



**Santa Cruz County
Regional Transportation Commission**

AGENDA

**Thursday, December 01, 2022
9:00 a.m.**

HYBRID MEETING

**County Board of Supervisors Chambers
701 Ocean Street, Room 500a
Santa Cruz, CA 95060**

**Community TV Zoom
Web: <https://us02web.zoom.us/j/81296262340>
Dial-in: +1 669 900 6833
Webinar ID: 812 9626 2340**

Accessibility: See last page for details.

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

Agendas Online: <https://sccrtc.org/meetings/commission/agendas/>

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 Brown
Santa Cruz Metropolitan Transit District	Ari Parker
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, it may not take action on items that are not on the agenda.

Speakers are requested to state their name clearly so that it 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 November 03, 2022 Regional Transportation Commission meeting
5. Accept draft minutes of the October 20, 2022 Interagency Technical Advisory Committee meeting

POLICY ITEMS

No consent items

PROJECTS and PLANNING ITEMS

6. Approve authorizing the executive director to award a construction contract to TunnelWorks for rehabilitation of the drainage cross culvert and replacement of the existing catch basin along the Santa Cruz Branch Rail Line (SCBRL) near Manresa State Beach (**Resolution**)
7. Accept the 2022 UCS Supplement, consisting of two new appendices to the 2019 Unified Corridor Investment Study (UCS) (**Resolution**)

BUDGET AND EXPENDITURES ITEMS

8. Accept status report on Transportation Development Act (TDA) revenues
9. Accept status report on Measure D revenues

ADMINISTRATION ITEMS

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

INFORMATION/OTHER ITEMS

11. Accept monthly meeting schedule
12. Accept correspondence log
13. Accept letters from RTC committees and staff to other agencies - *none*
14. Accept information items
 - a. State Legislative Update – Election Summary, Memorandum to Central Coast Coalition from Gus Khouri, Khouri Consulting LLC

REGULAR AGENDA

15. Commissioner Reports – oral reports
16. Appreciation for Outgoing Commissioners (Bertrand, Caput, Coonerty, Alternate Hurst, and Retiring Caltrans Ex-Officio Gubbins)
(*Sandy Brown, Chair*)
17. Election of Chair and Vice-Chair
(*Sandy Brown, Chair*)
18. Director's Report – oral report
(*Guy Preston, Executive Director*)
19. Caltrans Report
 - a. Santa Cruz County project updates

20. Contract Award for Professional Engineering and Environmental Services and Amendment to the Measure D-Rail Category 5-Year Program of Projects – Electric Passenger Rail Transit & Trail Project between Pajaro Junction and Santa Cruz along the Santa Cruz Branch Rail Line
(Sarah Christensen, P.E., Senior Transportation Engineer)
 - a. Staff Report and attachments to be distributed prior to the meeting because negotiations are still underway with the consultant
21. Construction Contract Award - Pajaro River Bridge Rehabilitation Project along the Santa Cruz Branch Rail Line
(Sarah Christensen, P.E., Senior Transportation Engineer)
 - a. Staff Report
 - b. Resolution
22. Next meetings

The next RTC meeting is scheduled for Thursday, January 12, 2022 at 9:00 a.m. See [agenda](#) for location.

The next Transportation Policy Workshop meeting is scheduled for Thursday, February 16, 2022 at 9:00 a.m. by 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@sccrtc.org

LIVE BROADCASTS

Meetings of the RTC are broadcast live by Community Television of Santa Cruz. More information about channels and schedule can be found online (www.communitytv.org) or by calling (831) 425-8848.

AGENDA PACKETS

Complete agenda packets and all documents relating to items on the open session are posted online at <https://sccrtc.org> at least 72 hours prior to the meeting. Sign up for E-News updates at sccrtc.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. Information needed to log into the virtual meeting is listed on the first page of the meeting's agenda. Download the Zoom app: <https://zoom.us/download>.

ACCESSIBILITY

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. 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. 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**

Draft MINUTES

**Thursday, November 03, 2022
9:00 a.m.**

**HYBRID MEETING
County Board of Supervisors Chambers
701 Ocean St., Room 525
Santa Cruz, CA 95060**

**Community TV Zoom
Web: <https://us02web.zoom.us/j/81296262340>
Dial-in: +1 312 626 6799
Webinar ID: 812 9626 2340**

1. Roll call.

The meeting was called to order at 9:02 a.m.

Members present:

Sandy Brown	Andy Schiffrin (Alt)
Kristen Brown	Robert Quinn (Alt)
Randy Johnson	Felipe Hernandez (Alt)
Greg Caput	Lowell Hurst (Alt)
Manu Koenig	Virginia (Gine) Johnson (Alt)
Bruce McPherson	Orchid Monroy-Ochoa (Caltrans Ex-Officio)
Mike Rotkin	
Jacques Bertrand	

Staff present:

Guy Preston	Tracy New
Luis Mendez	Sarah Christensen
Yesenia Parra	Matt Schroeder
Shannon Munz	Grace Blakeslee
Rachel Moriconi	Amanda Marino
Riley Gerbrandt	Amy Naranjo
Cindy Convisser	Steven Mattas (RTC Counsel)
Stephanie Britt	

2. Additions or deletions to consent and regular agendas.

Handouts for items 21 were posted to the website.

3. Oral communications.

Received public comment from:

Michael Lewis
Jean Brocklebank
Barry Scott
Michael Saint
Johanna Lighthill
Lani Faulkner

Executive Director Guy Preston responded to a Commissioner's request for an update on staff's recommendation for a consultant for the electric passenger rail and trail project.

Commissioner Rotkin responded to concerns raised by members of the public regarding environmental impacts of the Coastal Rail Trail project.

4. Presentation from Santa Cruz Metropolitan Transit District (METRO)

Santa Cruz METRO Planning and Development Director John Urgo delivered a presentation focusing on METRO's 5-year strategic plan goals of 100% ridership increase in 5 years, purchasing only zero emission buses and developing 175 housing units at METRO transit centers. Mr. Urgo responded to Commissioner questions regarding measuring productivity of service as a function of passengers per revenue-hour; prioritizing frequency over coverage and impacts on ridership.

Senior Transportation Engineer Sarah Christensen and Executive Director Guy Preston responded to Commissioner questions regarding challenges and potential opportunities for the Highway 1 Auxiliary Lane Project to incorporate a true bus-on-shoulder facility.

Received public comment from:

Michael Saint
Brian Peoples
David Van Brink
Rick Longinotti

Commissioners discussed: praise for service enhancements that will benefit customers in Watsonville.

CONSENT AGENDA

At the request of Chair Brown, Commissioner Alternate Schiffrin, on behalf of the Budget & Administration/Personnel Committee, provided additional context and rationale for the recommendations in item 9.

Commissioner Alternate Schiffrin motioned, and Commissioner Caput seconded the motion to approve the consent agenda. The motion passed unanimously with Commissioners Bertrand, S. Brown, Johnson, Caput, Koenig, McPherson, K. Brown, Rotkin, and Commissioner Alternates Hurst, Schiffrin, and Quinn voting "aye."

Received public comment from:

Lani Faulkner
Paula Bradley
Barry Scott

MINUTES

5. Approved draft minutes of the October 06, 2022 Regional Transportation Commission meeting
6. Accepted draft minutes of the October 03, 2022 Bicycle Advisory Committee meeting
7. Accepted draft minutes of the October 11, 2022 Elderly & Disabled Transportation Advisory Committee meeting
8. Approved draft minutes of the October 13, 2022 Budget & Administration/Personnel Committee meeting

POLICY ITEMS

9. Approved revisions to the RTC Rules and Regulation for the appointment of corresponding members to the RTC's citizens advisory committees by members of the County Board of Supervisors

PROJECTS and PLANNING ITEMS

No consent items.

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 -*none*
16. Accepted information items. - *none*

REGULAR AGENDA

Items 17-20 were taken out of order after items 21-23.

17. Commissioner reports – *none*
18. Nomination Committee for Chair and Vice Chair

Chair Sandy Brown noted that a committee consisting of Commissioners Rotkin, McPherson and herself was put in place to nominate candidates for Commission Chair and Vice-Chair for calendar year 2023. The committee will return to the December meeting with their recommendations.

19. Director's Report

Executive Director Guy Preston delivered the director's report, providing updates on recent community meetings for the Highway 9/SLV Schools Complex Circulation Access Study; construction bids for the Watsonville-Santa Cruz Multimodal Corridor Cycle 2 project scheduled to open on November 17; Senator Laird joined transportation partners to celebrate the completion of the Project Initiation Document (PID) for the Scotts Creek Bridge Replacement and Ecosystem Resiliency Project; regular in-person Commission meetings to begin in March, with remote access available for the public if facilities allow; remote access allowances as laid out in AB2449; SCCRTC 50th Anniversary Open House scheduled for Thursday, December 8, 2022 from 2pm-7pm.

Received public comment from:
Brian Peoples, Trail Now

20. Caltrans report

Orchid Monroy-Ochoa, Branch Chief for Regional Planning and Local Development Review in Caltrans District 5, made the following announcements: Friday, November 4, 2022 is the last opportunity to submit comments for the 2023/24 Sustainable Communities grant guidelines; call for applications will go out at the end of December or early January; upcoming workshops planned for November 9 and 10; Transit and Intercity Rail Capital Program (TIRCP) draft guidelines for Cycle 6 available for public comment; reminder to motorists to be mindful of vehicle behavior change as the weather changes; customer service weblink available to members of the public.

21. **PUBLIC HEARING:** Measure D: Five-Year Programs of Projects for Regional Projects

Chair Brown opened the public hearing at 10:03 a.m. Senior Transportation Planner Rachel Moriconi delivered the staff report and a presentation. Senior Transportation Engineer Sarah Christensen delivered a presentation on the Watsonville to Santa Cruz Multimodal Corridor: SB1-Cycle 3 application.

Rachel Moriconi responded to Commissioners' questions regarding funding to extend the left-hand turn lane entering the Target on Mt. Hermon Road; rail funding availability as a grant match; funding for Segment 7 as depicted on the chart; possible intermediate uses of grant funds should certain segments of the Electric Passenger Rail project prove to be too costly to complete;

Received public comment from:

Ricky Longinotti
Brian Peoples, Trail Now
Michael Saint
Barry Scott

Chair Brown closed the public hearing at 10:42 a.m.

Commissioner Alternate Schiffrin motioned and Commissioner Rotkin seconded the motion to approve the staff recommendations to hold a public hearing and adopt **Resolution 14-23** to approve the updated Fiscal Years (FY) 2022/2023-2026/2027 five-year programs of projects (5-Year Plans) for Measure D regional investment categories and projects: Highway Corridors, Active Transportation, Rail Corridor, the Highway 17 Wildlife Crossing and San Lorenzo Valley-Highway 9 Corridor Improvements.

The motion passed unanimously with Commissioners Bertrand, S. Brown, Johnson, Koenig, McPherson, K. Brown, Rotkin, and Commissioner Alternates Hurst, Hernandez, Schiffrin, and Quinn voting "aye."

22. State Legislative Update and Resolution of Appreciation for Assemblymember Mark Stone

Assemblymember Mark Stone delivered a legislative update, highlighting parallels between the RTC's Measure D 5-Year Plans and the state's transportation priorities and noting opportunities for significant investments in transportation infrastructure.

Chair Brown presented a Resolution of Appreciation to Mr. Stone for his dedication and efforts improving Santa Cruz County's transportation system.

Commissioner Rotkin motioned and Commissioner Koenig seconded the motion to approve the resolution.

Commissioners discussed: Mr. Stone's leadership on transportation and environmental issues; appreciation for years of public service; appreciation for support from Mr. Stone's staff; exemplary service for the people of Santa Cruz County.

The motion was approved unanimously with Commissioners Bertrand, S. Brown, R. Johnson, Koenig, Rotkin, K. Brown, and Commissioner Alternates Hurst, Hernandez, Schiffrin, Quinn and V. Johnson voting "aye."

23. Amendments to the Fiscal Year (FY) 2022-23 Budget and Work Program

Director of Finance and Budget Tracy New delivered the staff report. Senior Transportation Planner Rachel Moriconi responded to Commissioner questions regarding how the budget amendment may impact funding for the Watsonville segments of the Coastal Rail Trail project.

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

1. Adopt **Resolution 15-23** approving the proposed FY2022-23 RTC Budget and Work Program and Measure D Budget as shown on Exhibit A.
2. Amend the Regional Transportation Improvement Program (RTIP) to shift Regional Surface Transportation Program Exchange (RSTPX) funds between projects, as shown on Exhibit B.

Commissioners discussed: the recommendation to re-allocate surplus funds; TDA revenues less than forecasted; uncertain economic times; Assemblymember Stone's advice to exercise caution; suggestion to approve

the allocation recommended by staff but hold back distribution of funds until March 2023; METRO would be the most directly affected by the decision to put off funding until March; purchase of electric vehicles depends on funding; increasing frequency of routes is key to increasing ridership; support for the staff recommendation.

The motion passed unanimously with Commissioners Bertrand, S. Brown, R. Johnson, Koenig, K. Brown, Rotkin, and Commissioner Alternates Hurst, Hernandez, Schiffrin, Quinn, and V. Johnson voting "aye."

24. Review of items to be discussed in closed session

Chair Brown announced the topic of the closed session. RTC Counsel Steve Mattas communicated that there was the potential for reportable action in open session.

The Commission adjourned to closed session at 11:36 a.m.

CLOSED SESSION

Closed session began at 11:38 a.m.

25. Review Public Employee Performance Evaluation (Pursuant to Government Code Section 54957) Position: Executive Director

Conference with Labor Negotiators (Pursuant to Government Code Section 54957.6) Agency Designated Representatives: Sandy Brown and Steve Mattas

Unrepresented employee: Executive Director

OPEN SESSION

The Commission reconvened in open session at 11:58 a.m.

RTC Counsel Steve Mattas reported that by an 8-0 vote, the RTC noted that Mr. Preston received an exemplary evaluation and has met the contractual standards under the terms of his employment contract for step increase to level E effective December 23, 2022.

The meeting adjourned at 12:05 p.m.

26. Next meetings

The next RTC meeting is scheduled for Thursday, December 01, 2022 at 9:00 a.m. by Zoom teleconference.

The next Transportation Policy Workshop meeting is scheduled for Thursday, November 17, 2022 at 9:00 a.m. by Zoom teleconference.

