 (PM Various)	Replace failed TMS Detection	Summer 2020/Winter 2021	\$4.9 million	SHOPP SB-1	Nick Heisdorf	Traffic Loops Crackfilling, Inc.	<b>Project in construction. Contract is suspended until early spring due to supply shortage and conflict with another project. Work is 95% complete.</b>
6.	<b>Highway 129/Lakeview Road Intersection Improvements</b> (1G990)	Near Watsonville, at Lakeview Road (PM 1.4)	Construct roundabout and improve street lighting	Winter 2021	\$4.5 million	SHOPP	Luis Duazo	Dreambuilder Construction	Construction of the westbound direction of the roundabout is under way. Construction is expected to be complete mid-December 2021.
7.	<b>Highway 9 Hairpin Tieback</b> (1K130)	Near Boulder Creek about 1.1 miles south of the SR 236/9 Junction (PM 19.97)	Soldier Pile Tieback Retaining Wall	Winter 2021/22	\$2.6 million	SHOPP	Doug Hessing	Gordon N. Ball, Inc.	The construction contract was awarded to GORDON N. BALL, INC. One-way traffic control in place.
8.	<b>Highway 1 Soquel Creek Scour Protection</b> (1H480)	In Capitola at Soquel Creek Bridge (PM 13.3)	Bridge preventative maintenance – Place scour protection	Summer 2022	\$1.4 million	SHOPP	Heidi Borders	Construction	<b>CON Allocation on January CTC Agenda</b>
9.	<b>Highway 1 Davenport Culvert Replacement</b> (0J200)	Near Davenport and south of Waddell Creek Bridge (PM 31.9/35.7)	Replace culverts	Winter 2021	\$7.4 million	SHOPP SB-1	Heidi Borders	Construction	Project is in advertisement.



# PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE JANUARY 13, 2022 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

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## PROJECTS UNDER CONSTRUCTION (Cont'd.)

	Project	Location Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager (Resident Engineer)	Contractor	Comments
10.	<b>Extend Side Hill Viaduct</b> <b>(05-1K060)</b>	In Santa Cruz County near Brookdale 0.3 mile south of Western Avenue (PM 10.80/10.8)	Construct viaduct wall extension, restore roadway and facilities, place Water Pollution Control BMPs	2022	\$1.9 million	SHOPP SB-1	Doug Hessing (PD)	GORDON N. BALL, INC.	One Way Traffic Control



# PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE JANUARY 13, 2022 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

PROJECTS IN DEVELOPMENT									
	Project	Location Post Mile (PM)	Description	Construction Timeline	Estimated Construction Cost	Funding Source	Project Manager	Phase	Comments
11.	<b>Highway 9 PM 1.0 and 4.0 Viaduct (1K120)</b>	Near SCr north of Vernon Street (PM 1/1)	Construct side-hill viaduct restore roadway and facilities, place Water Pollution Control BMPs, erosion control	Fall 2022	\$9.9 million	SHOPP	Doug Hessing	PS&E	Route 9 will require long term closure during construction.
12.	<b>SCr 9 Upper Drainage and Erosion Control Improvements (1G950)</b>	In Boulder Creek from Holiday Lane to just south of Ben Lomond to the SR 236/9 Junction (PM 8.5/25.5)	Upgrade drainage and erosion control	Spring 2023	\$5.4 million	SHOPP	Nick Heisdorf	PS&E	<b>The project is in the Design and Right of Way phase. Design 95% plans for review February 2022.</b>



# PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE JANUARY 13, 2022 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

	Project	Location Post Mile (PM)	Description	Construction Timeline	Estimated Construction Cost	Funding Source	Project Manager	Phase	Comments
13.	<b>Highway 9 San Lorenzo River Bridge and Kings Creek Bridge Replacement</b>  (1H470)	Near Boulder Creek, at San Lorenzo River Bridge and at Kings Creek Bridge  (PM 13.6/15.5)	Replace bridges	2023-2025	\$12 million	SHOPP SB-1	Doug Hessing	PS&E	The project is in the Design and Right of Way phase.
14.	<b>Highway 152 Corralitos Creek ADA</b>  (05- 1F620)	Near Watsonville, East of Beverly Drive to Holohan / College Road (PM1.9 to R2.0)	Construct Accessible Pathway	Winter 2022/23	\$3.4 million	SHOPP	Nick Heisdorf	PS&E	<b>Project is in the Design and Right of Way phase. Design 95% plans for review January 2022. On watch list for possible USACE 408 permit.</b>
15.	<b>Highway 236 Heartwood Hill Wall</b>  (1M450)	Near Boulder Creek (PM 5.4)	Restore Embankment with a Retaining Wall	2023	\$1.8 million	SHOPP	Doug Hessing	PS&E	The project is in the Design and Right of Way Phase.
16.	<b>Santa Cruz &amp; San Benito Rumble Strip &amp; Striping Safety Project</b>  (1M330)	Various-multi-county locations.  In Sta. Cruz, the project includes Highways 1, 9, 17, 129	Update Striping and Install Edgeline and Center Rumble Strips at Various Locations	2023	\$4.7 million	SHOPP Safety Collision Reduction	Terry Thompson (J.W.)	PS&E	<b>The project has RTL</b>



# PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE JANUARY 13, 2022 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

	Project	Location Post Mile (PM)	Description	Construction Timeline	Estimated Construction Cost	Funding Source	Project Manager	Phase	Comments
17.	<b>Felton Safety Improvements (1M400)</b>	On Route 9 in Santa Cruz County between Kirby St. and San Lorenzo Valley High School (PM 6.3/7.2)	Construct Accessible Pedestrian Path	2024/25	\$8 million	SHOPP Safety	Doug Hessing (P.D.)	PA&ED	Survey work and environmental studies are in progress.
18.	<b>Highway 129 Paving, Sign Panels, Lighting, TMS Improvement (1J830)</b>	Near Watsonville for SR129/1 separation to Salspuedes Creek Bridge (PM 0/0.56)	Pavement Preservation, Lighting, Sign Panel Replacement and TMS Elements improvements	2024/25	\$8 million	SHOPP	Nick Heisdorf	PA&ED	<b>Complete streets additions are being included. environmental studies and design surveys are in progress. PS&amp;E scheduled to begin February 2022.</b>
19.	<b>Highway 1 Roadside Safety (1J960)</b>	0.5 mile north of Larkin Valley Rd. U.C. (San Andreas Rd) to Laguna Rd (North) (8.20/26.00)	Drainage System Restoration; paving at 40 ramps; Install Lighting at Interchanges and Install Count Stations	2024/25	\$15.5 million	SHOPP	Heidi Borders	PA&ED	
20.	<b>Santa Cruz Route 1 CAPM (1M110)</b>	In and near Santa Cruz from .06 miles south of Route 9 Junction to .09 miles north of the Mission St intersection. (PM 17.5/20.2)	Grinding/ paving 2.7 miles of pavement, upgrading up to 89 curb ramps, guard rail upgrade, sign panel upgrade, loop detector replacement.	2026	\$8.9 million	SHOPP	Nick Heisdorf	PID	<b>Environmental to perform “spring” studies in 2022.</b>



# PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE JANUARY 13, 2022 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

21.	<b>Highway 17 Install High Friction Surface Treatment (HFST)  (1M730)</b>	<p>In Santa Cruz County near Santa Cruz at various locations from 0.2 miles south of Scotts Valley Overcrossing to 1.6 miles south of Summit Road Separation.</p>	<p>Safety Construction includes HFST between the left/right edges of the travel way and cold plane removal of Open Grade Asphalt Concrete (OGAC) and replacement with Hot Mix Asphalt</p>	<p>Winter 2022/ Spring 2023</p>	<p>\$6.5 million</p>	<p>SHOPP</p>	<p>Heidi Borders</p>	<p>PS&amp;E/RW</p>	
22.	<b>Highway 9 North CAPM  (1K900)</b>	<p>In Santa Cruz County from 0.4 miles south of Saratoga Toll Rd to the Santa Cruz/San Mateo County line  (PM 18.89/27.09)</p>	<p>Preserve CAPM Strategies including but not limited to digouts, profile grinding, overlay, placing shoulder backing and dike. Reconstruct guardrail, rehabilitate or replace 6 culvert and replace 67 sign panels</p>	<p>2026</p>	<p>\$6.3 million</p>	<p>SHOPP</p>	<p>Doug Hessing</p>	<p>PID</p>	<p>Project is anticipated to be programmed in the 2022 SHOPP to start PA&amp;ED phase.</p>
23.	<b>Highway 152 Watsonville Rehab/CAPM (05-1P110)</b>	<p>Santa Cruz County on Route 152 from Jct Route 1 to 0.5 Mile East of Carlton Rd.  (PM 0.31/4.14)</p>	<p>Preserve pavement, rehabilitate or replace Salspuedes Creek Bridge, replace culverts, rehabilitate traffic signals, upgrade curb ramps, reconstruct guardrail, replace sign panels, and complete streets</p>	<p>2029</p>	<p>\$25 million</p>	<p>SHOPP</p>	<p>Heidi Borders</p>	<p>PID</p>	