Respectfully Submitted,

Yesenia Parra
Administrative Services Officer

Attendees:

(831)-***-3660
(669)-***-2020
(831)-***-0950
John Urgo
Paul Guirguis, Caltrans
Murray Fontes
Rebecca Downing
Paul
Nadene Thorne
Pete
KMC
Michael Lewis
Jean Brocklebank
Alissa Guthrie
Lani Faulkner
Barry Scott
Brian (Trail Now)
Ricky Longinotti
John & Linda Brown
Howard Cohen
Joni & Dan
Faina Segal
Carlos Palacios, Santa Cruz County
PRC001
Johanna Lighthill
Ben Vernazza
Nancy Yellin
Madilyn Jacobsen (she/her) Caltrans D5
Michael Saint
Rob Tidmore, Santa Cruz County Parks
Paula Bradley
Matt Farrell
David <3 Public Transport
Wondimu Mengistu
Jacob Wysocki
Mark Mesiti-Miller
Petra Mottishaw (she/her)



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

DRAFT MINUTES

Thursday, October 20, 2022, 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:

Capitola Community Development & Public Works Proxy	Kailash Mozumder
Santa Cruz Planning Proxy	Claire Gallogly
Santa Cruz Public Works	Nathan Nguyen
Scotts Valley Public Works	Chris Lamm
Watsonville Public Works	Murray Fontes
Watsonville Community Development	Justin Meek
Association of Monterey Bay Area Governments	Paul Hierling
California Department of Transportation (Caltrans)	Paul Guirguis
Santa Cruz Metropolitan Transit District	John Uργο
Santa Cruz Metropolitan Transit District	Pete Rasmussen
University of California at Santa Cruz (UCSC)	Oxo Slayer

Absent: County of Santa Cruz and Ecology Action-Transportation Program

RTC Staff Present: Grace Blakeslee, Sarah Christensen, Brianna Goodman, Rachel Moriconi, Amy Naranjo, Tracy New, Guy Preston

Others Present:

Jessica Kahn, Capitola Public Works
Kelly McClendon, Caltrans District 5
Paul Martin and Jake Weir, Mark Thomas consultants
Public: Brian Peoples, Michael Pisano, Jacquii Rice, Joni Steele

- 1. Call to Order:** Vice Chair Chris Lamm called the meeting to order at 1:34 p.m. Kailash Mozumder took over as chair at 1:40pm.
- 2. Introductions:** Introductions were made. All attendees participated by teleconference. Jessica Kahn noted that she is the new Capitola Public Works Director.
- 3. Oral Communications:**

Rachel Moriconi shared that the California Transportation Commission (CTC) staff recommendations for the Active Transportation Program (ATP) Cycle 6 grant program have been released and while only 22% of applications

statewide were recommended, all the proposed projects in Santa Cruz County are recommended for nearly \$116 million. The CTC is scheduled to consider the staff recommendations at its December 7/8, 2022 meeting.

4. Additions, deletions, or changes to consent and regular agendas:

Item 7 on the Measure D 5-year plans was moved up to be the first item on the regular agenda (before item 6).

CONSENT AGENDA

5. Approved Minutes of the September 22, 2022, ITAC meeting

Committee members unanimously approved a motion (Fontes/Lamm) approving the consent agenda, with Mozumder, Gallogly, Nguyen, Lamm, Fontes, Meek, Guirguis, Slayer, Hierling, Urgo, and Rasmussen, voting "yes" by roll call vote.

REGULAR AGENDA

6. Status of transportation projects, programs, studies, and planning documents

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

City of Santa Cruz – Nathan Nguyen reported that the Highway 1/9 intersection and Chestnut St. paving projects are expected to be completed in November; they plan to put the Ocean St paving project out to bid by January. Claire Gallogly announced that the City hired Mark Starkey as the new Transportation Manager.

Watsonville – Murray Fontes reported Watsonville opened bids for the Freedom Blvd Reconstruction project, which came in high, but they are working to award a contract on November 15, with construction of the multimodal paving project expected to start in spring 2023, upon completion of a utilities project. City Council approved a road diet concept for Highway 152/Main Street. This is a Caltrans long-lead project, with construction scheduled for 2031. He also announced that Maria Esther Rodriguez is retiring.

Justin Meek reported on the public hearing on the Downtown Watsonville Specific Plan and CEQA Initial Study. He noted that the update includes details on land use and mobility elements, including the road diet concept, with an EIR and final plan anticipated to be considered by council next year.

Scotts Valley – Chris Lamm reported that Scotts Valley will be updating its Pavement Management Program.

Capitola – Kailash Mozumder reported that the Clares Street project is starting construction (40th to Wharf Rd), including curb ramps and a CAR effort scheduled for the end of November, pending weather. The 41st Ave. Adaptive Signal project is underway, with intersections from Jade St. to Clares completed and work continuing to deploy the three Caltrans signals. The fully adaptative system on 41st Avenue expected to go live by the end of the year. The Kennedy Ave sidewalk project is in design, with public outreach coming next. Initial data has been collected for the 41st Ave/Capitola Road intersection project, including deflection testing and looking at options for any potential changes to signal timing and overall design.

AMBAG – Paul Hierling reported that AMBAG board approved the 6th Cycle RHNA plan, with the plan now at HCD for final review and approval. He requested agencies to inform him of any housing element meetings. The REAP2.0 grant program final framework expected to be approved in November, with guidelines for suballocation being developed January – June 2023.

METRO – John Urgo reported that September ridership numbers were 91% of pre-COVID levels (2019); UCSC ridership up 1-4%; 87% non-UCSC ridership, free-fare; Highway 17 ridership is 57% of pre-covid levels. He thanked regional partners for attending the board retreat, where the board set goals to double ridership, fleet conversion, and construct more housing at transit centers. They also kicked off the Soquel Ave/Dr-Main St speed and delay survey. METRO also has an RFP out for a bus network redesign, looking at routes and services countywide to identify improvements for next fall.

Caltrans – Kelly McClendon announced that he will be leaving District 5 to work at Caltrans Headquarters on Freight Planning. He appreciated working with everyone. Paul Guirguis reported that Jenna will be working on planning grants and requested agencies reach out to him with any questions or coordination. He reported that draft grant guidelines for Sustainable Communities and Adaptation planning grants are available for comment, with the call for applications anticipated to be released in December or January. He noted there are some partial lane closures on Highway 17 and significant closures planned on State Route 9. He suggested looking at the Caltrans QuickMap and signing up to receive news releases for construction updates. Rachel Moriconi expressed appreciation for Kelly McClendon's outstanding work on projects in Santa Cruz County.

SCCRTC - Rachel Moriconi reported:

- Open Streets: The October 16 RTC-funded Bike Santa Cruz County Open Streets event was well attended with over 10,000 people estimated to have attended throughout the day. The RTC solicited input

on transportation planning on the North Coast of Santa Cruz County and provided information about the Go Santa Cruz County commuter rewards program and distributed information on transit, bike and pedestrian resources.

- The RTC will be developing a new "Access for All" grant program, soliciting proposals from entities to provide on-demand wheelchair accessible vehicle transportation services in SCR.
- Scotts Creek Coastal Resiliency Project: The Caltrans project initiation document (PID) is almost finalized, with a Legislative/Executive site visit with Senator John Laird and resource agencies planned for October 27; the multi-agency project team is looking for funds to start the PA/ED phase.
- Hybrid/In-person meetings - SB361 & AB2449 updates: The RTC and committee meetings will be modified to follow AB2449 and Brown Act requirements starting in March 2023, which may result in hybrid in-person and virtual meetings, with some limits on committee members attending meetings remotely.

Sarah Christensen reported:

- The RTC's Pajaro River Bridge Rehabilitation project is currently out to bid, with bids scheduled to be opened November 9 and with construction anticipated in 2023.
- Proposals for the Electric Passenger Rail consultant are being evaluated, with a contract expected to be awarded before the end of the year.
- The Highway 1 41st Ave to Soquel Drive project is scheduled to start construction in November/December.
- Design of the Highway 1 Bay/Porter-State Park project is almost completed, with construction funding allocations expected at the January 2023 California Transportation Commission (CTC) meeting.
- The environmental document for the Highway 1 Freedom-State Park Drive and Trail Segment 12 project may be ready for public review as soon as December 2022.
- RTC is working with Caltrans, METRO and the County of Santa Cruz to prepare applications for SB1-Solutions for Congested Corridors Program (SCCP), Trade Corridor, and Local Partnership Program (LPP) competitive grants for the combined Watsonville-Santa Cruz Multimodal Corridor Highway 1 Freedom-State Park and Trail, and Soquel Dr multimodal improvements, and transit enhancements based on several of the Unified Corridor Study recommendations.

Public comments:

- Michael Pisano suggested making shared UberShare and LyftLine available to lower costs in Santa Cruz County, possibly as part of the Access for All program.
- Brian Peoples congratulated METRO on positive ridership numbers. He stated that Manu Koenig and Matt Machado were successful at diverting funding from METRO buses to County road projects and suggested that

was good since METRO was successful at securing other grants for buses. He stated that the Caltrans planning grant guidelines should require agencies to meet code requirements. Paul Guirguis responded that comments on the Sustainable Communities grant guidelines should be submitted to headquarters. Rachel Moriconi noted that the Caltrans planning grants are used on the planning stage of projects. She also responded that METRO, like most agencies, still has significant outstanding bus replacement and other system preservation funding needs.

UCSC- Oxo Slayer reported that UCSC will be running new campus shuttles to its Westside Santa Cruz Coastal Science facilities.

7. Measure D 5-Year Program of Projects Updates

Rachel Moriconi provided a summary of proposed updates to the Measure D 5-year programs of projects for regional investment categories: Highway Corridors, Active Transportation/Trail, Rail, Highway 9 and Highway 17. She recommended that the ITAC provide input on the proposed updates.

Committee comments: Claire Gallogly, expressed support for the proposed 5-year plan updates and the importance of having Measure D revenues to leverage grants.

Public comments: Brian Peoples expressed opposition to spending funds on rail planning and infrastructure.

8. Review of Draft Concepts for San Lorenzo Valley Schools Complex Circulation and Access Study

Brianna Goodman provided an overview of planned complete projects in the Highway 9 corridor through San Lorenzo Valley (SLV). Paul Martin and Jake Weir, consultants from Mark Thomas, presented and solicited input on draft proof-of-concept designs for potential multimodal improvements at the SLV Schools Complex in Felton, including along Highway 9, El Solvo Heights and other access points to the school. The draft designs integrate input received from students, school staff, and the public at large on traffic circulation, driveways, bicycle, pedestrian, and bus stop elements.

Oxo Slayer asked if any new signals might be proposed at the Elementary School. Paul replied that they are analyzing if a new signal would be warranted and if a new signal were added, any new signals would be synchronized. Brianna Goodman requested members submit any additional ideas or questions on the project to slvprogram@sccrtc.org.

Committee members Gallogly, Nguyen, and Urgo left the meeting.

9. Funding Updates

The Committee received information on numerous state and federal funding programs listed in the agenda.

Rachel Moriconi reported that RTC staff plan to submit [Caltrans Sustainable Transportation Planning Grant](#) applications for a North Coast/Davenport TDM/Traffic Circulation/Complete Streets Plan and infrastructure resiliency and environmental enhancements for Waddell Creek at Highway 1 and San Vicente Creek.

Justin Meek noted that [REAP 2.0](#) could be a transformative program to fund housing and transportation improvements, with partnership opportunities including possible transit oriented development and revitalization options.

[SB1 Accountability and Transparency Guidelines](#): Amy Naranjo noted that additional forecasting and reporting on project benefits may be required for Active Transportation Program (ATP) and other CTC competitive programs.

Capitola and Scotts Valley staff noted their agencies have limited staff time to monitor grant opportunities and prepare applications. Committee members expressed interest in setting up a sub-group of agencies to review guidelines, identify priority projects that would be good candidates for each grant, and identify opportunities to partner on applications. Oxo Slayer noted the need to do some preliminary work to get projects ready to compete.

Public Comments: Brian Peoples suggested that agencies only look at projects that are cost effective and timely.

10. Next meeting. The next meeting of the ITAC is scheduled for 1:30 p.m. on December 15, 2022 (*the November 17 meeting was canceled*).

Rachel Moriconi noted that District 5 Local Assistance may host a special meeting in November with project managers and others at local agencies to share information about and discuss various new state and federal requirements and programs.

Chair Mozumder adjourned the meeting at 3:20 p.m.

Minutes prepared by Rachel Moriconi

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AGENDA: December 1, 2022

TO: Regional Transportation Commission
FROM: Riley Gerbrandt, P.E. Associate Transportation Engineer
RE: Construction Contract Award – Drainage Culvert Rehabilitation and Catch Basin Replacement along the Santa Cruz Branch Rail Line near Manresa State Beach

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC) adopt a resolution (Attachment 1) authorizing the Executive Director to negotiate and enter into an agreement with TunnelWorks (Exhibit A to Attachment 1) for a total amount not to exceed \$88,049.22 for rehabilitation of the drainage cross culvert and replacement of the existing catch basin at Milepost (MP) 9.02 along the Santa Cruz Branch Rail Line (SCBRL) near Manresa State Beach.

BACKGROUND

In July 2018, the RTC entered into an Administration, Coordination and License (ACL) Agreement with St. Paul and Pacific Railroad, LLC (SPPR), a subsidiary of Progressive Rail, Inc., which designates SPPR as the railroad operator. SPPR is also designated as the common carrier by the Surface Transportation Board (STB) for the entire SCBRL and owns an easement for freight operations on all tracks on the SCBRL. Section 5 of the ACL agreement with SPPR requires that the Commission complete initial repairs to the freight easement property in two phases. RTC completed the first phase of the initial repairs up to Milepost (MP) 7.0 (near the Buena Vista Road grade crossing) in August of 2021 and continues to make repairs to the branch line north of MP 7.0 as part of the second phase of the ACL.

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

Preventative maintenance inspections in 2021 identified drainage maintenance needs in the vicinity of MP 9 that need to be addressed near Manresa State Beach. The invert of the existing Corrugated Metal Pipe (CMP)

crossing under the tracks at MP 9.02 had rusted through, allowing the water to scour a void around the failed culvert.

DISCUSSION

Following the preventative maintenance inspection in 2021 staff began developing options for the repair or replacement of the drainage cross culvert. On September 9, 2022, Coastal Development Permit Waiver 3-22-0709-W for the work was reported to the California Coastal Commission and became effective on that date. The scope of work included in the waiver is as follows:

1. Locate and clean out the longitudinal culvert beneath the private driveway at the MP 8.83 at-grade crossing, DOT No. 768 278C, along the SCBRL;
2. Ditch excavation maintenance on the inboard drainage ditch from MP 8.83 to MP 8.96 along the SCBRL;
3. Install temporary bluff erosion protective measures at two locations that have suffered bluff erosion; and
4. Rehabilitation of drainage cross culvert at MP 9.02, which entails lining the failed culvert to strengthen it and prolong it's useful life.

The Commission approved contract TP2155 at the October meeting which addressed items 1 through 3 above. Lining of drainage culverts is specialized work and therefore was procured and contracted separately.

To address Item 4 above, RTC staff worked closely with on-call engineering consultant, Mark Thomas, to acquire informal bids from contractors for the specialized work through the RTC's informal bidding process. RTC staff held a field visit to discuss the scope of work with interested contractors. The scope of work includes filling the voids with slurry grout, lining 65 linear feet of CMP with ultraviolet Cured In Place Pipe (CIPP) liner and replacing the existing catch basin on the inland side of the tracks. Three contractors attended the field visit and two informal bids were received: one from Tunnelworks Inc for the amount of \$86,549.22 and one from C2R Engineering for the amount of \$127,850.00.

Staff recommends adopting a resolution (Attachment 1) authorizing the Executive Director to negotiate and enter into an agreement with Tunnelworks Inc (Exhibit A to Attachment 1) for a total not-to-exceed amount \$86,549.22 for grouting the void under the culvert, lining the culvert, and replacing the catch basin at MP 9.02.

FISCAL IMPACT

There are no new fiscal impacts associated with awarding the contract for drainage maintenance. The RTC's FY23 budget and Measure D-Rail category Five-Year Program of Projects includes funds for infrastructure repair activities along the SCBRL. There is sufficient capacity remaining in the current fiscal year's budget, and there is enough remaining programming capacity in this years' Measure D approved Five-Year Program of Projects to fund the work.

SUMMARY

Following the preventative maintenance inspection in 2021 staff developed options for the repair of the drainage cross culvert and replacement of the catch basin at MP 9.02 and solicited informal bids through the RTC informal bidding process. Two complete and responsive informal bids were received. Staff recommends negotiating and entering into an agreement with Tunnelworks Inc for the cross-culvert rehabilitation work along the Santa Cruz Branch Rail Line near Manresa State Beach.

ATTACHMENTS:

1. Resolution

RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of December 1, 2022
on the motion of Commissioner
duly seconded by Commissioner

A RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE AND
ENTER INTO AN AGREEMENT WITH TUNNELWORKS INC IN THE AMOUNT OF
\$86,549.22 FOR THE REHABILITATION OF THE FAILED CULVERT AND CATCH
BASIN REPLACEMENT AT MP 9.02 NEAR MANRESA STATE BEACH ALONG THE
SANTA CRUZ BRANCH RAIL LINE

WHEREAS, the Santa Cruz County Regional Transportation Commission (RTC) purchased the Santa Cruz Branch Rail Line (SCBRL) 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, LLC (SPPR), a subsidiary of Progressive Rail, Inc., 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, on June 6, 2019, the RTC adopted Ordinance 2019-1 electing to become subject to the uniform public construction cost accounting procedures of the Uniform Public Construction Cost Accounting Act, and adopted the policies and procedures and cost accounting review procedures of the California Uniform Construction Cost Accounting Commission, and established policies for informal bidding process for public works construction projects estimated to cost up to \$200,000;

WHEREAS, in 2021, preventative maintenance inspections identified a failed drainage cross culvert along the SCBRL near MP 9.02, requiring rehabilitation;

WHEREAS, On September 9, 2022, Coastal Development Permit Waiver 3-22-0709-W that included the drainage culvert rehabilitation work was reported to the California Coastal Commission and became effective on that date;

WHEREAS, in accordance with the RTC's Procurement Policy, staff solicited informal bids from qualified contractors on the RTC's informal bidding contractors list to undertake the drainage rehabilitation work; and

WHEREAS, two informal bids were received for the maintenance work, with the lowest informal bid being from Tunnelworks Inc for \$88,049.22;

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

The Commission authorizes the Executive Director to negotiate and enter into an agreement with Tunnelworks Inc for a not-to-exceed amount of \$86,549.22 for the rehabilitation of the culvert and catch basin replacement at MP 9.02, subject to final negotiations and legal review as to form.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

Sandy Brown, Chair

ATTEST:

Guy Preston, Secretary

TO: Santa Cruz County Regional Transportation Commission (RTC)

FROM: Tommy Travers, Transportation Planner

RE: Acceptance of the 2022 UCS Supplement

RECOMMENDATIONS

Staff recommends that the RTC adopt a resolution accepting the 2022 UCS Supplement, consisting of two new appendices to the 2019 Unified Corridor Investment Study (UCS)

BACKGROUND

In January 2019, the RTC unanimously accepted the Unified Corridor Investment Study (UCS) and selected a preferred scenario for the corridor (<http://sccrtc.org/ucs>). The objective of the UCS was to identify multimodal transportation investments that provide the greatest potential benefit and most effective use of Highway 1, Soquel Avenue/Soquel Drive/Freedom Boulevard, and the Santa Cruz Branch Rail Line to travel between Watsonville and Santa Cruz. Goals for the UCS focused on developing a sustainable transportation system which seeks to maximize benefits in terms of safety, efficient mobility, health and equity, the natural environment, and economic vitality. Input from the public, community organizations, stakeholders, RTC advisory committees, and the RTC was solicited at key milestones of project development and incorporated into the report. The report was funded through a Caltrans Sustainable Communities Transportation Planning Grant and 2016 Measure D funds.

Subsequent to the UCS, staff began implementing many of its major infrastructure project recommendations. A key avenue of implementation is what was named the Watsonville – Santa Cruz Multimodal Corridor Program (WSC-MCP), which consists of Highway 1 and Soquel Avenue/Drive projects as well as a portion of the Coastal Rail Trail.

In 2020, the RTC, Caltrans, and County of Santa Cruz secured state funds through the SB1 Solutions for Congested Corridors Program (SCCP) and the Local Partnership Program (LPP) for a portion of the WSC-MCP. In November 2022, the RTC will be applying for additional SCCP funds in order to advance additional improvements identified in the WSC-MCP. The RTC prepared for this grant application by programming matching Measure D funds in May 2022. The state's guidelines for the SCCP require that eligible projects be supported by a robust "Comprehensive Multimodal Corridor Plan". The UCS satisfies the guidelines' requirement.

DISCUSSION

The UCS was a major initiative of the RTC and the entire community of Santa Cruz County. Through numerous public engagement opportunities over a more than one-year period, a preferred scenario was agreed upon as the best suite of projects to address the community's goals and achieve transportation solutions along the coastal corridor from Watsonville to Santa Cruz. The UCS is a strong Comprehensive Multimodal Corridor Plan, as evidenced by the successful SCCP and LPP grant award of \$107.2 million total. For the current SCCP cycle, RTC and Caltrans staff are applying to fund the next portion of the WSC-MCP, which consists of Soquel Drive and Highway 1 between State Park Drive and Freedom Boulevard, Segment 12 of the Coastal Rail Trail and new improved bus stops to support Santa Cruz METRO's 71 Rapid Bus Project, with dozens of stops located along Main Street in Watsonville and Soquel Drive/Avenue between Aptos and Live Oak.

The proposed supplement to the RTC's 2019 UCS helps ensure that the RTC will be as competitive as possible in current and future SCCP grant cycles. The proposed UCS Supplement adds two appendices to the UCS. *Appendix J: Plan Alignment* serves simply to clarify how the UCS is consistent and in alignment with many state, regional, and local plans and policies related to transportation, some of which were not in existence in January 2019. *Appendix K: Public Engagement*, does two things. First, it compiles extensive descriptions, summaries, and examples of the public engagement process from the 2019 UCS. Most of this information has been publicly available on the UCS webpage since 2018 but was not included in the final 2019 UCS document. Second, it provides new information about additional outreach related to the WSC-MCP that has been conducted since adoption of the UCS, which includes additional in-person input that staff received from residents and transit users of South County so that the critical transit elements of the WSC-MCP will best meet the community's needs and result in an impactful increase in transit use.

RTC staff recommends that the RTC adopt a resolution (Attachment 1) accepting the 2022 UCS Supplement (Attachments 1: Exhibits A & B).

SUMMARY

The RTC continues to pursue funds to implement project recommendations of the UCS. In order to add new background information and summarize public engagement efforts, a supplement to the UCS has been prepared. Staff recommends that the RTC approve the resolution accepting the UCS Supplement. This supplement to the UCS will strengthen future grant funding applications for the Watsonville to Santa Cruz Multimodal Corridor Program.

Attachment:

1. Resolution accepting the 2022 UCS Supplement (Exhibits A & B)

RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of December 1, 2022
on the motion of Commissioner
duly seconded by Commissioner

**A RESOLUTION ACCEPTING THE UCS SUPPLEMENT, WHICH ADDS APPENDIX J AND
APPENDIX K TO THE UNIFIED CORRIDOR INVESTMENT STUDY**

WHEREAS, in 2019, the Santa Cruz County Regional Transportation Commission (RTC) accepted the Unified Corridor Investment Study (UCS) selecting a preferred scenario of projects for the corridor;

WHEREAS, the UCS identified multimodal transportation investments that provide the greatest potential benefit and most effective use of Highway 1, Soquel Avenue/Drive and Freedom Boulevard, and the Santa Cruz Branch Rail Line;

WHEREAS, the UCS goals focus on creating a sustainable transportation system which seeks to maximize benefits in terms of safety, efficient mobility, health and equity, the natural environment, and economic vitality;

WHEREAS, input from the public, stakeholders, RTC advisory committees, and RTC were solicited at key milestones of the UCS development;

WHEREAS, the UCS Preferred Scenario emphasizes regional projects that support an integrated automobile, bicycle, pedestrian, and transit transportation network;

WHEREAS, the Watsonville — Santa Cruz Multimodal Corridor Program (WSC-MCP) implements key recommendations of the UCS Preferred Scenario;

WHEREAS, a new appendix (J) to the UCS is warranted in order to provide clarification on UCS alignment with certain local, regional, and state level plans and therefore make the WSC-MCP more competitive for grant funding; and

WHEREAS, a new appendix (K) to the UCS is warranted in order to document public engagement performed both during and since the UCS development and therefore make the WSC-MCP more competitive for grant funding;

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

Accept the UCS Supplement which adds Appendix J, as shown in Exhibit A, and Appendix K, as shown in Exhibit B, to the Unified Corridor Investment Study.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

Sandy Brown, Chair

ATTEST:

Guy Preston, Secretary

Exhibit A – UCS Supplement: Appendix J – State, Regional, and Local Plan
Alignment

Exhibit B - UCS Supplement: Appendix K - Public Engagement

Distribution: RTC Project Manager

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Unified Corridor Investment Study – 2022 Supplement

Appendix J – State, Regional, and Local Plan Alignment

Regional/Local Plans

[Santa Cruz County Regional Transportation Plan \(2045\)](#)

As the regional transportation planning agency (RTPA) for Santa Cruz County, the Regional Transportation Commission (RTC) is responsible for developing, implementing, and regularly updating the Regional Transportation Plan (RTP) for Santa Cruz County. The RTP is a state-mandated plan that identifies transportation needs in Santa Cruz County over the next twenty-plus years. It estimates the amount of funding that will be available over this time frame and identifies a financially constrained priority list of projects incorporating the triple bottom line sustainability principles of economy, environment, and social equity. The goals of the RTP include establishing 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. Another goal is to reduce transportation-related fatalities and injuries for all transportation modes; and to 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 Unified Corridor Investment Study (UCS) evaluates the benefits of various transportation investments identified in the RTP along major transportation corridors connecting Santa Cruz and Watsonville. Consistent with the RTP, the UCS focuses on developing a sustainable transportation system that advances triple bottom line goals. The goals for the UCS focus on developing a transportation system which seeks to maximize benefits to current and future generations in terms of safety, efficient mobility, environment and health, equity, and economic vitality of the region aligning with the RTP's goals and policies. The Watsonville - Santa Cruz Multimodal Corridor Program is a suite of projects that implements the recommendations of the UCS. Its projects prioritize safety for all transportation modes including active transportation, transit, and roadway users. It will provide safe multimodal connections establishing livable communities by promoting healthy and sustainable transportation options to access daily needs.

[Metropolitan Transportation Plan/Sustainable Communities Strategy \(MTP/SCS\) \(2045\)](#)

The Association of Monterey Bay Area Governments (AMBAG) is the Metropolitan Planning Organization (MPO) for the Monterey Bay Area. AMBAG coordinates the development of the Metropolitan Transportation Plan (MTP) with Regional Transportation Planning Agencies (San Benito County Council of Governments, the Santa Cruz County Regional Transportation Commission, and the Transportation Agency for Monterey County), transit providers (San Benito County Local Transit Authority, Monterey-Salinas Transit, and Santa Cruz METRO), the Monterey Bay Air Resources District (MBARD), state and federal governments, and organizations having an interest in or responsibility for transportation planning and programming. AMBAG adopted the 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) in June 2022. The MTP/SCS framework of goals and policy objectives includes access and mobility, economic vitality, environment, healthy communities, social equity, and system preservation and safety. The Unified Corridor

Investment Study goals align with the MTP/SCS to foster efficient development patterns that optimize travel, housing, and employment choices and encourage active transportation and the MTP/SCS includes projects identified in the UCS Preferred Scenario. Consistent with the MTP/SCS, the UCS also evaluates equitable transportation solutions to make the Watsonville – Santa Cruz Multimodal Corridor Program a safe and accessible corridor for all transportation modes.

[Watsonville Climate Action and Adaptation Plan \(2021\)](#)

Watsonville adopted their 2030 Climate Action and Adaptation Plan (CAAP) in October 2021, and on July 6, 2021, the Watsonville City Council voted unanimously to support the Climate-Safe California Campaign goal of net-negative emissions by 2030, setting an aspirational goal for the community of Watsonville to remove more greenhouse gases than it emits by 2030. In order to meet the City's climate goals, the CAAP addresses reducing emissions in transportation, natural gas, electricity use, and food waste disposal. Some of the strategies and programs to reduce emissions in transportation include increasing active transportation use that includes incorporating more walking and biking trails, e-bike share program, carpool programs, and promoting the use of mass transit. The Unified Corridor Investment Study and the Watsonville – Santa Cruz Multimodal Corridor Program projects will provide safe bike and pedestrian facilities and will increase transit frequency promoting sustainable transportation options reducing carbon emissions. In order to meet the city's aggressive carbon emission reduction goals, these projects will be essential increasing reliability and accessibility of alternative transportation options connecting Watsonville to Santa Cruz.

[Santa Cruz County Climate Action Strategy \(2013\)](#)

Santa Cruz County Climate Action Strategy (CAS) was adopted in 2013 and outlines a course of action to reduce GHG emissions produced by governmental operations and community activities within unincorporated Santa Cruz County. Implementation of the CAS will build on the fact that Santa Cruz County has already met the 2020 emissions reduction target recommended by the state and will set the County on a path toward reducing emissions to 59 percent below 2009 levels by 2050. Strategies are included to reduce emissions in the major focus areas of transportation, energy, and solid waste. Transportation strategies to reduce carbon emissions focus on reducing VMT and encouraging active transportation, transit, and carpooling. This includes promoting multimodal transportation improvements, supporting the Monterey Bay Sanctuary Scenic Trail Project (i.e. Coastal Rail Trail), and to prioritize safe active transportation amenities and connections between and among neighborhoods, commercial areas, schools and recreation sites. The UCS and the Watsonville – Santa Cruz Multimodal Corridor Program projects will work to reduce VMT in the unincorporated county of Santa Cruz aligning with the goals of the CAS to incentivize and empower individuals to use active transportation and take transit rather than driving alone.

[Sustainable Santa Cruz County Plan \(2014\)](#)

The Sustainable Santa Cruz County Plan was adopted in 2014. Its study area was the central urban core of the unincorporated County, between Live Oak and Aptos. The plan establishes a community-based vision for a more sustainable future. The plan integrates the County's land use and transportation policies in a way that protects environmental resources, supports economic growth, and increases access to opportunity for all County residents. The plan includes suggestions for specific amendments to the General Plan and Zoning Ordinance and other policies. Its recommendations are intended to reduce VMT and

implement key strategies of the Santa Cruz Climate Action Strategy (above). The routes of the UCS all pass through the plan area and are critical components of a sustainable future. Soquel Drive is the primary local transit corridor of the Sustainable Santa Cruz County Plan, with recommendations for walkable infill development along it centered at key commercial/service neighborhood and regional nodes. The UCS recommendations for operational, transit, and bicycle improvements on Soquel Drive are consistent with the complete streets type goals and recommendations of this plan.