## ACRONYMS USED IN THIS REPORT:

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

***---Public Hearing Scheduled for 9:30 a.m.---***

**AGENDA:** January 13, 2022

**TO:** Regional Transportation Commission (RTC)

**FROM:** Amy Naranjo, Transportation Planner

**RE:** Public Hearing on the Draft 2045 Santa Cruz County Regional Transportation Plan (RTP)

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**RECOMMENDATIONS**

Staff recommends that the Regional Transportation Commission:

1. Hold a public hearing to receive public testimony on the Draft 2045 Santa Cruz County Regional Transportation Plan (RTP).
  2. Submit comments on the Draft 2045 RTP to staff by January 31, 2022.
- 

**BACKGROUND**

The RTP is a state-mandated document that identifies transportation needs in Santa Cruz County over the next twenty-five years. It estimates the amount of funding that will be available and identifies planned transportation projects. The plan is an essential first step in securing funding from federal, state and local sources. As required by state law, the RTP includes discussion of highways, local streets and roads, bicycle and pedestrian facilities, transit services, specialized transportation services for seniors and people with disabilities, airports, and goods movement.

The 2045 RTP, through its goals and policies, sets forth a triple-bottom line sustainability framework for expanding options for residents and visitors to access their daily needs in a way that is safe, equitable, protects the natural environment and promotes investment in the local economy. The triple bottom line concept of sustainability starts with the development of the goals and policies which are then used to define the priority list of projects. Individual projects listed in the 2045 RTP must still undergo separate design and environmental processes, and can only be implemented as local, state and federal funds become available.

## DISCUSSION

### Draft 2045 Regional Transportation Plan

The Draft 2045 RTP was released for public review on December 2, 2021. Notices about the availability of the document were sent to the media, partner agencies, and community-based groups, including businesses, social service, environmental and neighborhood groups. The Draft 2045 RTP is available on the Commission's website ([www.sccrtc.org/2045rtp](http://www.sccrtc.org/2045rtp)) and at Santa Cruz County libraries in Felton, Downtown Santa Cruz, Capitola, La Selva Beach, and Watsonville. **Commissioners received a presentation of the Draft 2045 RTP at the December 2, 2021 meeting.** The Executive Summary of the Draft RTP is attached for reference (Attachment 1).

The three main components of the RTP are the policy element, the financial element and the action element.

- The **Policy Element** identifies the goals, policies, and targets that guide transportation funding decisions and prioritization.
  - Draft approved by RTC: February 2020
- The **Financial Element** identifies funds available to the region and lists the additional funding needs over the next 20+ years.
  - Draft approved by RTC: March 2021
- The **Action Element** of the RTP identifies specific projects, programs and actions necessary to implement the policy element of the RTP. As required by state and federal law, the project list shows which projects could be funded within the projected funds identified in the draft Financial Element (constrained) and which would require new revenues above and beyond those anticipated over the next twenty+ years (unconstrained).
  - Draft complete list of projects approved by RTC: September 2020
  - Draft financially constrained project list approved by RTC: March 2021

The RTC scheduled and noticed a public hearing for the Draft 2045 RTP at 9:30 am during this meeting (January 13, 2022). **Staff recommends that the Commission accept public comments on the Draft 2045 Santa Cruz County Regional Transportation Plan.**

### Draft Environmental Impact Report

The RTP is subject to the California Environmental Quality Act (CEQA). A single environmental document (EIR), which evaluates the potential environmental impacts resulting from all of the RTPs for the three counties (Santa Cruz, Monterey and San Benito Counties) in the AMBAG region and the 2045 MTP/SCS, has been prepared in lieu of individual environmental documents. AMBAG is the lead agency for the combined environmental review. The Draft EIR is available on AMBAG's website: <https://www.ambag.org/plans/2045-metropolitan-transportation-plan-sustainable-communities-strategy>. AMBAG will hold virtual public hearings for the Draft EIR on January 12<sup>th</sup>, 19<sup>th</sup>, 24<sup>th</sup>, and 27<sup>th</sup> from 6:00PM to 8:00PM. Attendees can participate in any workshop and must register in advance on AMBAG's website. Attachment 2 provides more information about the workshops.

### Next Steps

**Comments on the Draft RTP are due by January 31, 2022.** Comments on the Draft RTP should be submitted to RTC ([2045rtp@sccrtc.org](mailto:2045rtp@sccrtc.org)). **Comments on the Draft EIR are due by January 31, 2022.** Comments on the Draft EIR should be submitted to AMBAG ([info@ambag.org](mailto:info@ambag.org)). AMBAG is scheduled to consider and certify the Final EIR at its June 8, 2022 meeting. On June 16, 2022, RTC is scheduled to adopt the Final 2045 RTP, receive the Final EIR and adopt the Findings, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program as required by CEQA Guidelines.

A summary of dates related to finalizing the RTP are provided below.

- January 12/19/24/27, 2022 – 2045 MTP-SCS/RTPs EIR virtual workshops and public hearings (to register for one of the workshops, visit [www.ambag.org](http://www.ambag.org))
- January 31, 2022 – End of public comment period on the Draft 2045 RTP and Draft EIR
- March 3, 2022 RTC Meeting – RTC scheduled to approve changes to Draft 2045 RTP for final submission to AMBAG
- June 8, 2022 – AMBAG scheduled to adopt Final 2045 MTP-SCS and consider and certify the Final EIR
- June 16, 2022 – RTC scheduled to adopt Final 2045 RTP and receive the Final EIR

### SUMMARY

The RTC is responsible for preparing and updating the long-range Regional Transportation Plan (RTP) for Santa Cruz County. The Draft 2045 RTP was released on December 2<sup>nd</sup>, starting the 60-day public review period which ends on January 31, 2022. A public hearing on the Draft 2045 RTP is scheduled for this meeting.

Four public hearings on the Draft EIR will be held virtually throughout January and coordinated by AMBAG. The draft 2045 RTP is available on the RTC's website: [www.sccrtc.org/2045rtp](http://www.sccrtc.org/2045rtp)). The Draft EIR is available on AMBAG's website: <https://www.ambag.org/plans/2045-metropolitan-transportation-plan-sustainable-communities-strategy>

Attachments:

1. Executive Summary of Draft 2045 Regional Transportation Plan (Full document available at [www.sccrtc.org/2045rtp](http://www.sccrtc.org/2045rtp))
2. [Flyer] Public Workshop and Hearing on the Draft 2045 MTP/SCS

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## **2045 Santa Cruz County Regional Transportation Plan**

# **Executive Summary**

The Santa Cruz County Regional Transportation Commission (herein referred to as the “RTC” or “Commission”) periodically completes a Regional Transportation Plan according to state guidelines to guide short- and long-range transportation planning and project implementation for the county. This 2045 Regional Transportation Plan (called the “2045 RTP”) is the RTC’s comprehensive planning document that provides guidance for transportation policy and projects through the year 2045. The 2045 RTP is based on a sustainability framework using the Sustainable Transportation Analysis and Rating System (STARS) to identify the goals, policies and thus the projects and programs to achieve a more sustainable transportation system. Sustainability is defined as balancing economic, environmental and equity interests. Individual projects listed in the 2045 RTP must still undergo separate design and environmental processes, and can only be implemented as local, state and federal funds become available. This RTP, along with those from Monterey and San Benito Counties, has also been incorporated into the 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) covering the three-county Monterey Bay area that will meet state and federal guidelines.

The following is a summary of each chapter in the 2045 RTP.