[Measure D Expenditure Plan and Strategic Implementation Plan](#)

In November 2016, Santa Cruz County voters approved Measure D, a half-percent (0.5%) transaction and use tax dedicated to transportation projects identified in the Measure D Expenditure Plan. The Santa Cruz County Regional Transportation Commission's (RTC) Measure D Strategic Implementation Plan (SIP) identifies policies, procedures and financing strategies to expedite the implementation of the Expenditure Plan, including projects identified in the UCS Preferred Scenario. The SIP, which the RTC updates at least every five years, identifies bonding and inter-program loans as potential strategies to accelerate the construction of the Monterey Bay Sanctuary Scenic Trail Network/Coastal Rail Trail, bus-on-shoulder/auxiliary lanes on Highway 1, and priority transit projects. The next SIP update will also focus on long-term maintenance of the rail and trail corridor that is included in the Watsonville – Santa Cruz Multimodal Corridor Program.

State Plans

[Climate Action Plan for Transportation Infrastructure](#) (2021)

In July 2021, the State of California adopted the Climate Action Plan for Transportation Infrastructure (CAPTI), which prioritizes sustainable transportation projects in funding decisions as part of the new statewide climate action strategy. The CAPTI details how the state recommends investing billions of discretionary transportation funds annually to aggressively combat climate change through prioritization of projects that advance goals towards mode shift, reducing vehicle miles traveled, and providing equitable benefits for all.

Through its multimodal approach towards congestion relief, the UCS and Watsonville to Santa Cruz Multimodal Corridor Program align directly with the following guiding principles of the CAPTI:

- Building toward an integrated, statewide rail and transit network
- Investing in networks of safe and accessible bicycle and pedestrian infrastructure
- Strengthening our commitment to social and racial equity by reducing public health and economic harms and maximizing community benefits
- Making safety improvements to reduce fatalities and severe injuries of all users towards zero
- Assessing physical climate risk
- Promoting projects that do not significantly increase passenger vehicle travel
- Promoting compact infill development while protecting residents and businesses from displacement by funding projects that address affordability to reduce the housing-transportation cost burden and auto trips
- Protecting natural and working lands
- Meaningful public engagement: Throughout its development and implementation, the UCS and Watsonville-Santa Cruz Multimodal Corridor Program have provided

meaningful public engagement opportunities by intentionally engaging with historically marginalized communities.

After a thorough and extensive vetting of how well the Watsonville-Santa Cruz Multimodal Corridor Program aligned with CAPTI, Caltrans scored the program very highly based on state screening criteria. Caltrans found that the UCS and Watsonville-Satna Cruz Multimodal Corridor Program represents a transformative solution for reducing vehicle miles traveled and reducing greenhouse gas emissions.

[California Transportation Plan 2050](#) (2021)

In February 2021, the State of California adopted the California Transportation Plan 2050 (CTP 2050). CTP 2050 is California's long-range plan for achieving its vision of a safe, resilient, and universally accessible transportation system that supports vibrant communities, advances racial and economic justice, and improves public and environmental health. CTP 2050 was a multi-year effort involving cross-sector coordination with State, regional, and local partners, extensive research, public engagement, technical analysis, and oversight from multiple committees. CTP 2050 builds on concurrent efforts included in Caltrans' six modal plans, regional transportation plans (RTPs), other statewide plans. It also draws from research on demographic shifts, technology trends, and economic growth to help inform what strategies to employ and identify challenges and opportunities. CTP 2050 establishes people-focused policies, strategies, and investments designed to improve the lives of all Californians. CTP 2050 is different from similar corridor management plans in that it is statutorily fiscally unconstrained and does not contain projects, but policies and strategies required to close the gaps identified by partnering RTPs.

The UCS and Watsonville to Santa Cruz Multimodal Corridor Program align with all eight goals identified in the CTP 2050 on the topics of safety, climate, equity, accessibility, quality of life & public health, economy, environment, and infrastructure.

[Interregional Transportation Strategic Plan](#) (2021)

The Interregional Transportation Strategic Plan (ITSP) was adopted by Caltrans in 2021 and an addendum was prepared in August 2022. The ITSP is one of the six California Department of Transportation (Caltrans) statewide plans that implement the California Transportation Plan 2050 (CTP). The ITSP identifies eleven Strategic Interregional Corridors that connect California's major regions and designates priority interregional highways and railways within each corridor. The 2021 ITSP adopts the CTP's eight goals: Safety, Climate, Equity, Quality of Life and Public Health, Accessibility, Economy, Environment, and Infrastructure. The 2021 ITSP identifies 18 strategies to accomplish these eight goals. The 18 strategies are applied in various combinations across the 11 Strategic Interregional Corridors, according to the specific needs of that corridor.

The 11 Strategic Interregional Corridors are: (1) United States/Mexico Border Region - Inland Empire Connections Corridor; (2) South Coast - Central Coast Corridor; (3) Central Coast - San Jose/San Francisco Bay Area Corridor (4) San Jose/San Francisco Bay Area - North Coast Corridor; (5) San Jose/San Francisco Bay Area - Central Valley - Los Angeles Corridor; (6) Sacramento Valley - Oregon Border Corridor; (7) High Desert - Eastern Sierra - Northern Nevada Corridor; (8) Southern California - Southern Nevada/Arizona Corridor; (9) Central Coast - San Joaquin Valley East-West Connections Corridor; (10) San Jose/San Francisco Bay Area - Sacramento - Northern Nevada Corridor; (11) North Coast - Northern Nevada Connections Corridor.

The Watsonville to Santa Cruz Multimodal Corridor most closely aligns with the Central Coast – San Jose/San Francisco Bay Area Strategic Interregional Corridor. The [Draft 2022 ITSP Addendum](#) features the Coastal Rail Trail project as a model interregional solution to increasing multimodal connectivity and accessibility to multimodal options.

[California Smart Mobility Framework](#) (2010)

The California Smart Mobility Framework is a planning guide that furthers the integration of smart growth concepts into transportation planning. Goals of the Smart Mobility Framework include moving people and freight more efficiently, while enhancing economic, environmental, and human resources in California. Consistent with the principles of Smart Mobility, the UCS and Watsonville to Santa Cruz Multimodal Corridor Program address climate change impacts, advances social equity and environmental justice, and supports economic and community development. The UCS and Watsonville to Santa Cruz Multimodal Corridor Program align closely with the Smart Mobility Framework's goals to address the reduction in greenhouse gases, reduce vehicle miles traveled, and provide for a safe transportation system.

[California Freight Mobility Plan](#) (2020)

The California Freight Mobility Plan (CFMP) was adopted in March 2020. The CFMP is a statewide plan that governs California's immediate and long-range freight planning activities and capital investments. The CFMP was developed to comply with the freight provisions of the Fixing America's Surface Transportation (FAST) Act, which requires each state that receives funding under the National Highway Freight Program to develop a freight plan. The CFMP was also developed to comply with California Government Code Section 13978.8 pertaining to the State freight plan. Freight is a critical component of the global, national, and state economies. Californians depend on a goods movement system that provides communities with their most vital necessities including food, medicine, and inputs for manufacturing in a timely, efficient manner. The freight sector is rapidly changing due to technological advancements, economic fluctuations, increasing demand, and environmental concerns. In the face of these changes and challenges, the CFMP articulates a vision of California having "the world's most innovative, economically-competitive multimodal freight network that is efficient, reliable, modern, integrated, resilient, safe, and sustainable, where social and environmental impacts are considered equally." The CFMP reinforces California's leadership role in innovation and sustainability. The CFMP aligns with and supports many of the actions proposed within the UCS and the California Sustainable Freight Action Plan including the State's transition to a zero- and near-zero emission freight fleet, supporting marine highways and short line rail, and proposing alternative modes for last mile deliveries. Caltrans is currently developing the 2023 California Freight Mobility Plan (CFMP) to provide a long-term vision for California's freight future.

[California Sustainable Freight Action Plan](#) (2016)

In July 2015, Governor Brown issued Executive Order B-32-15, which provides a vision for California's transition to a more efficient, more economically competitive, and less polluting freight transport system. The Governor's Executive Order directed various State agencies to collaborate in developing a California Sustainable Freight Action Plan (Action Plan). This Action Plan is not intended to replace other planning processes and documents such as the California Freight Mobility Plan or regional goods movement plans, but rather is intended to inform those efforts by providing a new perspective regarding the sustainability of the

freight system and framework for ongoing collaborative processes. The Action Plan establishes guiding principles to inform ongoing and future planning documents as well as freight targets to measure and report progress on meeting said goals. The Action Plan includes recommendations on:

- A long-term 2050 Vision and Guiding Principles for California’s future freight transport system.
- Targets for 2030 to guide the State toward meeting the Vision.
- Opportunities to leverage State freight transport system investments.
- Actions to initiate over the next five years to make progress towards the Targets and the Vision.
- Pilot projects to achieve on-the-ground progress in the near-term.
- Additional concepts for further exploration and development, if viable.

The Santa Cruz Branch Line is an active single track freight railroad that is owned by the RTC. It currently is only used for freight along the first three miles, located in Watsonville. The UCS Preferred Scenario recommends preservation of the branch line to accommodate possible future freight needs via temporal separation from planned passenger rail operations. The Coastal Rail Trail project element is being designed to be compatible with rail use on the branch line.

Goods movement by trucks along Highway 1 is relevant and vital to the vision of the UCS. The UCS supports the Action Plans goals through providing freight benefits along Highway 1. Project elements such as bridge widening will upgrade existing bridges to meet a state of good repair and align with Caltrans bridge standards. The UCS supports improved travel time reliability for goods movement on trucks and congestion relief along the corridor, which will help improve air quality and reduce greenhouse gas emissions due to the existing conditions on Highway 1.

[Climate Change Scoping Plan](#) (2017)

In September 2006, Governor Schwarzenegger signed Assembly Bill 32, the Global Warming Solutions Act of 2006. The event marked a critical moment in California’s history. By requiring in law, a reduction of greenhouse gas (GHG) emissions to 1990 levels by 2020, California set the stage for its transition to a sustainable, clean energy future. This historic step also helped put climate change on the national agenda and has spurred action by many other states. The California Air Resources Board (ARB or Board) is the lead agency for implementing AB 32, which set the major milestones for establishing the Scoping Plan. The Scoping Plan, developed by ARB in coordination with the Climate Action Team (CAT), proposed a comprehensive set of actions designed to reduce overall greenhouse gas emissions in California, improve our environment, reduce our dependence on oil, diversify our energy sources, save energy, create new jobs, and enhance public health. The Scoping Plan has undergone various updates throughout the years. The most recent update of the Scoping Plan, 2022 Scoping Plan Update, is currently still in development with a public draft posted on the ARB website. The 2022 Draft Scoping Plan for Achieving Carbon Neutrality (Draft 2022 Scoping Plan or 2022 Scoping Plan) is the most comprehensive and far-reaching Scoping Plan developed to date. It identifies a technologically feasible and cost-effective path to achieve carbon neutrality by 2045 while also assessing the progress California is making toward reducing its GHG emissions by at least 40 percent below 1990 levels by 2030, as called for in SB 32 and laid out in the 2017 Scoping Plan.

The UCS and the Watsonville to Santa Cruz Multimodal Corridor Program addresses strategies considerate of the transportation sector's impacts to climate change. They reflect the need to reduce greenhouse gas emissions through the reduction in countywide vehicle miles traveled, as warranted by the WSC-MCP's travel time savings benefits and mode shift to low carbon modes, while furthering the capital needs around the transition to zero emission transportation infrastructure.

[California State Rail Plan](#) (2018)

The California State Rail Plan establishes a long-term vision for prioritizing state investment in an efficient, effective passenger and freight rail system, which supports the goals and policies of the California Transportation Plan 2040. The Rail Plan identifies service goals, capital costs, and a phased strategy for achieving the vision. This ambitious plan identifies a coordinated, statewide passenger rail network that will get Californians where they want to go, when they want to go, and enhance the movement of goods by rail to support California's industries and the economy. With this focus, the Rail Plan expects passenger rail trips to increase more than tenfold by 2040 to over 1.3 million rail trips each day. The Rail Plan also describes how California's rail system will improve its ability to move freight cleanly and efficiently by expanding freight rail capacity to handle a more than doubling of intermodal rail freight demand from ports.

The Santa Cruz Branch Line (SCBL) is one of the three paralleling transportation routes of the UCS. The Branch Line is identified in the State Rail Plan for future rail service. The Coastal Rail Trail project, which utilizes the Branch Line corridor, is being developed to accommodate both rail and trail uses, consistent with the UCS, the State Rail Plan, and the RTC's [Transit Corridor Alternatives Analysis and Rail Network Integration Study](#) (2021).

Broadband and ITS Implementation (2021)

In July 2021, Governor Gavin Newsom signed Senate Bill 156 into law to create an open-access middle-mile network to bring high-speed broadband to all Californians. Caltrans is the agency tasked to deliver construction of the middle-mile infrastructure along state highways and in state right of way. The State Route 1 corridor in Santa Cruz County is identified as part of the Caltrans Middle Mile Project, whereby broadband will be delivered through construction of the Caltrans project 05-1Q280.

Caltrans District 5 Plans

[District 5 Active Transportation Plan](#) (2021)

The District 5 Active Transportation Plan advances the Vision, Statement, and Goals in Toward an Active California, the statewide bicycle and pedestrian plan, and is part of a comprehensive planning process to identify locations with walking and bicycling needs in each Caltrans district across California. The Plan identifies challenges and potential solutions for walking and bicycling along and across Caltrans roadways. It recognizes that many people rely on Caltrans roadways to walk, bicycle, and connect to transit, and also acknowledges that people of color and people with lower incomes experience disproportionately higher crash risks than other groups do. The Plan seeks to enhance safety and make it more comfortable and convenient for everyone to walk and bicycle more often by identifying needs and priorities for future investments. The Plan includes a

prioritized list of bicycle and pedestrian needs along and across the SHS to help identify opportunities to incorporate bicycle, pedestrian, and transit improvements into projects.

The Active Transportation Plan identifies needs to improve bicycle and pedestrian crossings at 13 locations on Highway 1 between Freedom Boulevard and Morrissey Boulevard. Addressing an identified need, the UCS recommends auxiliary/bus-on-shoulder and rail trail projects which include construction of four new bicycle and pedestrian crossings of Highway 1. Local roadway overcrossings within the WSC-MCP include new bike lanes and sidewalks as well.

[District 5 Climate Change Vulnerability Assessment Report](#) (2019)

The District 5 Climate Change Vulnerability Assessment identifies segments of the State Highway System vulnerable to climate change impacts including precipitation, temperature, wildfire, storm surge, and sea level rise. These reports include a prioritized list of potentially exposed assets in each Caltrans District. The prioritization methodology in these reports considers, amongst other things, the timing of the climate impacts, their severity and extensiveness, the condition of each asset (a measure of the sensitivity of the asset to damage), the number of system users affected, and the level of network redundancy in the area.

State Route 1 is one of the three routes of the UCS. It is mostly located within half a mile inland from the coast and within an urbanized area. It may be susceptible to climate change impacts primarily due to flooding from increased levels of precipitation as both Trout Creek and Aptos Creek are adjacent or beneath it in Aptos. The UCS's proposed projects, as being implemented via the WSC-MCP, replace the SR 1 structures at Trout and Aptos creeks for long-term climate resiliency, consistent with the Climate Change Vulnerability Report.

State Route 1 Transportation Concept Report (2019)

The Highway 1 Transportation Concept Report (TCR) evaluated current and projected conditions along the route and communicated the vision for the development of each route in each Caltrans District during a 20- to 25-year planning horizon. The TCR is developed with the goals of increasing safety, improving mobility, providing excellent stewardship and meeting community and environmental needs along the corridor through integrated transportation network management, including the highway, transit, pedestrian, bicycle, freight, operational improvements and travel demand management components of the corridor.

The Highway 1 elements of the UCS and Watsonville to Santa Cruz Multimodal Corridor Program, including the Highway 1 auxiliary lanes and reconstruction of the railroad bridges, are reflected in the Highway 1 TCR. The TCR also recognized and recommended coordination between Caltrans and the RTC on development of the Unified Corridor Investment Study with identifying multimodal transportation investments for the Highway 1, Santa Cruz Branch Line and Soquel Drive corridors.

[District System Management Plan](#) (2015)

California's State Highway System needs long-range planning documents to guide the logical development of transportation systems as required by CA Gov. Code §65086 and as necessitated by the public, stakeholders, and system users. The purpose of the District System Management Plan (DSMP) is to develop the District's vision of how the

transportation system will be maintained, managed, and developed over the next 20 years and beyond. It provides a vehicle for the development of multimodal, multijurisdictional system strategies. The DSMP is developed with the goals of increasing safety and health, stewardship and efficiency, sustainability, livability, and economy, system performance, and organizational excellence.

The DSMP was developed in close partnership with the Regional Transportation Planning Agencies (RTPAs) and Metropolitan Planning Organizations (MPOs) in the District, pulling from each of the Regional Transportation Plans and Corridor Plans developed at the state, district or regional scale. The DSMP includes a project list that identifies priority transportation enhancements. Elements of the UCS recommendations and the Watsonville to Santa Cruz Multimodal Corridor Program, including the Highway 1 auxiliary lanes and paralleling bicycle and pedestrian improvements, are reflected in the final 2015 DSMP.

Congestion Management Process

Congestion Management Programs

One of the original intents of the State Congestion Management Programs implemented by Congestion Management Agencies was to link transportation, land use, air quality, and regional economies. Elements of the programs included monitoring and thresholds for Level of Service, multi-modal performance measures, travel demand element, consideration of land use decisions' impact on the transportation system, and development of a capital improvement program. While the RTC is no longer designated as a CMA and does not prepare a CMP, the UCS considers automobile travel time delay by way of analyzing peak period mean automobile travel time and person trips across screen-line. The UCS also evaluated automobile vehicle miles traveled as a measure for changes in automobile travel. Multi-modal performance was analyzed in the UCS by way of peak period mean transit travel time, transit vehicle miles traveled, and mode share. Travel demand management strategies were included in all of the scenarios evaluated in the UCS and included in the Preferred Scenario. Travel demand modeling considered impact of land use on travel patterns. The UCS also identified a list of transportation projects for implementation.

Appendix K – Public Engagement

The Unified Corridor Investment Study (UCS) for transportation routes between Watsonville and Santa Cruz was developed based on extensive outreach and input received on transportation priorities for Santa Cruz County. The multimodal scenarios that were analyzed reflect community expectations that the corridor will provide a range of transportation options by 2035 that will advance community identified goals for a safe, efficient, reliable, and equitable transportation system that supports economic vitality and minimizes environmental concerns. Public and stakeholder engagement during the study included input solicited on Highway 1, Coastal Rail Trail and Rail Corridor, and Soquel Avenue/Drive-Freedom Boulevard projects. The [Watsonville – Santa Cruz Multimodal Corridor](#) suite of projects is the direct outcome of the UCS.

The majority of outreach on the UCS was conducted between December 2012 and January 2019. Outreach was targeted to partner agencies, stakeholders, RTC advisory committees, local business leaders and employers, transit/bicycle/pedestrian advocacy groups, community organizations, neighborhood associations, environmental organizations, low-income/disadvantaged and disabled community advocates, and county citizens. Along with continual outreach through social media, print media, radio, tabling at community events, and the RTC website and email lists of thousands of interested parties, specific engagement opportunities that took place included:

- 14 public meetings
- 6 public workshops
- 15 RTC advisory committee meetings (Bicycle Advisory Committee, Elderly/Disabled Transportation Advisory Committee, Interagency Technical Advisory Committee)
- 5 partner agency meetings (5)
- 3 online surveys
- 7 focus group meetings with community organizations, and
- 6 presentations to city councils and the Santa Cruz METRO board.



Priority transportation projects were selected for different scenarios based on public input from surveys, workshops, email and website solicitations, input from stakeholders and RTC Advisory Committees, and comments received on related RTC planning efforts. Through these outreach efforts, the public identified transportation projects for Highway 1, Soquel Avenue/Soquel Drive/Freedom Boulevard, and the rail right-of-way between Watsonville and Santa Cruz that would advance their transportation goals. Most of the projects evaluated in the scenarios have been included in the [Santa Cruz County Regional Transportation Plan \(RTP\)](#) for many years. The RTP is also developed based on extensive public, stakeholder and partner agency input. Examples of some of the outreach and public input conducted is included in this appendix below.

Public Input Opportunities

(December 2012 – January 2019)

UCS Adoption	
Regional Transportation Commission Public Meeting	January 17, 2019
Draft Step 2 Analysis	
Regional Transportation Commission Public Meeting	December 6, 2018
Regional Transportation Commission Public Meeting	November 15, 2018
Capitola City Council Presentation	November 8, 2018
METRO Board Presentation	October 26, 2018
Watsonville City Council Presentation	October 23, 2018
Santa Cruz City Council Presentation	October 23, 2018
Interagency Technical Advisory Committee	October 18, 2018
Regional Transportation Commission Transportation Policy Workshop (Public Meeting)	October 18, 2018
Scotts Valley City Council Presentation	October 17, 2018
Community Organization Focus Groups	October 17, 2018
Public Workshop (Watsonville)	October 16, 2018
Public Workshop (Live Oak)	October 15, 2018
Partner Agency Stakeholders	October 9, 2018
Bike Committee, Elderly & Disabled Transportation Advisory Committee	October 2018
Regional Transportation Commission Public Meeting	October 4, 2018
Regional Transportation Commission Transportation Policy Workshop (Public Meeting)	March 15, 2018

Draft Step 1 Analysis	
Regional Transportation Commission Public Meeting	December 7, 2017
Interagency Technical Advisory Committee	November 2017
Online Survey	October 11, 2017 to November 8, 2017
Public Workshops (Watsonville and Live Oak)	October 2017
Bike Committee, Elderly & Disabled Transportation Advisory Committee	September 2017
Partner Agency Stakeholders	September 2017
Community Organization Focus Groups	August 2017
Scenarios to be Evaluated in Step 1	
Regional Transportation Commission Transportation Policy Workshop (Public Meeting)	June 15, 2017
Bike Committee, Elderly & Disabled Transportation Advisory Committee	June 2017
Online Survey	May 16 - May 31, 2017
Interagency Technical Advisory Committee	May 2017
Goals, Criteria, Performance Measures and Project List	
Regional Transportation Commission Public Meeting	May 4, 2017
Regional Transportation Commission Public Meeting	March 2, 2017
Online Survey	January 6, 2017 to March 3, 2017
Public Workshop (Live Oak)	January 12, 2017
Partner Agency Stakeholders	January 5, 2017

Interagency Technical Advisory Committee, Bike Committee, Elderly & Disabled Transportation Advisory Committee	December 2016
Regional Transportation Commission Public Meeting	December 8, 2017
Development of Modeling Tools	
Partner Agency Stakeholders	September 2015
Partner Agency Stakeholders	June 2015
Regional Transportation Commission Public Meeting	June 4, 2015
Online Survey	April 1 – April 30, 2015
Public Workshop (Capitola)	April 16, 2015
Bike Committee, Elderly & Disabled Transportation Advisory Committee	April 2015
Regional Transportation Commission Public Meeting	February 5, 2015
Interagency Technical Advisory Committee	January, 2015
Regional Transportation Commission Public Meeting	December 4, 2014
Regional Transportation Commission Public Meeting	December 6, 2012

Public Input Received & Outreach Examples

Thousands of community members helped identify transportation priorities and project groupings for consideration in the UCS through public meetings, online surveys and focus groups. Web links to some of the input received are below and also available on the RTC website: <https://sccrtc.org/projects/multi-modal/unified-corridor-study/>

Step 1 Analysis

- [Public Workshop and Online Survey Input](#) (October – November 2017)
- [Summary of Public Comments from Workshop and Online Survey](#) (October – November 2017)
 - Live Oak Workshop: 102 attendees
 - Watsonville Workshop: 30 attendees
 - Online Survey: 1,596 surveys were submitted
- [Public Workshop & Online Survey Materials](#) (October – November 2017)
- [Comments Received](#) (August – November 2017)
- [Focus Groups Comments](#) (August 2017)
- RTC meeting, Dec. 17, 2017 – 34 people gave public comments

Additional Input

- [Public Input from Surveys and Workshops](#) (January – June 2017)
- [Public Comments on Transit Alternatives Analysis](#) (received through June 26, 2019)



Step 1 Analysis Outreach Material Examples

Newspaper and Online Ads:



The advertisement features the SCCRTC logo on the left, which includes a stylized landscape with mountains, a river, and a green field. To the right of the logo, the text "Unified Corridors Study" is displayed in a large, green, sans-serif font. Below this, the website "www.sccrtc.org/ucs" is listed. The main body of the ad is divided into two horizontal sections. The top section has a light blue background and contains the text: "Provide important input on the Unified Corridors Study: which transportation projects should be analyzed further to maximize community benefit?". The bottom section has a darker blue background and contains the text: "Proporcionar un aporte importante en el Estudio de Corredores Unificados: ¿qué proyectos de transporte deben ser analizados más para maximizar el beneficio de la comunidad?". At the very bottom, a green banner displays the URL "https://sccrtc-ucs.metroquest.com" in white text.

Social Media Posts:



This is a screenshot of a Facebook post from the Santa Cruz County Regional Transportation Commission (RTC). The post header shows the RTC logo, the name "Santa Cruz County Regional Transportation Commission (RTC)", and the text "Published by Amy Norrjo · May 16, 2017". The main text of the post reads: "Share your ideas about sustainable transportation: Take this survey to tell the Santa Cruz County Regional Transportation Commission (SCCRTC) what projects you think are most important on Highway 1, Soquel & Freedom and the rail right-of-way. The projects you select will help inform development of future transportation scenarios to be evaluated in the Unified Corridor Investment Study. Please provide your input by May 31. <https://sccrtc-ucs.metroquest.com/>". Below the text is a map of the study area, showing the coastline from the Pacific Ocean to the north, with various locations marked: Davenport, Santa Cruz, Capitola, Monterey Bay, and Watsonville. A blue line indicates the project limits along the coast. The map is titled "Unified Corridor Investment Study Project Limits".

Santa Cruz County Regional Transportation Commission (RTC)
Published by Amy Naranjo • October 3, 2017

Final public workshop for the Step 1 Analysis of the #UCS TONIGHT at Live Oak Elementary from 6-7:30 pm. Be a part of the conversation and share your input. Community engagement is critical to the success of this study.

SCCRTC Santa Cruz County Regional Transportation Commission

Unified Corridor Investment Study Project Limits

The Unified Corridor Investment Study Workshops

Monday, October 2, 6:00 pm – 7:30 pm Watsonville Public Library, <u>275 Main Street in Watsonville</u> (Parking in Garage)	Tuesday, October 3, 6:00 pm – 7:30 pm Live Oak Elementary School Multipurpose Room <u>1916 Capitola Rd in Live Oak</u>
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Santa Cruz County Regional Transportation Commission (RTC)
Published by Amy Naranjo • May 18, 2017

Share your ideas about sustainable transportation: Take this survey to tell the Santa Cruz County Regional Transportation Commission (SCCRTC) what projects you think are most important on Highway 1, Siquel & Freedom and the rail right-of-way. The projects you select will help inform development of future transportation scenarios to be evaluated in the Unified Corridor Investment Study. Please provide your input by May 31. <https://sccrtc-ucs.metroquest.com/>

Unified Corridor Investment Study Project Limits

Flyers:

Santa Cruz County Regional Transportation Commission
Unified Corridors Investment Study Survey

Tell us your transportation priorities

Highway 1 and Soquel Avenue/Drive are two of the most heavily traveled routes in Santa Cruz County. Acquisition of the rail line provides a third parallel route with unused capacity. The Unified Corridor Investment Study is underway to investigate how these three routes can work together most effectively for people driving cars, taking transit, riding bicycles and walking.



We want to hear from YOU about:

- Transportation Priorities
- Transportation Preferences
- Goals for this Study
- Performance Measures
- Priority Projects

Your responses will to this survey will have a very real impact on decisions regarding prioritization of transportation projects on these three corridors.

To complete the survey please visit: <http://www.sccrtc.org/ucs> and click on 'Unified Corridors Investment Study Survey'

Survey ends **February 17, 2017**



Santa Cruz County Regional Transportation Commission
1510 Pacific Avenue
Santa Cruz, CA 95060
Phone: (831) 488-2200
Fax: (831) 488-3211
Watsonville Office: (831) 488-3380 ext. 385

Website:

EN ESPAÑOL

SCCRTC Santa Cruz County Regional Transportation Commission

MEETINGS & EVENTS | FUNDING & PLANNING | PROJECTS | SERVICES | ABOUT THE RTC | COUNTEIL

RTC Invites Public Input on Draft UCS Step 1 Analysis Results

October 11, 2017

Welcome

Tell us which transportation improvements should be considered in Santa Cruz County and analyzed further in the Unified Corridor Study (UCS). The survey provides you with information about the potential benefits and community benefits of each project to inform your selection. The survey will take about 10 minutes to complete.



The RTC invites you to [provide input](#) on which transportation projects should be considered as future transportation solutions in Santa Cruz County and analyzed in greater detail in the Unified Corridor Study. The [public survey](#) provides information about the feasibility and potential community benefits of each project to inform your selections. Public input received as part of outreach efforts conducted in spring 2017 helped inform which projects were evaluated in Step 1 of the UCS scenario analysis. Step 2 of the UCS scenario analysis will include a more detailed evaluation of how projects advance sustainable transportation goals. The UCS identifies projects that serve people traveling by auto, transit, bicycle and walking and groups projects into scenarios for Highway 1, Soquel/Freeform and the Santa Cruz Branch Rail Line.

Please provide your input by **November 8**. The RTC is scheduled to decide on the transportation scenarios to advance to the Step 2 scenario analysis at the Regional Transportation Commission meeting on **December 7, 2017** at the County Board of Supervisors, 701 Ocean Street, Santa Cruz.