### **Chapter 1 – Introduction**

The transportation system not only enables us to get around but it is also interlinked with our health and safety, the quality of the built and natural environment, and the economic vitality of our region. The 2045 Santa Cruz County Regional Transportation Plan endeavors to work towards a sustainable transportation system that addresses the challenges that face transportation in Santa Cruz County now and in the future. The challenges discussed in Chapter 1 include:

- System Preservation – Maintenance needs for the existing transportation network are increasing. Roadway, bikeway, sidewalk, bridge and other repairs must be addressed in parallel with capacity and operational enhancements. If ongoing routine maintenance needs are not addressed, the cost of deferred maintenance will grow exponentially, leaving little funding for new projects.
- Safety – The federal transportation act, Investing a New Vision for the Environment and Surface Transportation (INVEST) in America Act, identifies safety as a national goal area and requires each state to set Safety Performance Management Targets in order to achieve a significant reduction in motorized and non-motorized traffic fatalities and serious injuries on all public roads. The Metropolitan Planning Organizations must also establish targets in coordination with the state.
- Congestion – Traffic congestion exists in Santa Cruz County and will not go away in the foreseeable future. Population growth and region-wide jobs to housing imbalances that encourage driving as the mode of choice result in more drivers making more automobile trips.

**EXECUTIVE SUMMARY**

The frequent traffic jams on Highway 1 are the most obvious example of congestion on county roadways.

- **Environmental and Public Health** - A sustainable transportation system can play a vital role in the environmental health of Santa Cruz County and the health of its residents. Greenhouse gas emissions (GHG) have global environmental and public health effects, and air pollutants can affect both the environment and public health on a regional scale. The link between limited use of active transportation, such as biking and walking, and adult and childhood obesity is increasingly strengthened through research. Strategies for addressing this concern are being discussed at federal, state and local levels.
- **Economy** – The economic vitality of a region can be affected by transportation in a number of ways. Improved access is likely to positively affect businesses through faster goods movement and increased tourist activity. Implementation of transportation projects can provide jobs, and the smaller the percentage of household income that goes to transportation, the greater the amount of money that is available to go back into the local economy.
- **Funding** – Funding for transportation in Santa Cruz County has notably improved in recent years. Measure D, approved by Santa Cruz County voters in 2016, provides over \$20 million in revenues per year from sales taxes that are dedicated for use on the transportation categories approved by voters. In 2017, the California legislature provided more stable funding for transportation for the first time in nearly 25 years with passage of Senate Bill 1. Despite the recent funding improvements, there continues to be insufficient funds for all of the community’s transportation needs.

The 2045 RTP endeavors to work toward a sustainable transportation system that addresses these challenges and results in safer, healthier and more efficient travel choices that provide improved multimodal access to opportunities such as jobs, education, and healthcare for our residents.

## **Chapter 2 – Transportation Network**

Santa Cruz County has a rich multi-modal transportation network. The county’s existing transportation network comprises a broad range of transportation facilities and modes. These include state highways, local streets and roads, an extensive bus system, a specialized transport system for seniors and people with disabilities, bikeways, sidewalks, an airport and a rail line. The most notable improvements to the highways have been on Highway 1 including Mission St, the Highway 1 and 17 interchange and auxiliary lanes between Soquel Drive and Morrissey Boulevard.

In 2012, the RTC became the owner of the Santa Cruz Branch Rail Line that extends almost 32 miles between Davenport and Watsonville. The RTC purchased the rail corridor on behalf of the community to preserve the corridor for existing and future transportation uses, including freight rail, passenger rail service/transit, and bicycle and pedestrian facilities. The Unified Corridor Investment Study performed an analysis of the options for transportation uses of the rail right-of-way as required by Measure D. The Transit Corridor Alternatives Analysis and Rail Network Integration Study accepted by the RTC in February 2021 selects electric passenger rail as the locally preferred alternative for the Santa Cruz Branch Rail Line. The Master Plan and Environmental Impact Report for the Monterey Bay Sanctuary Scenic Trail, a network of multiuse trails with the spine along the rail line, have been completed. Eighteen (18)

miles of trails along the rail right of way have been funded in full or in part, with construction to begin as soon as design, engineering and environmental permitting are completed. The first project was completed in 2020.

Transportation system management and transportation demand management programs are also components of the transportation network. Transportation System Management (TSM) projects incorporate operational improvements that improve traffic flow and safety. Examples include signal synchronization, new turning lanes, striping, auxiliary lanes and detectors for assessing real time traffic conditions. Transportation Demand Management includes strategies that reduce the number of people that are driving alone. These strategies include increasing the number of people carpooling, bicycling, telecommuting and taking transit through programs such as Cruz511 and GO Santa Cruz County commuter services.

This multi-modal transportation network is crucial to meeting the travel needs of all county residents, including drivers, non-drivers and commercial traffic.

### **Chapter 3 – Travel Patterns**

The majority of the population in Santa Cruz County lives and travels within a small area of the county. The areas of the county with higher population density are primarily along the coast (City of Santa Cruz, Capitola, Live Oak, Soquel and Aptos), in the cities of Watsonville and Scotts Valley, and along portions of the San Lorenzo Valley. Although the distances that people travel within Santa Cruz County are not extensive, increasing the diversity of land uses within neighborhoods to improve access to goods and services can result in even greater reductions in trip lengths.

The patterns of travel within Santa Cruz County are very much dependent on the number of people who live, work and visit the county. Population growth in Santa Cruz County between 2000 and 2010 increased by only 3% but future projections indicate that population will grow by 9% between 2020 and 2045. Similarly, the number of jobs in Santa Cruz County is forecasted to increase by 9.5% between 2020 and 2045.

Much effort on this 2045 RTP and the 2045 Metropolitan Transportation Plan has been focused on prioritizing projects that will reduce greenhouse gas emissions primarily from a reduction in vehicle miles traveled (VMT). One vehicle traveling one mile equals one “vehicle mile traveled.” The 2010-2012 California Household Travel Survey (CHTS) data results for the state show that there has been a doubling of walk, transit and bike trips compared to data collected in 2000 and a reduction of drive alone trips of approximately 10%. Mode share data for Santa Cruz County from this CHTS data shows that Santa Cruz County residents’ bike more often than the state average. The American Communities Survey provides mode share data for the “typical mode taken to work” for Santa Cruz County. The ACS data from 2015-2019 shows that Santa Cruz County residents are choosing to walk and ride their bike to work more often than in 2000, but carpool less, and the percent of drive alone trips remain the same. The data also show an upward trend in working from home.

### **Chapter 4 – Vision for 2045**

**EXECUTIVE SUMMARY**

The Santa Cruz County Regional Transportation Commission utilizes a rating system called the Sustainable Transportation Analysis Rating System (STARS) to support development of the RTP. The goals, policies, performance measures and targets were developed with extensive public and partner input using STARS to form the foundation for a sustainable transportation plan. The measures are shaped by readily available data and are expected to evolve as new data becomes available. The goals for the 2045 RTP are as follows:

- **Goal 1:** Establish livable communities that improve people’s access to jobs, schools, recreation, healthy lifestyles and other regular needs in ways that improve health, reduce pollution and retain money in the local economy.
- **Goal 2:** Reduce transportation related fatalities and injuries for all transportation modes.
- **Goal 3:** Deliver access and safety improvements cost effectively, within available revenues, equitably and responsive to the needs of all users of the transportation system and beneficially for the natural environment.

The Santa Cruz County Regional Transportation Plan identifies measurable outcomes, called targets that are each linked to a sustainability goal. Incorporating targets into the goals and policies enables the Regional Transportation Commission to assess how well the long-range plan performs over time in advancing the targets. The assessment of performance is provided in Chapter 7.

## **Chapter 5 – Financial Plan**

Transportation programs and projects in Santa Cruz County are funded from a variety of local, state and federal funding programs. Local sources account for 46% of the transportation revenues, 39% from state and 15% from federal. Based on current and projected revenue sources, approximately \$5 billion are reasonably anticipated to be available to finance transportation projects in Santa Cruz County through 2045 (\$200 million per year). The vast majority of anticipated revenues are committed to specific dedicated uses. Over one third of local, state and federal funds can only be used for transit and paratransit projects and operations. A large proportion of these transit revenues come from our county’s dedicated half-cent local sales tax for transit. Airport improvements and highway safety also account for a large portion of the dedicated funds.

In response to ongoing funding shortfalls and the large backlog of maintenance and other projects, Santa Cruz County voters approved Measure D in November 2016, a 30-year half-percent sales tax dedicated to local transportation projects and programs. Measure D provides over \$20 million per year in stable funding for projects in Santa Cruz County. In 2017, the California legislature passed Senate Bill 1 – The Road Repair and Accountability Act to stabilize transportation funding and help address the diminishing transportation revenues from the per gallon gasoline and diesel tax.

The Regional Transportation Commission (RTC) has discretion over less than 4% of the funds available for transportation projects in the next 25 years (approximately \$8.5 million per year). These funds are from regional shares of the State Transportation Improvement Program (STIP) Surface Transportation Block Grant Program (STBG) and SB 1- Local Partnership Program.

It is important to note that transportation funding can be incredibly unpredictable. State and federal actions can result in elimination of certain funding programs or diversion of transportation funds to the

State General Fund, as has happened regularly to transit funds over the past several years. Inevitably, some of the funding sources assumed within the financial projections for this plan will not actually be realized. Even if all of the revenues assumed in this document are realized, projected funds are insufficient to keep up with the maintenance, operational, safety, and major improvement needs of the region discussed in Chapter 6. Therefore, this document identifies additional sources for new funds that could potentially become available. The RTC works with entities locally, statewide, and nationally to seek new transportation revenue sources. These could include new local or state gas taxes, transportation impact fee programs, statewide transportation bonds, special federal funding programs (such as economic stimulus bills), special state legislative budget requests, and new grants.

## Chapter 6 – Transportation Investments

A list of programs, projects and actions needed to operate, maintain, and improve the transportation system in Santa Cruz County has been developed – based on input from the public and sponsoring agencies -- as part of the Action Element of the RTP. The cost of implementing this list of transportation projects in Santa Cruz County is approximately \$9.7 billion, whereas the estimated funds available through 2045 is approximately \$5 billion – just over half of the estimated need.

Given the significant gap between funding needs for transportation and projected revenues, the projects listed in the RTP must be divided into two groups. Transportation improvements that can be funded with foreseeable transportation revenues between 2020 and 2045 are shown as “Constrained.” This group includes projects with dedicated funding, already funded projects to be constructed in the short term, and planned projects that could be constructed anytime within the 2045 RTP’s 25-year timeline as projected funds become available. Transportation improvements to be implemented only if new revenues are generated or become available show their funding as “unconstrained.” Some projects are identified with both constrained and unconstrained funds, indicating a need for additional funds to complete the entire project, though portions of those projects may be completed using available funding.

In order to determine which projects are prioritized for the constrained list for the 2045 RTP, input was solicited from project sponsors, the public, public interest groups and RTC advisory committees throughout the process in developing the final project list that identifies the projects as either constrained and/or unconstrained.

The within projected funds or constrained project list consists of approximately 360 projects that could be fully implemented and 150 projects that could be partially implemented over the twenty-five year timeframe. These projects and programs address the region’s accessibility, economic, safety and environmental sustainability needs over the next 25 years and constitute the 2045 RTP’s constrained project list described in Chapter 6 with the full list of projects and programs provided in Appendix E. During the next 25 years, approximately \$5 billion from federal, state, and local funding sources is projected to be available to finance transportation projects in Santa Cruz County. Over 290 projects are on the unconstrained list, for which additional funds will be needed in order to be implemented.

The 2045 RTP assigns future transportation funds to a range of projects and programs designed to maintain the current transportation system, and improve access, safety and environmental and public health by broadening transportation options. Key proposals, based on available funding, include:

**EXECUTIVE SUMMARY**

- Maintenance of the existing transportation network including roads, highways, bike lanes, sidewalks, and transit
- Safety and operational improvements to Highways 1, 9, 17, 129 and 152
- Addition of auxiliary lanes and bus on shoulders on Highway 1 between Freedom Boulevard in Aptos and Soquel Ave
- Bicycle and pedestrian crossings over Highway 1 at Chanticleer and Mar Vista
- Modifications to major arterial roads -- including intersection improvements and bus, pedestrian and bicycle facilities
- Freeway Service Patrol along Highways 1 and 17
- Expanded bus service for high ridership routes to serve University of California Santa Cruz (UCSC), south county and San Jose commuters
- Transit queue jumps and high occupant vehicle signal priority
- Construction of the Monterey Bay Sanctuary Scenic Trail, the Pajaro River Trail, and the San Lorenzo Valley Trail
- Local bicycle and pedestrian projects and programs designed to increase bicycle commuting, and provide safe bicycle and pedestrian routes to schools and key destination areas
- Expansion of specialized transport services in response to projected increases in senior and disabled populations
- Individualized marketing programs to employers to increase carpooling and vanpooling

Development of the RTP project list is a preliminary step towards actual implementation of the projects identified in the 2045 RTP. Prior to the beginning of project construction, a number of steps must be taken which can take from 6 months to 20 years, depending on the particular project's complexity, impacts, level of public interest, funding and environmental requirements, and availability of funds. These steps include developing a detailed project cost estimate; obtaining local, state and/or federal funds; designing the project; determining the project's environmental impacts; securing right-of-way, if necessary; and throughout the process, incorporating public input.

## **Chapter 7 – System Performance**

Performance-based planning is a strategic approach that uses key information to help inform investment decisions. The performance of the previous regional transportation plans for Santa Cruz County completed in 2014 and 2018 was analyzed in detail to determine how well the constrained list of transportation projects and programs advance the goals and targets established for the 2014 and 2018 RTPs and affect the county's future. The analysis that was performed is still largely applicable to the 2045 RTP given the project list for the 2045 RTP has not changed substantially from the 2014 and 2018 versions.

The 2045 RTP focuses the system performance on presenting available data that monitors the performance of the transportation system to date. Data is not available at this time to monitor all of the measures in the 2045 RTP although many of the more fundamental indicators (safety, vehicle miles traveled, greenhouse gas emissions, pavement condition) are presented.

## Chapter 8 – Environmental and Air Quality Review

The California Environmental Quality Act of 1970 (CEQA) requires that the environmental effects of the 2045 RTP be analyzed. This analysis was prepared as a separate program-level Environmental Impact Report (EIR) released along with the 2045 RTP. The EIR, prepared in coordination with the Association of Monterey Bay Area Governments (AMBAG), Transportation Agency for Monterey County (TAMC), and the San Benito County Council of Governments (SBCOG), collectively evaluates the MTP/SCS and the Regional Transportation Plans for the Monterey Bay region - Santa Cruz, Monterey, and San Benito Counties. The EIR analyzes the potential environmental impacts of the 2045 RTP, including alternative investment scenarios, and identifies potential mitigation measures for impacts of the transportation program for the whole region. The EIR does not analyze impacts of, or mitigations for, individual projects. The respective agency sponsors will conduct a project-specific review, once funding is received and the project is initiated.

Together Santa Cruz, Monterey, and San Benito Counties comprise the North Central Coast Air basin (NCCAB). Many projects in the plan implement the Monterey Bay Unified Air Pollution Control District's (Air District) approved Transportation Control Measures for the region, which are developed to reduce transportation-related emissions by reducing vehicle use or improving traffic flow. The three-county region (or NCCAB) is an attainment area for air quality impacts and therefore exempt from the required conformity analysis.

## Chapter 9 – What's Next?

The Santa Cruz County Regional Transportation Plan is a work in progress that will be updated approximately every four years. This chapter identifies a number of considerations that will likely be prominent features of the RTP over the next couple of decades.

Santa Cruz County is susceptible to a wide range of climate change effects. The RTC is aware of the need to undertake efforts to respond to *impacts* of climate change along with the current effort to reduce GHG emissions. Future editions of the RTP may address the impacts of climate change by identifying areas at most risk to sea level rise as well as other additional transportation considerations.

The effects of automated vehicles on future transportation systems are under much debate. Automated vehicles (AVs) are an emerging technology that could bring a number of benefits to the transportation system including increased safety, increased throughput due to driving efficiencies, and improved system management through vehicle data. Conversely, there is also the potential of AVs to drastically increase traffic congestion and the amount of vehicle miles traveled particularly when self-driving vehicles no longer require a person on board. There are many uncertainties associated with AVs including a currently unfolding set of federal and state regulations, resolution of questions around programming ethics, solutions to liability and insurance concerns, potential criminal abuse, and market adoption rates. The RTC will be watching the evolution of this technology for incorporation into future RTPs.