[Provide Input on Draft Step 1 Analysis - Take the Survey](#)

If you would like to receive email updates on this project directly, sign up at [sccrtcupdates](#). More information about the UCS available at <http://sccrtc.org/projects/multi-modal/ucs/ucs-survey.html>

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SCCRTC Santa Cruz County Regional Transportation Commission

MEETINGS & EVENTS **FUNDING & PLANNING** **PROJECTS** **SERVICES** **ABOUT THE RTC** **CONTACT**

Streets & Highways
 Highway 1 Corridor Program
 Highway 1 Environmental Documents
 Buckle Shoulder Project
 Soquel-Herriman Ave Lanes
 41st Ave-Soquel Ave/Dr Ave Lanes, SOE & Chantier Bike/Ped Overcrossing
 Bay/Parker to State Park Dr Ave Lanes, SOE & New Vista Overcrossing
 State Park Dr to Freedom Blvd Ave Lanes
 Highway 17
 Highway 9
 Highway 1-17 Interchange Widening
 Other Highways

Bicycle
 Santa Cruz County Bicycle Route Signage Program

Pedestrian

Rail
 Right of Entry Requests
 Preventative Maintenance
 Operating Agreement
 Passenger Rail
 Rail Service Studies
 Rail Line Purchase
 Due Diligence

Trails
 Monterey Bay Sanctuary
 Scenic Trail
 MBEST Master Plan
 Road Environmental Impact Report
 North Coast Rail Trail
 Bus Projects

Unified Corridor Investment Study Project Ideas
 Please provide your input on transportation improvement ideas for the Unified Corridor Investment Study (UCS) Project Area (see map below). Submit one form for each project idea. Projects could include transportation improvements to Soquel Avenue/Drive, Highway 1, the rail corridor and/or connecting routes.

Unified Corridor Investment Study Project Area Map

Unified Corridor Investment Study

SCCRTC

UCS Project Ideas
 Describe the specific project that could improve transportation in the project study area.

Location of the project (check all that apply):
☐ City of Santa Cruz
☐ City of Capitola
☐ Unincorporated County
☐ Countywide
☐ Not sure
 If you checked "Not sure", please explain:

Provide beginning and end points of project, cross streets, nearest address, direction of travel as best you can.

Survey:

5/14/2017

MetroQuest Studio

1 Welcome

WELCOME

Tell us your ideas for creating a sustainable transportation system by selecting transportation projects on Highway 1, Soquel & Freedom and the rail right-of-way. The following three pages allow you to choose among a number of projects specific to each of the routes. The group of projects you select will help inform development of future transportation scenarios to be evaluated in the Unified Corridor Investment Study.

Begin

What group of transportation projects do you think will achieve a sustainable transportation system?

SCCRTC

Step 2 Analysis

- [Comments Received](#) (January 09, 2019 – January 16, 2019)
- [Comments Received](#) (November 2018 – January 2019)
- [Public Workshop Input](#) (November 2018)
 - Live Oak Workshop: 118 attendees
 - Watsonville Workshop: 112 attendees
- [Comments Received](#) (September – November 2018)
- Comments also provided at RTC Meetings:
 - RTC TPW meeting, March 15, 2018 – 7 people gave public comments
 - RTC meeting, Oct. 4, 2018 – 5 people gave public comments
 - RTC TPW meeting, Oct. 18, 2018 – 16 people gave public comments
 - RTC meeting, Nov. 15, 2018 – 37 people gave public comments

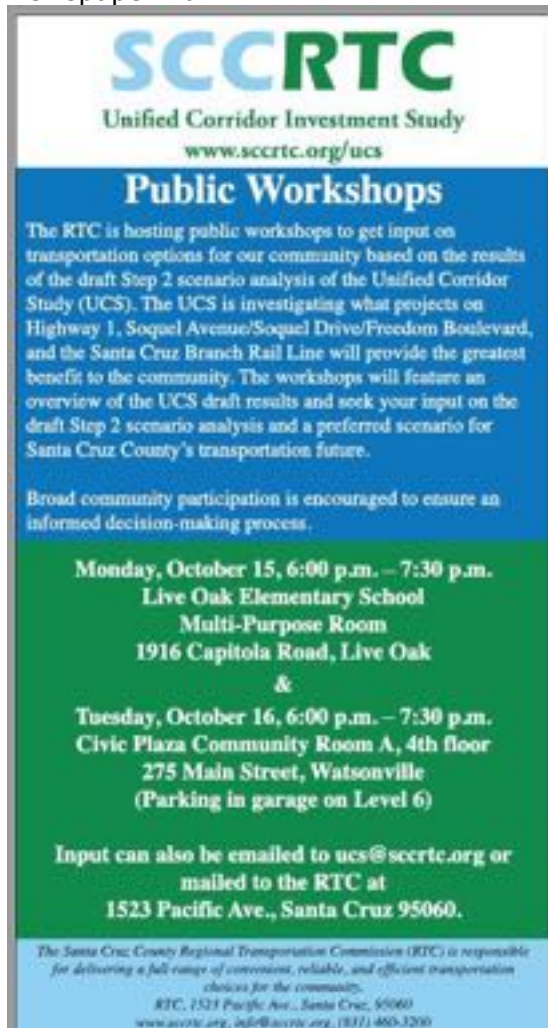


Step 2 Analysis Outreach Material Examples

Press Release:



Newspaper Ad:



SCCRTC
Unified Corridor Investment Study
www.sccrtc.org/ucs

Public Workshops

The RTC is hosting public workshops to get input on transportation options for our community based on the results of the draft Step 2 scenario analysis of the Unified Corridor Study (UCS). The UCS is investigating what projects on Highway 1, Soquel Avenue/Soquel Drive/Freedom Boulevard, and the Santa Cruz Branch Rail Line will provide the greatest benefit to the community. The workshops will feature an overview of the UCS draft results and seek your input on the draft Step 2 scenario analysis and a preferred scenario for Santa Cruz County's transportation future.

Broad community participation is encouraged to ensure an informed decision-making process.

Monday, October 15, 6:00 p.m. – 7:30 p.m.
Live Oak Elementary School
Multi-Purpose Room
1916 Capitola Road, Live Oak


&

Tuesday, October 16, 6:00 p.m. – 7:30 p.m.
Civic Plaza Community Room A, 4th floor
275 Main Street, Watsonville
(Parking in garage on Level 6)

Input can also be emailed to ucs@sccrtc.org or mailed to the RTC at
1523 Pacific Ave., Santa Cruz 95060.

The Santa Cruz County Regional Transportation Commission (RTC) is responsible for delivering a full range of convenient, reliable, and efficient transportation choices for the community.
RTC, 1523 Pacific Ave., Santa Cruz, 95060
www.sccrtc.org, info@sccrtc.org, (831) 480-3200

Public Hearing Notice:



Notice of Public Hearing
 Unified Corridor Investment Study
 Draft Step 2 Scenario Analysis Report
 Thursday, Nov. 15, 6 p.m.
 Watsonville City Council Chambers
 275 Main Street, 4th Floor, Watsonville, CA

The Regional Transportation Commission (RTC) will hold a public hearing to receive input from members of the public on transportation options for Santa Cruz County based on the results of the draft Step 2 scenario analysis of the Unified Corridor Investment Study (UCIS). The UCIS is investigating what projects on Highway 1, Soquel Avenue/ Soquel Drive/Freeway Boulevard, and the Santa Cruz Rerailment Rail Line will provide the greatest benefit to the community.

Prior to the public hearing, RTC staff will present a second draft of the report to the RTC Board.

The Step 2 Scenario Analysis report is available for review at www.sccrtc.org/ucs.

Deadlines for Public Comment:
 Nov. 20, 2018, 5 p.m.: For consideration by staff in the development of the final staff recommendation of a preferred scenario and draft final report to the RTC on Dec. 6, 2018.
 Dec. 5, 2018 12 p.m.: For consideration by the commission in the action on the preferred scenario on Dec. 6, 2018.

Public comments can also be emailed to ucs@sccrtc.org or mailed to the RTC at 1523 Pacific Ave., Santa Cruz 95060.

Broad community participation is encouraged to ensure an informed decision-making process.

The Santa Cruz County Regional Transportation Commission is responsible for delivering a full range of convenient, reliable, and efficient transportation choices for the community.
 1523 Pacific Ave., Santa Cruz, CA 95060, www.sccrtc.org (831) 468-8200

Social Media Post:



Santa Cruz County Regional Transportation Commission (RTC)
 Published by Shannon Munz · October 29, 2018 ·

The RTC is continuing to seek public input on the draft Step 2 scenario analysis and a preferred scenario for the Unified Corridor Investment Study.

Deadlines for public comment to be submitted are:

Nov. 2, 2018: For consideration by staff in development of the preferred scenario and revisions to the draft report that will be provided to the RTC on Nov. 15, 2018.

Nov. 20, 2018, 5 p.m.: For consideration by staff in development of the final staff recommendation of preferred scenario and draft final report to the RTC on Dec. 6, 2018.

Dec. 5, 2018 12 p.m.: For consideration by the commission in the action on the preferred scenario on Dec. 6, 2018.

Community members can send input via email to ucs@sccrtc.org or postal mail to the RTC at 1523 Pacific Ave., Santa Cruz 95060.

See insights and ads [Boost post](#)

4 1 Share

Like Comment Share

Write a comment...

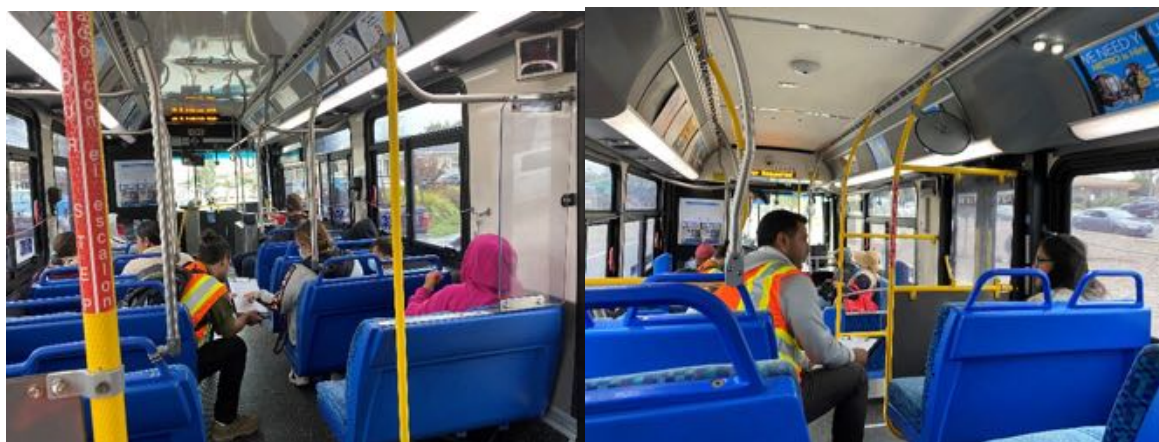
Additional Public Outreach Materials

Web links to some of the additional public outreach materials for the UCS are listed below and also available on the RTC website.

- [Frequently Asked Questions \(FAQ\) November 2018](#)
- [Frequently Asked Questions \(FAQ\) 2017](#)
- [Oct. 4 RTC Meeting \(video\)](#)
- [Step 2 Projects and Scenarios to be Evaluated \(approved by the RTC in December 2017\)](#)
- [Step 1 Scenario Analysis Results \(approved by the RTC in December 2017\)](#)
- [UCS Timeline](#)
- [Project List and Scenarios to Evaluate](#)
- [Goals, Criteria and Performance Measures](#)

Supplemental UCS Outreach Activities (2022)

In 2022, through additional community outreach, Bus Rapid Transit Lite improvements were identified to enhance the adopted UCS Preferred Scenario to improve cross-county transit routes connecting the [Watsonville – Santa Cruz Multimodal Corridor](#). Additional outreach activities were conducted in the South Santa Cruz County area (the Watsonville vicinity) to gather input from community members on the potential transit improvements and how they may work to complement the existing improvements in the UCS. The project team tabled at community events and conducted transit ride-alongs to gather input on what improvements would most benefit current transit riders and what improvements would encourage non-transit riders to take transit. Surveys in English and Spanish were conducted in person of community members to solicit input on the types of transit improvements that would be most meaningful for their commutes and other trips. Over 70 surveys were completed. The majority of survey takers stated that they don't take the bus as often because it does not come often enough, takes too long to get to their destination, and/or they don't know when the next bus will arrive. Survey participants also reiterated that real-time arrival information and easier payment options would make it easier and more convenient to take the bus. The graphs below detail the results of the survey.





Transit Survey Example:

SCCRTC

Bus Improvement Survey

1. How often do you usually take a transit? (choose one)

- ☐ Every day
- ☐ At least 3 times per week
- ☐ At least 1 time per week
- ☐ At least 1 time per month
- ☐ Less than 1 time per month (rare)

2. Do you ride any of these bus routes regularly? (check all that apply)

- ☐ 744
- ☐ 400

3. What makes it difficult for you to take the bus more often? Please rank 1-5, with 1 being most important and 5 being least.

- ☐ 1. Bus takes too long to get to my destination
- ☐ 2. How often I feel bus routes/lines serve my needs
- ☐ 3. Not knowing when the bus will arrive
- ☐ 4. Too many delays/long wait times at bus stops
- ☐ 5. Cost too expensive
- ☐ 6. Stop locations not convenient for start and end of my trip
- ☐ 7. Safety at bus stops

4. How much travel time savings would make you seriously consider taking the bus more often? (choose one)

- ☐ 5 minutes
- ☐ 10 minutes
- ☐ 15 minutes
- ☒ 20 minutes
- ☐ 30 minutes
- ☐ 45 minutes or more

5. If a bus stop improvement would make it more convenient/easier to take the bus, which would be most important to you? (check all that apply)

- ☐ 1. More bus stops
- ☐ 2. More frequent service (shorter headway)
- ☐ 3. Parking lot
- ☐ 4. More secure parking (like BART's lot in Santa Cruz)
- ☐ 5. More shade
- ☐ 6. More seating
- ☐ 7. Charging for phone service (cell phone)
- ☐ 8. Boarding and alighting
- ☐ 9. Lighting

6. What bus stop features would make you more comfortable taking the bus? (check all that apply)

- ☐ 1. More seating
- ☐ 2. Shaded area for waiting
- ☐ 3. Longer and more stable boarding areas
- ☐ 4. Dedicated security personnel

7. When embarking on a commute, would you more likely be using the bus or car? (check all that apply)

- ☐ 1. Using car more often and if being better
- ☐ 2. Using bus more often
- ☐ 3. Using car more often and if being better
- ☐ 4. Using bus more often and if being better

8. In the last 7 days, how many days did you use each type of transportation?

- ☐ 1. With/without car
- ☐ 2. Bus
- ☐ 3. Bicycle/Bike share
- ☐ 4. Other mode
- ☐ 5. Other