**HOUSING**



**ECONOMIC  
DEVELOPMENT**



**TRANSPORTATION**

# Public Workshop and Hearing on the Draft 2045 MTP/SCS and Draft EIR

Attend a virtual workshop and public hearing on AMBAG's Draft 2045 Metropolitan Transportation Plan and Sustainable Communities Strategy (MTP/SCS) and Draft Environmental Impact Report (EIR). Opportunity to provide comments on the Draft Plan and EIR will occur during the public hearing portion of the meeting.

Can't attend the virtual workshop? Send comments by email, [info@ambag.org](mailto:info@ambag.org), or by mail, 24580 Silver Cloud Ct, Monterey, CA 93940. The public comment period closes on January 31, 2022.

Copies of the Draft Plan and EIR are available for download at [www.ambag.org](http://www.ambag.org)

## SCHEDULE

**Wednesday, January 12**  
**AMBAG Board of Directors**  
6:00 p.m.

**Wednesday, January 19**  
6:00 p.m. - 7:30 p.m.

**Monday, January 24**  
6:00 p.m. - 7:30 p.m.

**Thursday, January 27**  
6:00 p.m. - 7:30 p.m.



To register for one of the  
workshops, visit  
[www.ambag.org](http://www.ambag.org)





VIVIENDA



DESARROLLO  
ECONÓMICO



TRANSPORTE

# Taller y audiencia públicos sobre el Borrador 2045 MTP/ SCS y el Borrador EIR

Asista a un taller virtual y a una audiencia pública sobre el Borrador del Plan de transporte metropolitano y la Estrategia de comunidades sostenibles para 2045 (Metropolitan Transportation Plan and Sustainable Communities Strategy, MTP/SCS) de AMBAG y el Borrador del informe de impacto ambiental (Draft Environmental Impact Report, EIR). Tendrá la oportunidad de hacer comentarios sobre el Borrador del plan y el EIR durante la parte de la audiencia pública de la reunión.

¿No puede asistir al taller virtual? Envíe sus comentarios por correo electrónico, [info@ambag.org](mailto:info@ambag.org), o por correo, 24580 Silver Cloud Ct, Monterey, CA 93940. El período de comentarios públicos cierra el 31 de enero de 2022.

Las copias del Borrador del plan y del EIR están disponibles para descargar en [www.ambag.org](http://www.ambag.org)

## PROGRAMA

**Miércoles 12 de enero**  
Consejo de administración  
de AMBAG  
6:00 p. m.

**Miércoles 19 de enero**  
6:00 p. m. a 7:30 p. m.

**Lunes 24 de enero**  
6:00 p. m. a 7:30 p. m.

**Jueves 27 de enero**  
6:00 p. m. a 7:30 p. m.



Para inscribirse en uno de  
los talleres, visite  
[www.ambag.org](http://www.ambag.org)

**TO:** Regional Transportation Commission

**FROM:** Brianna Goodman, Transportation Planner and Sarah Christensen, Senior Transportation Engineer

**RE:** San Lorenzo Valley (SLV) Schools Complex Circulation and Access Project Memorandum of Understanding (MOU) with Local and State Agencies

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## **RECOMMENDATIONS**

Staff recommends that the Santa Cruz County Regional Transportation Commission (RTC) authorize the Executive Director to sign a Memorandum of Understanding ([Attachment 2](#)) with local and state agencies responsible for coordinating delivery of the San Lorenzo Valley (SLV) Schools Complex Circulation and Access Project.

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## **BACKGROUND**

State Route (SR) 9 is the primary travel corridor through San Lorenzo Valley. It serves as the “Main Street” and economic center for the towns of Felton, Ben Lomond, Brookdale, and Boulder Creek, and as an interregional arterial connecting Silicon Valley and Santa Cruz. San Lorenzo Valley community members, the County of Santa Cruz, Santa Cruz Metropolitan Transit District (METRO), Caltrans, the RTC, and other stakeholders have identified significant transportation deficiencies along the corridor.

In 2019 the RTC, in partnership with Caltrans, the County of Santa Cruz, and METRO, completed the Highway 9/San Lorenzo Valley Complete Streets Corridor Plan to help coordinate and prioritize transportation investments for this important corridor. The plan identified the SR 9 corridor adjacent to and the circulation within the SLVUSD elementary, middle, and high schools combined campus (SLV Schools Complex) as a top priority in need of active transportation facilities, improved access to transit, and optimized vehicle throughput.

## **DISCUSSION**

The Highway 9/San Lorenzo Valley Complete Streets Corridor Plan identified a need to improve safety, pedestrian and bicycle access, transit access, and

traffic operations along Highway 9 in Felton near the SLV Schools Complex, as well as within the Schools Complex itself which is comprised of the three schools in the San Lorenzo Valley Unified School District (SLVUSD): San Lorenzo Valley Elementary, San Lorenzo Valley Middle School, and San Lorenzo Valley High School. This project, in particular student bicycle and pedestrian access from the Complex toward downtown Felton to the south, has been a priority improvement advocated for by the SLV community for many years.

These three schools form a combined campus immediately adjacent to one another along SR 9 from just north of the SR 9/Fall Creek Road intersection to the El Solyo Heights intersection in Felton, approximately 1 mile north of the SR 9/Graham Hill Road intersection. The high school has an entrance/exit at a signalized intersection on SR 9 immediately adjacent to a METRO bus stop at the southern end of the Complex, the elementary school has an uncontrolled entrance/exit in the middle, and the middle school traffic is accessed via an uncontrolled intersection of SR 9 and El Solyo Heights Drive at the northern end of the Complex. A project location map is included as Attachment 1.

Currently, there are no dedicated bicycle or pedestrian facilities on SR 9 from nearby neighborhoods or towns connecting to the SLV Schools Complex, and complete streets facilities are also deficient along SR 9 between schools. Students either travel via school bus, by METRO bus, or by private vehicle to and from school. During student drop off and pickup times the entrances and exits are extremely congested. In the morning, when drop off occurs the congestion is particularly severe in the southbound direction of SR 9 as it is compounded by the morning commute traffic of workers traveling from SLV into Santa Cruz or to Highway 17 and Silicon Valley.

The SLV Schools Complex Circulation and Access Project MOU was drafted to define how the five partner agencies of RTC, Caltrans, SLVUSD, METRO, and Santa Cruz County Public Works will collaborate to successfully deliver the SLV Schools Complex Circulation and Access Study (Study) and subsequent project components. The MOU (Attachment 2) guides the involved agencies' intentions and strategies and provides the overall framework, including outlining respective roles, responsibilities, and funding strategy for the project.

Additionally, this MOU serves to confirm partner agencies' commitment to regular meetings and open communication between agencies throughout project development activities, the environmental document(s), preparing the final design Plans, Specification and Estimate (PS&E), completing right-

of-way activities, construction, community and stakeholder outreach, and pursuing of competitive grant applications for the Project.

The MOU is not binding to the respective boards and commissions; rather it applies to the relationship of the respective agency staff working together to deliver the project. As such, board and commission decisions may be informed by the consensus approach promoted in the MOU but are not legally bound by the consensus process promoted in the MOU. Future agreements may be required for each individual project component that requires the expenditure of funds and/or staff services provided by RTC, which will be recommended for approval by Commission separately as subsequent actions.

**Staff recommends the RTC authorize the Executive Director to sign the SLV Schools Complex Circulation and Access Project MOU (Attachment 2) with local and state agencies responsible for coordinating delivery of the San Lorenzo Valley (SLV) Schools Complex Circulation and Access Project, subject to final negotiation and legal review as to form.**

## **NEXT STEPS**

To address traffic flow improvements, the RTC, Caltrans, SLVUSD, METRO, and Santa Cruz County Public Works plan to collaborate to develop the Study as a first step in implementing the project. This study will gather data, develop preliminary engineering schematics, conduct a traffic analysis, and conduct a feasibility and needs assessment for improving multimodal system performance along SR 9 in Felton and within the SLV Schools Complex. The Study will identify bicycle and walking facilities for students and other users to allow access between Ben Lomond neighborhoods on Glen Arbor Rd in the north, within the SLV Schools Complex, and Felton to the south.