9. What is your household size?

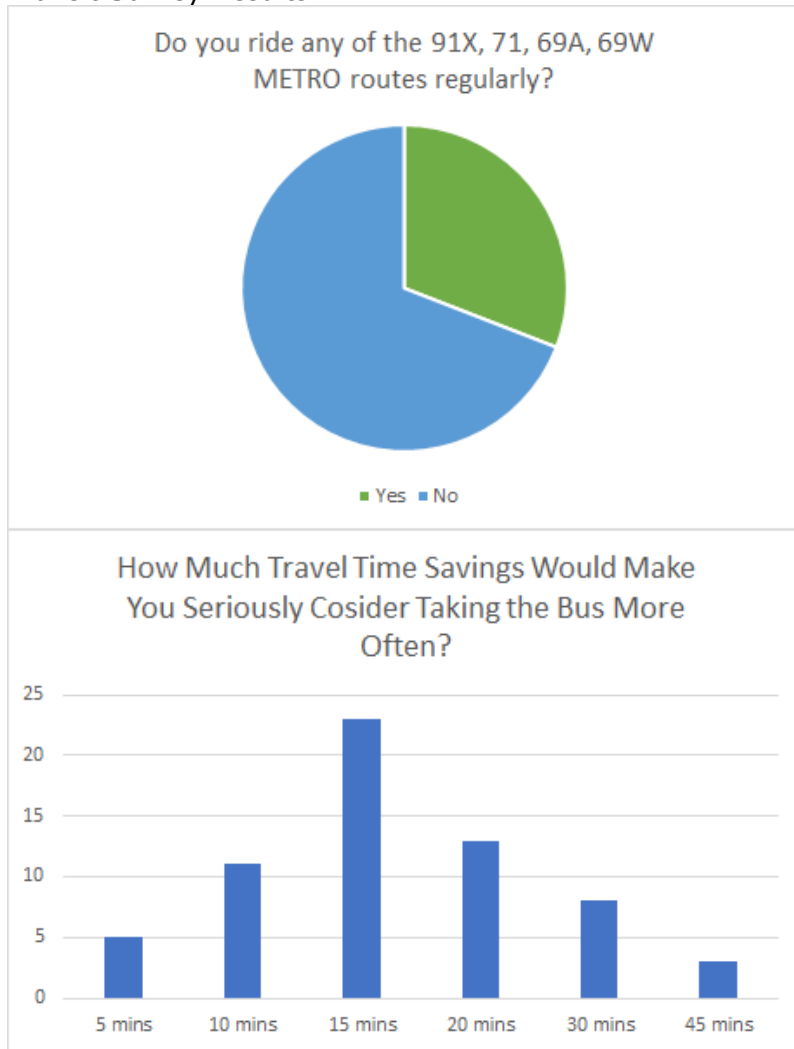
- ☐ 1. 1-2
- ☐ 2. 3 or more

10. What do you want to see changed regarding the bus riding experience?

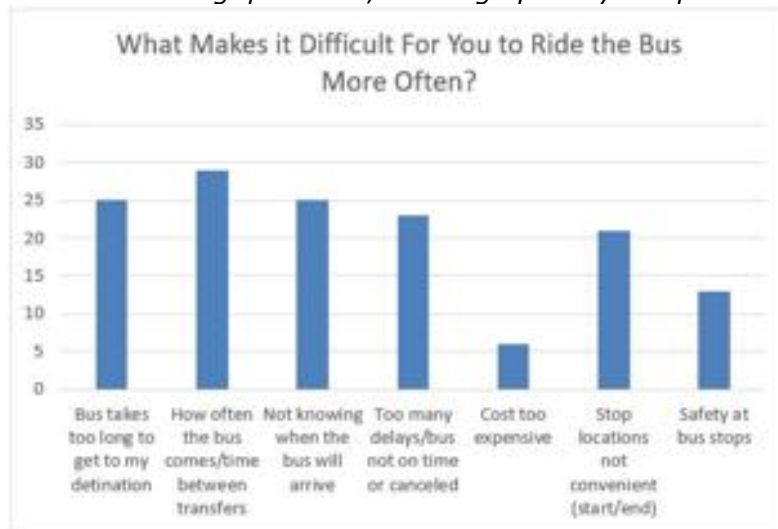
Timing & Route - Bus traveling better & faster

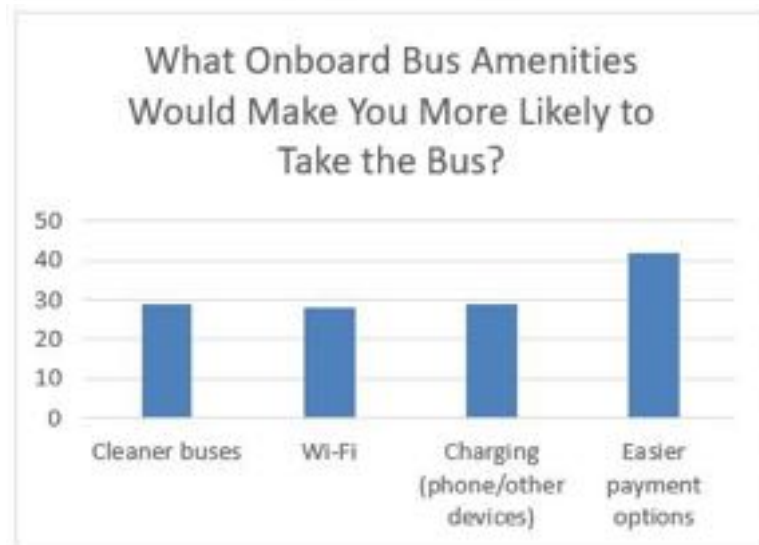
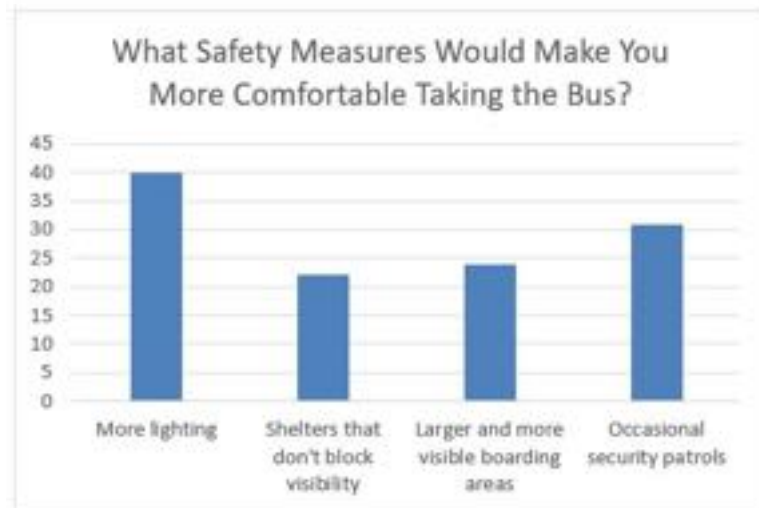
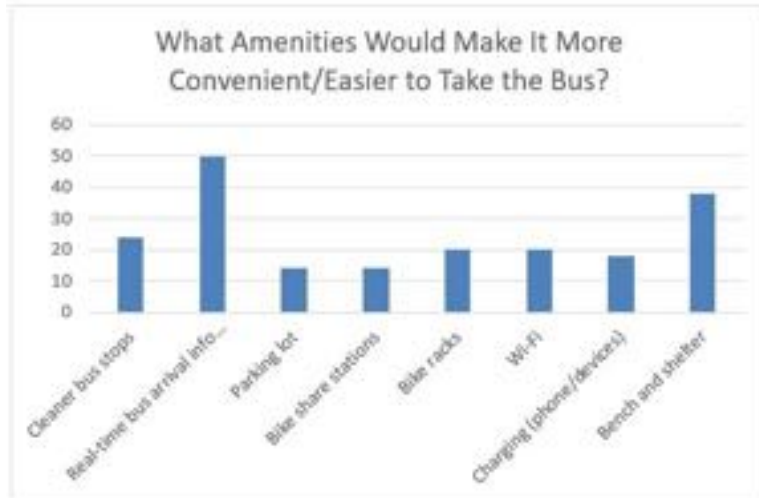
Longer and more stable boarding areas

Transit Survey Results:



For the following questions, the "high priority" response selections are graphed.





Equity-Focused Engagement

Throughout the initial UCS development (2017-2019), supplemental UCS outreach (2022), and extensive other community outreach efforts focused on the Watsonville-Santa Cruz corridor, the RTC has worked to engage all members of the community in the decision-making and prioritization process through robust public engagement, with many meetings, workshops, and other outreach activities focused on historically disadvantaged, underrepresented, and marginalized groups. This has included outreach through the RTC's social services advisory committee (E&DTAC), outreach to community-based organizations, numerous meetings and outreach events located in Watsonville/Pajaro Valley (over 75% Latino), meetings with schools, local pedestrian and bicycle advocacy groups, and presentations, public information and outreach materials translated into Spanish.

Supplemental Community Input

Since adoption of the UCS in January 2019 and in addition to community outreach in 2022, several additional efforts have been conducted to solicit input on elements of the preferred scenario and transportation services and priorities in the corridor. This has included:

Coastal Rail Trail

The Coastal Rail Trail, a bicycle and pedestrian trail within the 32-mile Santa Cruz Branch Rail right-of-way, is a highly valuable asset to the Santa Cruz County community and visitors for transportation, recreation, education, health, eco-tourism, coastal access, and economic vitality. Given the importance of this trail network, the RTC conducts continual and ongoing community outreach and engagement around specific segments under development. These outreach opportunities include tabling at local events (approx. 10-15 a year) and giving presentations to community groups and organizations (approx. 5-10 a year). Through these events and presentations, staff discusses the trail projects with several hundred people each year while listening to community needs and concerns around the Coastal Rail Trail project.

Outreach around the Coastal Rail Trail that has taken place since the adoption of the UCS also includes:

- Public Meeting, Segment 8/9 (October 2022)
- Open House, Segments 10/11 (April 2022)
- Virtual Open House, Segments 8/9 (March 2022)
- Scoping Meeting, Segments 10/11 (November 2021)
- Scoping Meeting, Segments 8/9 (October 2021)
- Virtual Open House, Segment 12 (September 2020)

Highway 1

As the RTC works to implement the Highway 1 multimodal improvement projects, public outreach is conducted at different stages of each of the projects. These outreach activities were noticed in local newspapers and information was shared via social media, the RTC website and eNews list. Recent Outreach activities include:

- **Highway 1 Multimodal Improvements 41st to Soquel**
 - Aesthetic Treatments Meeting, Chanticleer Bicycle/Pedestrian Overcrossing (October 2019)
- **Highway 1 Multimodal Improvements Bay Avenue/Porter Street to State Park Drive**

- Aesthetic Treatment Workshop (October 2019) - An online survey was also available to the public for the aesthetic theme of the new bicycle and pedestrian overcrossing, which received feedback from over 500 community participants.
 - Scoping Meeting (October 2019)
 - Virtual Public Hearing (December 2020)
 - Online Informational Video & Survey (February 2022)
- **Highway 1 Multimodal Improvements Freedom Boulevard to State Park Drive**
 - Online Open House (September 2020)
 - Presentation and public hearing on modifications to the Measure D Expenditure Plan (January-February 2020)

Soquel Drive/Avenue

The County of Santa Cruz hosted two virtual community workshops in January 2022 for community members to provide input on the early designs for the first implementation of buffered and protected bike lanes, sidewalk gap closures, crosswalk upgrades, and adaptive/transit-priority intersections along Soquel Drive/Avenue. The meetings took place on January 12 and January 20, 2022 and were attended by over 110 community members.

The [RTC's Visualizing Sustainable Transportation](#) project also utilized new and innovative tools to improve the public outreach and engagement process. Phase 1 utilized augmented reality technology to demonstrate potential future sustainable transportation and land use options at two locations: Soquel Drive at Chanticleer Avenue and Natural Bridges Drive at the rail crossing. Physical installations, called OWL viewers were placed at the two sites. Looking into the OWL viewers participants saw how existing conditions could transform into multimodal transportation hubs with short- and long-term investments.



Watsonville Downtown Specific Plan

This plan to re-imagine and innovate mobility options and connections in downtown Watsonville identified several areas for improved transit that align with the implementation of the UCS recommendations:

- Design safe pedestrian, bicyclist, and mobility aid facilities that invite all users regardless of age and ability to use and enjoy.

- Connect downtown to the future rail trail and commuter rail improving regional mobility.

Public outreach for this plan's development conducted in 2021 and 2022 included public workshops (3), advisory committee meetings (8), and several email and social media posts about the plan.

Santa Cruz Metropolitan Transit District (METRO)

METRO, the transit agency that provides bus services for Santa Cruz County, conducted community outreach on Santa Cruz County Public Transportation Usage and Priorities via a survey. Over 1,000 Santa Cruz County adult residents were surveyed between September 28-October 6, 2022. Surveys were conducted via telephone and online interviews in both English and Spanish. The survey results captured that nearly half of all non-riders/infrequent riders reported that they would be likely to ride METRO regularly if buses came more often and dropped them off in more convenient locations. There is also strong public preference for frequent service (every 15 minutes) over more broad availability (providing service to as many places as possible).

2022 Unmet Needs List Development

Each year, the RTC develops its Unmet Needs List based on community outreach and input to identify a list of needs which are not being met by the current public transit system. Outreach activities included a public hearing, tabling at outreach events, an online survey in both English and Spanish, and working with the RTC's Elderly and Disabled Transportation Advisory Committee (E&D TAC), Santa Cruz METRO Transit District, Lift Line-Community Bridges, the Volunteer Center and other local organizations to identify unmet transit needs of people with disabilities, seniors, low income, and transit-dependent persons. Many of the priority transit projects identified in the Unmet Needs List align with the proposed projects in UCS.

Collaboration and Partnership

The UCS was built on more than two decades of work by the RTC and its state, regional, and local partners. The RTC, Caltrans, and the Federal Highway Administration (FHWA), through the Highway 1 Corridor Investment Program, partnered together to analyze various investments to relieve congestion on Highway 1 in Santa Cruz County. The Bus-on-Shoulder Feasibility Study, completed in 2017 by Monterey-Salinas Transit and METRO and in collaboration with the RTC, the Transportation Agency for Monterey County, the California Highway Patrol, and Caltrans, provided information on the technical feasibility of a hybrid bus-on-shoulder/auxiliary lane facility along Highway 1.

The RTC worked closely with Santa Cruz County, METRO, local nonprofit Ecology Action, and local bicycle coalition Bike Santa Cruz County to define potential improvements on Soquel Avenue/Soquel Drive/Freedom Boulevard. Improvements were identified to develop an active transportation network in Santa Cruz County with the Soquel Avenue/Soquel Drive/Freedom Boulevard multimodal improvements as well as the separated Class I trail on the Santa Cruz Branch Rail Line; these two key cross-county facilities are tied together via the two overcrossings of Highway 1 in Aptos.

The purchase of the Santa Cruz Branch Rail Line in 2012 with voter-approved Proposition 116 funds, released by the California Transportation Commission and supported by regional and local agencies, placed this transportation corridor in public ownership beginning a new era of mobility options and opportunities for Santa Cruz County. Subsequent to the purchase of the rail line and in collaboration with elected officials, local jurisdictions, community organizations and the general public, the Monterey Bay Sanctuary Scenic Trail Network Master Plan, completed in 2014, was developed to construct a bicycle and

pedestrian Class I trail along the railroad right-of-way. The Rail Transit Feasibility Study, funded by Caltrans and completed in 2015, was developed in collaboration with the local, regional, and state partners and brought much information together to support the UCS.

The RTC also partnered with a number of additional local agencies and organizations on outreach and public engagement during the development of the UCS including the Association of Monterey Bay Area Governments, Cabrillo College, City of Capitola, City of Santa Cruz, City of Watsonville, University of California at Santa Cruz, Monterey Bay Air Pollution Control District, Santa Cruz County Office of Education and School District representatives, Iowa Pacific Railroad, Community Leaders representing elderly, youth and disabled individuals, Community Leaders representing agriculture, Community Leaders representing businesses, Community Leaders representing environmental and sustainable transportation interests, and various neighborhood groups and home owners associations.