Staff has issued a [Request for Proposals](#) to procure a professional services consultant to conduct the Study. After review of proposals and selection of the most qualified firm by the selection committee, it is anticipated that staff will return with a recommendation to award a contract this spring RTC staff may serve as the Project Manager for this project, who will be responsible for coordination with stakeholders and overall delivery of the Study.

## **FISCAL IMPACT**

There are no new fiscal impacts associated with entering into this MOU. Future agreements may be required for each individual project component that requires the expenditure of funds and/or staff services provided by RTC,

## *SLV Schools Complex Circulation & Access Project MOU*

which will be recommended for approval by Commission separately as subsequent actions.

It is anticipated that the upcoming Circulation and Access Study will be funded by a combination of SLVUSD, RSTPX, and Measure D funds if needed. Staff plans to return to the Commission to recommend award of a consultant contract for the Study this spring.

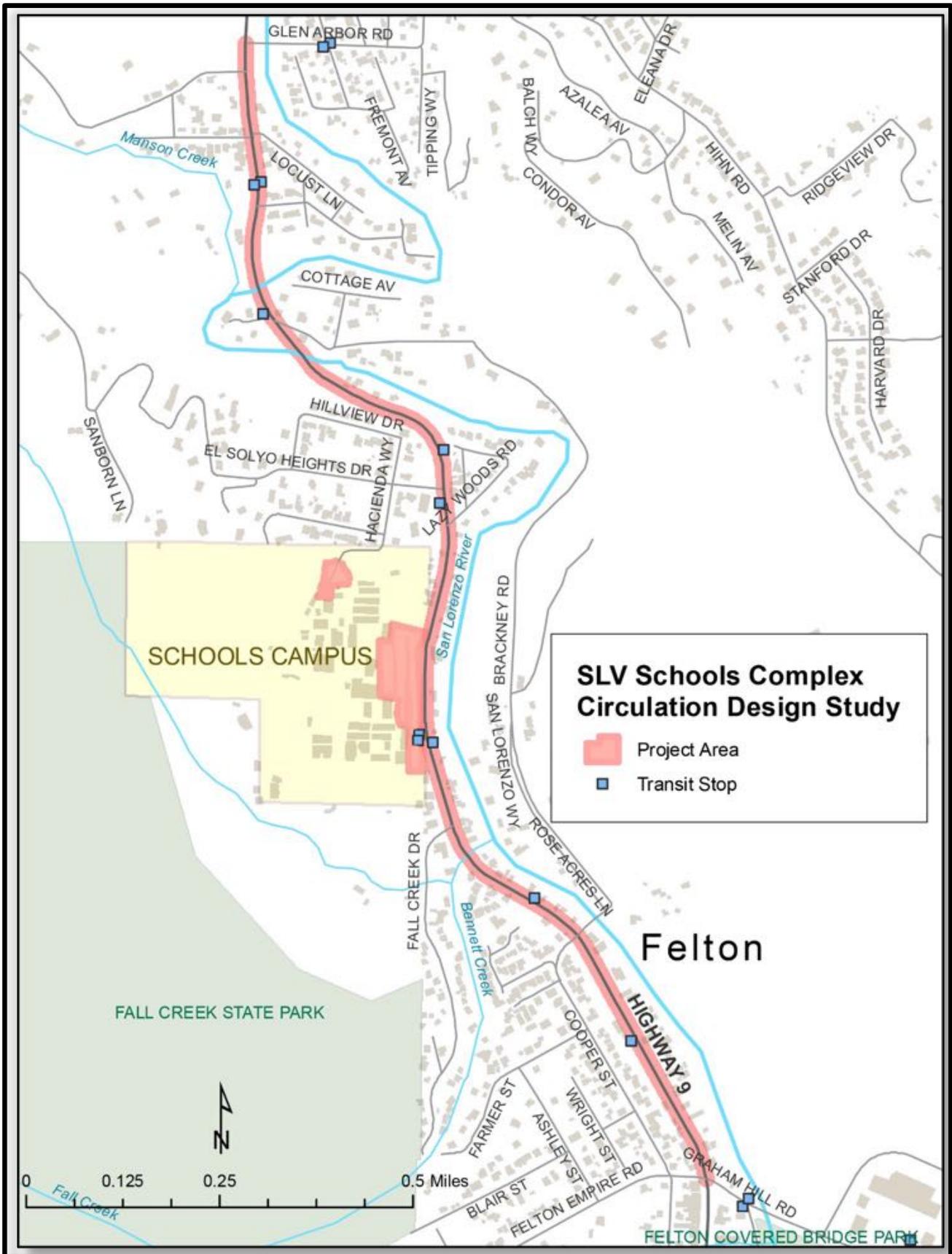
### **SUMMARY**

The Highway 9/San Lorenzo Valley Complete Streets Corridor Plan identified a need to improve safety, pedestrian and bicycle access, transit access, and traffic flow along Highway 9 in Felton and within the SLV Schools Complex. The SLV Schools Complex Circulation and Access Project MOU will provide the framework for an interagency collaborative approach to deliver this complex project.

#### Attachments:

1. Project Location Map
2. SLV Schools Complex Circulation and Access Project MOU

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Project Location Map  
21-5



MEMORANDUM OF UNDERSTANDING  
for  
THE SLV SCHOOLS COMPLEX CIRCULATION PROJECT  
between

the San Lorenzo Valley Unified School District, the Santa Cruz County Regional Transportation Commission, the California Department of Transportation, the Santa Cruz County Department of Public Works, and the Santa Cruz Metropolitan Transit District

**Intent**

This Memorandum of Understanding (MOU), entered into on \_\_\_\_\_, is between the San Lorenzo Valley Unified School District (SLVUSD), the Santa Cruz County Regional Transportation Commission (SCRTC), the State of California Department of Transportation (Caltrans), Santa Cruz County Department of Public Works (DPW) and the Santa Cruz Metropolitan Transit District (METRO), herein collectively called PARTIES, and constitutes a guide to the respective intentions and policies of the parties involved for the SLV Schools Complex Circulation Project, herein called CIRCULATION PROJECT.

The intent of this MOU is to define how the PARTIES will work together in cooperation to successfully deliver the CIRCULATION PROJECT. It constitutes a guide to the intentions and strategies of the PARTIES and provides the overall framework, including outlining and discussing their respective roles, responsibilities, and funding strategy for the CIRCULATION PROJECT. It is not intended to circumvent existing processes, authorize funding, or project effort, nor is it a legally binding contract.

This MOU serves to confirm all PARTIES' commitment to regular meetings and open communication between agencies throughout project development activities of the CIRCULATION PROJECT. PARTIES will work cooperatively, using staff, professional consultant services, and resources, as part of the Circulation Project Management Team (CIRCULATION PROJECT team) in a commitment to help ultimately deliver the CIRCULATION PROJECT. Future cooperative agreements will be required for each individual project component requiring the expenditure of funds and/or staff services provided by PARTIES. As implied previously, any potential improvement in State right-of-way is subject to additional Caltrans processes.

**Circulation Project Description**

State Route 9 (SR 9) is a regionally significant two-lane highway linking Santa Cruz and the Monterey Bay Area with Santa Clara and the San Francisco Bay Area and is the only continuous north/south route through the San Lorenzo Valley. The San Lorenzo Valley Unified School District has three schools (San Lorenzo Valley Elementary, San Lorenzo Valley Middle School, San Lorenzo Valley High School) here jointly referred to as the SLV Schools Complex, immediately adjacent to one another in a combined campus along SR 9 from Postmile (PM) 7.16 to PM 7.53. The high school has an entrance/exit at a signalized intersection of SR 9



immediately adjacent to a METRO bus stop at PM 7.19, the elementary school has an uncontrolled entrance/exit at PM 7.28, and the middle school traffic is accessed via an uncontrolled intersection of SR 9 and El Solyo Heights Drive at PM 7.53.

Currently, because of roadway constraints there is limited bicycle or pedestrian access from nearby neighborhoods or towns linking to the SLV Schools Complex, and there is a need to enhance complete streets features along SR 9 between schools. At present students either travel via METRO bus, school bus, or by personal vehicle to and from school. During student drop off and pickup times the entrances and exits are extremely congested. In the morning, when drop off occurs the congestion is particularly severe in the southbound direction as it is compounded by the morning commute traffic of workers traveling from SLV into Santa Cruz or to Highway 17 and Silicon Valley.

The Highway 9/San Lorenzo Valley Complete Streets Corridor Plan was completed by SCCRTC in partnership with Caltrans, the County of Santa Cruz, and METRO in 2019 and identified a need to enhance safety, pedestrian and bicycle access, transit access, and traffic flow in this location.

Engineering and traffic analysis during the access and circulation study component of the CIRCULATION PROJECT will be necessary to further develop and scope concepts for potential project(s). The first task required for the CIRCULATION PROJECT is a comprehensive circulation and access study for the SLV Schools Campus (SLV Schools Complex Circulation and Access Study, or Circulation Study) and access to/from SR 9 with regular input and approval from the CIRCULATION PROJECT team. Once the comprehensive Circulation Study is complete, the CIRCULATION PROJECT team will continue to work in collaboration to develop project(s) that improve school campus access and complete streets facilities that interface with SR 9. Caltrans will guide the PROJECTS' lead agency through their established processes.

### **Circulation Project Management Strategy**

The development activities required for completion of the CIRCULATION PROJECT include developing a circulation and access study for the SLV Schools Campus, completing the environmental documents and project approvals as necessary, final design, right-of-way, and construction project components. Other supplemental activities that may be required for the successful delivery of the project components include community outreach and preparing applications for competitive grants to fund project components. PARTIES will cooperatively work together to identify the lead agency for each component of the CIRCULATION project.

### **Circulation Project Manager**

The Circulation Project Manager shall be an agency employee or selected consultant, and whose overall responsibility is to facilitate communication of the CIRCULATION PROJECT team to deliver the CIRCULATION PROJECT. The Circulation Project Manager will facilitate the delivery of the CIRCULATION PROJECT on SLVUSD and Caltrans respective right-of-way within



scope, schedule, budget, consistent with Caltrans processes, and will provide the CIRCULATION PROJECT team with recommendations for those items requiring their approval.

#### Responsibilities:

- Provide vision for the entire CIRCULATION PROJECT Team
- Ensure PARTIES are working as a team
- Develop a documented CIRCULATION PROJECT scope of work
- Process and make recommendations for changes in scope, schedule, and budget
- Facilitate agency to agency communications and information sharing as needed
- Monitor agency activities

#### Meetings:

- Schedule or facilitate the scheduling of project-related meetings between CIRCULATION PROJECT team, PARTIES or with outside entities.
- Lead CIRCULATION PROJECT team meetings and attend project development team and other individual project meetings as needed.

#### **Project Funding**

In a cooperative manner reflective of the overall intent of the MOU, PARTIES will provide support for the CIRCULATION PROJECT in the form of staffing of the CIRCULATION PROJECT team, and collaboratively seeking potential funding from federal, state, and local resources. PARTIES understand that CIRCULATION PROJECT funding is dynamic and may change throughout the life of the CIRCULATION PROJECT. Individual funding plans will be developed for CIRCULATION PROJECT components as part of the work plan or as needed for funding cycles and funding opportunities.

#### **Issue Resolution**

Issues may arise in the midst of PARTIES efforts to develop the CIRCULATION PROJECT on their respective properties. Many of these issues can be resolved within these teams, especially those that do not change the scope of the CIRCULATION PROJECT, require Caltrans design exceptions, additional budget, and that do not delay the approved schedule. The CIRCULATION PROJECT team shall be the first level of review of the issues. If the CIRCULATION PROJECT team either does not have sufficient authority to resolve the issue (such as the need for a Caltrans design exception) or is unable to agree, then they will elevate the issue resolution after a maximum of two meetings (an initial meeting to hear the issue, and, if necessary, a second meeting to hear any additional information requested during the first meeting).

Second-level (and final) review and resolution: a body consisting of an executive level or executive-designated representative from each of the PARTIES will convene to review the issue, the options for resolution, the pros and cons to each option, and the advocate's reasons in



support of specific options. If, for some reason, the issue cannot be fully resolved without approval from a PARTIES' board then the CIRCULATION PROJECT team will prepare agenda items for any required action needed to ratify their agreed upon solution.

**Signatures**

PARTIES hereby agree to collaborate on the CIRCULATION PROJECT using the framework and strategy defined in the memorandum of understanding.

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Superintendent	Date
San Lorenzo Valley Unified School District	

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Executive Director	Date
Santa Cruz County Regional Transportation Commission	

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District Director	Date
Caltrans District 5	

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Director of Public Works	Date
County of Santa Cruz	

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CEO	Date
Santa Cruz Metropolitan Transit District	

**AGENDA:** January 13, 2022

**TO:** Regional Transportation Commission  
**FROM:** Sarah Christensen P.E.  
**RE:** Construction Contract Award – Phase 1 Coastal Erosion Repair at Manresa along the Santa Cruz Branch Rail Corridor

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## **RECOMMENDATIONS**

Staff recommends that the Regional Transportation Commission (RTC) approve the attached resolution (Attachment 1) accepting the bid for construction of the Phase 1 Coastal erosion repair near Manresa State Beach along the Santa Cruz Branch Rail Line and authorizing the Executive Director to execute a construction contract to the lowest responsible bidder, Cal West Construction Inc. with a contract allotment of \$697,510.

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## **BACKGROUND**

In July 2018, the RTC entered into an Administration, Coordination and Licensing (ACL) Agreement with St. Paul and Pacific Railroad (SPPR) a company of Progressive Rail which designates SPPR as the railroad operator. Section 5 of the ACL agreement with SPPR requires that the Commission complete initial repairs to the freight easement property in two phases. Initial repairs include repair of storm damage, maintenance of drainage facilities (such as culverts and drainage ditches), bridge repairs, and slope embankment repairs. RTC completed the first phase of the initial repairs up to Milepost (MP) 7 (near the Buena Vista Road grade crossing) in August of 2021 and continues to make repairs to the branch line north of MP 7 as part of the second phase of the ACL.

As part of a preventative maintenance inspection that took place late 2019, staff observed erosion of a slope embankment and an existing retaining wall requiring repair along the coastal bluff near Manresa State Beach. To address the immediate erosion concern, staff procured a construction contractor, Industrial Railways Company (Part 1 Erosion Control, Contract No. TP2072), to place temporary soil cover consisting of plastic tarp and sand bags along the failing slope.

In 2020, staff requested proposals from the RTC's engineering on-call list of design consultants. Staff evaluated the proposals received and recommended approval of a contract with Railpros, Inc. (TP2080) at the

June 29, 2020 meeting with a scope of work that includes preparation of Plans, Specifications and Engineers Estimates (PS&E) package for a permanent repair. The Commission adopted the final PS&E package on August 5, 2021 which is required by the RTC Procurement Policy for projects with engineers estimates greater than \$200,000.

## **DISCUSSION**

The project was advertised for construction bids by releasing an Invitation for Bid (IFB) number 2134 in December of 2021 through BidExpress, which is the RTC's advertisement platform for formally advertised construction projects. The project's scope of work includes the construction of a new 70-foot long soldier pile retaining wall with tiebacks west of the existing track. Work also includes regrading of the ditch along the east side of the tracks, locating and unclogging of an existing 12-inch corrugated metal pipe at the private grade crossing, and installation of new chain link fence. The engineers estimate for the capital construction was \$320,600, which included a 10% contingency. The estimate was based on historic unit prices for similar bid work on other construction contracts.

A mandatory pre-bid walk took place on December 14, 2021 to review the scope of work for the Manresa coastal repair site, with 5 people from 4 construction firms in attendance. On January 4, 2021, the RTC received 2 complete and responsive bids, with the lowest responsible bid being \$634,100 by Cal West Construction, Inc. The second bid by Graniterock Company was \$669,180. The detailed bid summary is included as Exhibit A to Attachment 1.

The bid prices were higher than the engineers estimate due to a number of factors, including recent increases in material costs, supply chain challenges, and lack of availability of contractor resources resulting in less competitive bid prices. Staff recommends accepting the bids, awarding the contract, and moving forward with construction of the repair, with a goal of completing construction this spring. Re-packaging and re-advertising the project would result in the delay of construction and there would be no guarantee that lower or additional bids would be received. Not addressing the damaged area and drainage could result in additional temporary work, as well as new damage from erosion to the unstable slope. There would be additional staff and consultant time needed to re-package and re-advertise the contract. There would also risk of higher bids due to escalation if the project was re-advertised. Therefore, **staff recommends the RTC approve the attached resolution (Attachment 1) accepting the bids and authorizing the Executive Director to execute a construction contract with Cal West Construction, Inc. with a contract allotment of \$697,510 for the**

**Phase 1 Coastal Erosion Repair along the Santa Cruz Branch Rail Line.** The contract allotment includes the low bid amount of \$634,100 and a 10% contingency amounting to \$63,410 for potential contract change orders. Once the contract is awarded and all requirements of the contract are met, staff will issue a notice to proceed to the contractor for bid work. Construction is anticipated to begin in February of 2022 and is scheduled to complete by June, weather permitting.

### **FISCAL IMPACT**

Sufficient capacity exists in the FY21/22 Measure D-Rail category programming and budget. This project is funded by the Measure D-Rail category with funds previously programmed, budgeted, and approved by the Commission to be used for this capital construction project. However, the higher-than-expected bids will impact RTC's Measure D-Rail category funding available for other capital improvement projects on the SCBRL, which may delay the advertisement and award of other infrastructure repair projects.

In addition to the construction contract, staff has issued a task order under the on-call construction management contract with MNS Engineers, Inc. (TP2123) to perform construction engineering and administration of this project. The FY21/22 Rail Infrastructure Repair budget and 5-year plan for the Measure D Rail category include sufficient funding for the project's cost of construction capital, construction management, and design services during construction.

### **SUMMARY**

RTC solicited bids in December of 2021 for the first phase of the Manresa coastal erosion repair and received 2 bids on January 4, 2022. Staff recommends awarding a construction contract to the lowest responsible bidder, Cal West Construction, Inc. with a contract allotment of \$697,510.

### **ATTACHMENTS**

1. Resolution
  - A. Bid Summary

**RESOLUTION NO.**

Adopted by the Santa Cruz County Regional Transportation Commission  
on the date of January 13, 2022  
on the motion of Commissioner  
duly seconded by Commissioner

A RESOLUTION ACCEPTING THE BIDS AND AUTHORIZING THE EXECUTIVE  
DIRECTOR TO EXECUTE A CONSTRUCTION CONTRACT WITH THE LOWEST  
RESPONSIBLE BIDDER, CAL WEST CONSTRUCTION, INC. WITH A CONTRACT  
ALLOTMENT OF \$697,510 FOR THE PHASE 1 MANRESA COASTAL EROSION  
REPAIR ALONG THE SANTA CRUZ BRANCH RAIL LINE

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

WHEREAS; in July of 2018 the Commission entered into an Administration, Coordination and Licensing (ACL) Agreement with St. Paul and Pacific Railroad (SPPR) a company of Progressive Rail which designates SPPR as the new railroad operator, with Section 5 of the ACL agreement requiring that the Commission complete initial repairs to the freight easement property;

WHEREAS; As part of a preventative maintenance inspection that took place late 2019, staff identified observed erosion of a slope embankment that requires repair along the coastal bluff near Manresa State Beach, as well as distress and displaced lagging of an existing soldier pile retaining wall;

WHEREAS; in June 2020 the Commission authorized the Executive Director to enter into a professional engineering services agreement with RailPros, Inc. to prepare construction documents for the repair;

WHEREAS, RailPros, Inc. prepared the plans and specifications, and an engineer's estimate of \$320,600;

WHEREAS, in August of 2021 the Commission adopted the plans and specifications for the project as required by the RTC Procurement Policy for projects with engineers estimates greater than \$200,000 in value;

WHEREAS; staff solicited bids in December of 2021 for construction of the phase 1 Manresa coastal erosion repairs and led a pre-bid walk with interested contractors; and

WHEREAS; two bids were received, with Cal West Construction, Inc. submitting the lowest responsible bid in the amount of \$634,100; and,

WHEREAS; a 10% contingency of \$63,410 is desired and customary for projects of this size.

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

1. The RTC accepts the bids (Exhibit 1);
2. The Executive Director is authorized to enter into an agreement with the lowest responsible bidder, Cal West Construction, Inc., for construction of Manresa coastal erosion repairs along the Santa Cruz Branch Rail corridor in the amount of \$634,100 and a contract allotment of \$697,510;
3. The Executive Director is authorized to execute contract change orders up to the amount of the contract allotment; and
4. The Commission Chair is authorized to execute contract change orders up to \$50,000 above the contract allotment of \$697,510 for a maximum total of \$747,510.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

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Sandy Brown, Chair

ATTEST:

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Guy Preston, Executive Director

EXHIBITS:

A. Bid Summary

Distribution: RTC Project Manager, RTC Fiscal, Construction Contractor

**EXHIBIT A**  
**SCCRTC IFB 2134 BID SUMMARY - JANUARY 4, 2022**  
**PHASE 1 COASTAL EROSION REPAIR AT MANRESA STATE BEACH**

Item	Estimated Quantity	Unit of Measure	Engineers Estimate		Bidders Average		Cal West Construction, Inc.				Granite Rock Company				
			Unit Price	Extension	Unit Price	Extension	Price	Extension	\$ Diff from Engr Est	% Diff from Engr Est	Price	Extension	\$ Diff from Engr Est	% Diff from Engr Est	
<b>BID ITEM LIST</b>															
1 - STRUCTURE EXCAVATION (GROUND ANCHOR WALL, and for Drainage) (F) - CY	65.00	CY	\$99	\$6,435	\$400	\$26,000	\$200	\$13,000	\$6,565	102%	\$600	\$39,000	\$32,565	506%	
2 - STRUCTURE BACKFILL (GROUND ANCHOR WALL, and for Drainage) (F) - CY	85.00	CY	\$193	\$16,405	\$433	\$36,763	\$400	\$34,000	\$17,595	107%	\$465	\$39,525	\$23,120	141%	
3 - STEEL SOLDIER PILE (HP 14 X 117) - LF	220.00	LF	\$131	\$28,820	\$375	\$82,500	\$300	\$66,000	\$37,180	129%	\$450	\$99,000	\$70,180	244%	
4 - CLEAN AND PAINT STEEL SOLDIER PILING - LS	1.00	LS	\$16,000	\$16,000	\$21,600	\$21,600	\$25,000	\$25,000	\$9,000	56%	\$18,200	\$18,200	\$2,200	14%	
5 - PERVIOUS BACKFILL MATERIAL (RETAINING WALL) (F) - CY	15.00	CY	\$112	\$1,680	\$525	\$7,875	\$600	\$9,000	\$7,320	436%	\$450	\$6,750	\$5,070	302%	
6 - 24" CAST-IN-DRILLED-HOLE CONCRETE PILING - LF	150.00	LF	\$386	\$57,900	\$700	\$105,000	\$300	\$45,000	(\$12,900)	22%-	\$1,100	\$165,000	\$107,100	185%	
7 - PRECAST CONCRETE PANEL - SQFT	500.00	SQFT	\$75	\$37,500	\$190	\$95,000	\$250	\$125,000	\$87,500	233%	\$130	\$65,000	\$27,500	73%	
8 - GROUND ANCHOR (SUBHORIZONTAL) - EA	7.00	EA	\$9,000	\$63,000	\$15,100	\$105,700	\$15,000	\$105,000	\$42,000	67%	\$15,200	\$106,400	\$43,400	69%	
9 - CHAIN LINK FENCE (TYPE CL-6) - LF	1,330.00	LF	\$30	\$39,900	\$68	\$90,440	\$100	\$133,000	\$93,100	233%	\$36	\$47,880	\$7,980	20%	
10 - REMOVE FENCE - LF	30.00	LF	\$20	\$600	\$35	\$1,050	\$20	\$600	\$0	0%	\$50	\$1,500	\$900	150%	
11 - EXCAVATION (for drainage) - CY	45.00	CY	\$99	\$4,455	\$383	\$17,213	\$300	\$13,500	\$9,045	203%	\$465	\$20,925	\$16,470	370%	
12 - MOBILIZATION/DEMOBILIZATION - LS	1.00	LS	\$18,689	\$18,689	\$62,500	\$62,500	\$65,000	\$65,000	\$46,311	248%	\$60,000	\$60,000	\$41,311	221%	
<b>12 Items</b>	<b>Totals</b>			<b>\$291,384</b>			<b>\$634,100</b>				<b>\$669,180</b>				
				10% Contingency		\$29,138									
				<b>TOTAL ENGINEERS ESTIMATE</b>		<b>\$320,600</b>									