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
TDA REVENUE REPORT
FY 2022/2023**

MONTH	FY21 - 22 ACTUAL REVENUE	FY22 - 23 ESTIMATE REVENUE	FY22 - 23 ACTUAL REVENUE	DIFFERENCE	DIFFERENCE AS % OF PROJECTION	CUMULATIVE % OF ACTUAL TO PROJECTION
JULY	1,180,089	1,221,370	1,159,164	-62,206	-5.09%	94.91%
AUGUST	947,834	980,991	954,929	-26,062	-2.66%	95.99%
SEPTEMBER	1,008,451	1,043,728	1,013,414	-30,314	-2.90%	96.35%
OCTOBER	1,242,981	1,286,462	1,084,000	-202,462	-15.74%	92.92%
NOVEMBER	835,454	864,680	1,113,301	248,621	28.75%	98.66%
DECEMBER	1,015,997	1,051,538				
JANUARY	990,616	1,025,270				
FEBRUARY	1,080,393	1,118,187				
MARCH	863,751	893,967				
APRIL	894,620	925,915				
MAY	1,067,922	1,105,280				
JUNE	960,550	994,152				
TOTAL	12,088,658	12,511,540	5,324,808	-72,424	-0.58%	43%

Note:

I:\FISCAL\TDA\MonthlyReceipts\FY2023\FY2023 TDA Receipts.xlsx\FY2023

SCCRTC
TRANSPORTATION TAX REGIONAL TRANSPORTATION FUND (TTRTF) - MEASURE D
SUMMARY OF REVENUE ALLOCATION BY MONTH
FY2023 ENDING JUNE 30, 2023

	KEY/OBJECT	RATE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	TOTAL	YEAR END ADJUSTMENT	ADJUSTED TOTAL
GROSS	729000/40186		2,595,872.85	2,349,895.40	2,241,845.65	2,421,640.38	2,640,688.55	12,249,942.83	0.00	12,249,942.83
BOE FEES			-	(65,160.00)	-	-	(65,160.00)	(130,320.00)	-	(130,320.00)
NET			2,595,872.85	2,284,735.40	2,241,845.65	2,421,640.38	2,575,528.55	12,119,622.83	0.00	12,119,622.83
ADMINISTRATION & IMPLEMENTATION - 729100/75381										
ADMINISTRATION - SALARIES & BENEFITS		1%	25,958.73	22,847.35	22,418.46	24,216.40	25,755.29	121,196.23	0.00	121,196.23
O/H ADMIN			33,362.16	29,363.42	28,812.20	31,122.92	33,100.69	155,761.39	0.00	155,761.39
SALARIES & O/H IMPELME& OVERSIGHT			13,056.25	13,056.25	13,056.25	13,056.25	13,056.25	65,281.25	0.00	65,281.25
SERVICES & SUPPLIES			4,041.67	4,041.67	4,041.67	4,041.67	4,041.67	20,208.33	0.00	20,208.33
Subtotal			76,418.80	69,308.69	68,328.57	72,437.24	75,953.90	362,447.20	0.00	362,447.20
TO DISTRIBUTE TO INVESTMENT CATEGORIES			2,519,454.05	2,215,426.71	2,173,517.08	2,349,203.14	2,499,574.65	11,757,175.63	-	11,757,175.63
1. NEIGHBORHOOD - 729200/75382		30%	755,836.21	664,628.01	652,055.12	704,760.94	749,872.40	3,527,152.69	-	3,527,152.69
SLV SR9	Fixed \$		27,777.78	27,777.78	27,777.78	27,777.78	27,777.78	138,888.89	0.00	138,888.89
HWY 17 Wildlife	Fixed \$		13,888.89	13,888.89	13,888.89	13,888.89	13,888.89	69,444.44	0.00	69,444.44
			41,666.67	41,666.67	41,666.67	41,666.67	41,666.67	208,333.33	0.00	208,333.33
City of Capitola - V100207	4.8540%		34,665.83	30,238.58	29,628.29	32,186.63	34,376.34	161,095.67	-	161,095.67
City of Santa Cruz - V110467	22.3548%		159,650.96	139,261.57	136,450.93	148,233.20	158,317.76	741,914.42	-	741,914.42
City of Scotts Valley - V102713	4.8017%		34,292.60	29,913.02	29,309.30	31,840.10	34,006.23	159,361.25	-	159,361.25
City of Watsonville - V1728	15.6656%		111,879.26	97,590.91	95,621.29	103,877.99	110,944.99	519,914.45	-	519,914.45
County of Santa Cruz	52.3238%		373,680.90	325,957.27	319,378.65	346,956.36	370,560.40	1,736,533.58	-	1,736,533.58
	100%		714,169.55	622,961.35	610,388.46	663,094.27	708,205.73	3,318,819.35	0.00	3,318,819.35
2. HWY Corridors - 729300/75383		25%	629,863.51	553,856.68	543,379.27	587,300.78	624,893.66	2,939,293.91	-	2,939,293.91
3. TRANSIT/PARATRANSIT - 729400/75384		20%	503,890.81	443,085.34	434,703.42	469,840.63	499,914.93	2,351,435.13	-	2,351,435.13
Santa Cruz Metro (SCMTD) 16%	80%		403,112.65	354,468.27	347,762.73	375,872.50	399,931.94	1,881,148.10	-	1,881,148.10
Community Bridges - V127587 - 4%	20%		100,778.16	88,617.07	86,940.68	93,968.13	99,982.99	470,287.03	-	470,287.03
4. ACTIVE TRANSPORTATION - 729500/75385		17%	428,307.19	376,622.54	369,497.90	399,364.53	424,927.69	1,998,719.86	-	1,998,719.86
5. RAIL CORRIDOR - 729600/75386		8%	201,556.32	177,234.14	173,881.37	187,936.25	199,965.97	940,574.05	-	940,574.05
DISTRIBUTED TO INVESTMENT CATEGORIES		100%	2,519,454.05	2,215,426.71	2,173,517.08	2,349,203.14	2,499,574.65	11,757,175.63	-	11,757,175.63
TOTAL ADMIN & IMPEM AND INVESTMENT CATEGORIES			2,595,872.85	2,284,735.40	2,241,845.65	2,421,640.38	2,575,528.55	12,119,622.83	0.00	12,119,622.83

I:\FISCAL\Measure D\Distribution To Investment Category\FY2023\FY2023 05 November 2022 Measure D Distribution.xlsx\Detail

AGENDA: December 1, 2022

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

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 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.
-

BACKGROUND

In March 2020, due to the COVID-19 pandemic, Governor Newsom declared a state of emergency which will be in effect until February 28, 2023. The Governor also issued executive orders, which expired on September 30, 2021, 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. AB 361 was signed into law and took effect on October 1, 2021, allowing virtual meetings as long as the declared state of emergency continues and requires that findings be made by local agencies to continue virtual and/or hybrid meetings.

On October 18, 2022 the Governor communicated that the COVID 19 pandemic state of emergency will be lifted on February 28, 2023, making virtual or hybrid meetings under AB361 no longer possible beginning in March 2023. AB2449 was signed into law and takes effect on January 2023,

making it possible for members of a legislative body to participate in meetings remotely under very limited circumstances.

DISCUSSION

Due to the COVID-19 pandemic, the RTC has been making the necessary AB361 findings at its meetings since November 2021 to continue to hold virtual and/or hybrid meetings. The RTC began holding hybrid RTC meetings on August 4, 2022. Staff will continue to plan for hybrid RTC meetings as long as AB361 and the state of emergency are in effect (expected through February 2023) and will plan for regular in-person meetings beginning in March 2023. For Commission hybrid meetings, a limited number of Commissioners and members of the public may participate in person. Everyone participating in person will need to abide by Santa Cruz County requirements that may be in place for wearing masks and social distancing. All others will participate via Zoom. All of the meetings of RTC committees will continue to be virtual meetings via Zoom through February 2023 and will be held as regular in-person meetings, with some hybrid allowances, beginning in March 2023.

For regular in-person meetings, RTC staff will provide a hybrid option for members of the public, when the facility contains the technology necessary for hybrid meetings. Commissioners for commission meetings and committee members for committee meetings will need to attend in person, unless they attend from another public location, where the agenda had been posted in accordance with the Brown Act or if they have provided sufficient justification for the very limited just cause or emergency circumstances provided for in AB 2449. Staff will provide more information to Commissioners on allowances of AB 2449 circumstances for remote attendance as we gain a greater understanding of the legislation and develop a system for implementation.

To continue to hold virtual and/or hybrid meetings through February 2023, 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 recommend measures to promote social distancing; and meetings of the RTC will be virtual or hybrid while meetings of committees will be virtual.

State of Emergency to be Lifted and AB 2449

On October 18, Governor Newsom announced that the state of emergency for the COVID-19 pandemic will be lifted on February 28, 2023. This means that after February 28, 2023, it will no longer be possible to hold remote or hybrid meetings under the rules established by AB361. Assembly Bill (AB) 2449 was signed into law and allows members of a legislative body to participate in meetings remotely under very limited circumstances. AB 2449 provides the following:

- A quorum of the members of the agency’s legislative body must participate in person from a singular physical location within the agency’s jurisdiction identified on the agenda;
- If a member of a legislative body wishes to participate remotely under AB 2449, that member must make a request to do so at the earliest opportunity possible, including at the start of a regular meeting, and the legislative body must take action to approve the request at the earliest opportunity.
- A request to participate remotely must be on the basis of a circumstance that qualifies as a “just cause” or “emergency” as defined by AB 2449:
 - 1. Just Cause Circumstance: AB 2449 defines “just cause” as:
 - a. A childcare or caregiving need of a child, parent, grandparent, grandchild, sibling, spouse, or domestic partner that requires them to participate remotely;

- b. A contagious illness that prevents a member from attending in person;
 - c. A need related to certain statutorily defined forms of physical or mental disability; or
 - d. Travel while on official business of the public agency or for another state or local agency.
2. Emergency Circumstance: AB 2449 defines “emergency circumstance” as a “physical or family medical emergency that prevents a member from attending a meeting in person.” The requesting member must provide a general description (not exceeding 20 words) that describes the circumstances relating to the requesting members “emergency.” The requesting member is not required to disclose any medical diagnosis or disability, or any personal medical information that is already exempt under existing law.
- The member must publicly disclose at the meeting, before any action is taken, whether any other individuals 18 years of age or older are present in the room at the remote location with the member, and the general nature of the member’s relationship with any such individuals.
 - The member must participate through *both* audio and visual technology.
 - A member’s remote participation may not exceed (i) three consecutive months, or (ii) 20% of a legislative body’s regular meetings within a single calendar year. Also, if the legislative body regularly meets fewer than 10 times per calendar year, a member’s participation from a remote location cannot be for more than two meetings total.

Since the possibility to participate remotely in meetings under AB2449 is very limited, it is anticipated that the vast majority of the time Commissioners will participate in person. However, staff plans to have a standing item on RTC meeting agendas beginning in February 2023 for any requests that the Commissioners may wish to make to participate remotely due to a just cause or emergency circumstance under AB2449.

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 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. The state of emergency will be lifted at the end of February 2023, no longer allowing virtual or hybrid meetings. AB2449 was signed into law allowing Commissioners the possibility to participate remotely in meetings under limited circumstances.

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Santa Cruz County Regional Transportation Commission THREE MONTH MEETING SCHEDULE

December 2022 – February 2023

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.

Date	Day	Meeting Body	Time	Place
12/01/22	Thu	Regional Transportation Commission	9:00am	County BOS & Zoom
12/12/22	Mon	Bicycle Advisory Committee	6:00pm	Zoom
12/13/22	Tue	Elderly & Disabled Transportation Advisory Committee	1:30pm	Zoom
12/15/22	Thu	Transportation Policy Workshop	9:00am	Zoom
12/15/22	Thu	Interagency Technical Advisory Committee	1:30pm	Zoom
01/12/23	Thu	Regional Transportation Commission	9:00am	County BOS & Zoom
01/19/23	Thu	Interagency Technical Advisory Committee	1:30pm	Zoom
02/02/23	Thu	Regional Transportation Commission	9:00am	Watsonville Chambers & Zoom
02/09/23	Thu	Budget & Admin/Personnel	1:30pm	Zoom
02/13/23	Mon	Bicycle Advisory Committee (tentative)	6:00pm	Zoom
02/14/23	Tue	Elderly & Disabled Transportation Advisory Committee	1:30pm	Zoom
02/16/23	Thu	Interagency Technical Advisory Committee	1:30pm	Zoom

- Zoom – See agenda for log-in information
- County BOS – 701 Ocean St., 5th Floor, Santa Cruz, CA
- Watsonville Chambers – 275 Main St., 4th Floor, Watsonville, CA

Correspondence Log (Pt 1) (10/24/2022-11/18/2022)

RTC 12/01/2022

TO							From			Link to Full Comments
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
10/26/22	Email	Incoming	T.Travers 10.26.2022	Tommy	Travers	SCCRTC	Terry	Eastman	Resident	Request for updated chart "Commute Patterns Into and Out of Santa Cruz County"
10/26/22	Letter	Incoming	Y.Parra 10.26.2022	Yesenia	Parra	SCCRTC	Robert	Mason	SJSU Urban & Regional Planning	Request for internship & interview with Matt Schroeder
10/27/22	Contact us form	Incoming	S.Munz 11.3.2022	Shannon	Munz	SCCRTC	Tom	Rath	Resident	Quesiton re: Active Transportation Cycle 6 funding
10/24/22	Email	Incoming		Shannon	Munz	SCCRTC	Nina	Merrill	Valley Water Dam Safety Program	Request for Emergency Action Planning Contact
10/28/22	Email	Incoming	K.Corwin 10.28.2022	RTC		SCCRTC	Rosalynn	DeVillez	Construct Connect	Where can I find information about the Pajaro River Bridge Repair Project?
10/30/22	Email	Incoming	K.Corwin 10.31.2022	Rachel	Moriconi	SCCRTC	Brian	Peoples	Trail Now	Comments on item 21
10/31/22	Email	Incoming	K.Corwin 10.31.2022	Rachel	Moriconi	SCCRTC	Jose	Martinez	Resident	Comments on item 21
10/31/22	Email	Incoming	K.Corwin 10.31.2022	Rachel	Moriconi	SCCRTC	Trink	Praxel	Resident	Question re: item 13
10/30/22	Email	Incoming	K.Corwin 10.31.2022	RTC		SCCRTC	Jack and Sylvia	Brown	Resident	We support the Demonstration Trail
10/31/22	Email	Incoming	R.Moriconi 11.2.2022	Rachel	Moriconi	SCCRTC	Trink	Praxel	Resident	Correction: Question re: item 21
10/31/22	Email	Incoming	A.Marino 11.8.2022	Amanda	Marino	SCCRTC	Christina	Witt	Department of Rehabilitation	Inquiry re: joining the E&DTAC

TO							From			
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
11/01/22	Email	Incoming	K.Corwin 1/1/2022	Rachel	Moriconi	SCCRTC	Marie	Wegrich	Resident	Comments on item 21
11/01/22	Contact us form	Incoming	K.Corwin 11/1/2022	Rachel	Moriconi	SCCRTC	Frank	Rimicci	Resident	Comment on item 21
10/23/22	Email	Incoming	K.Corwin 10.31.2022	Rachel	Moriconi	SCCRTC	Catherine	Marino	Resident	Comments on item 21
10/21/22	Email	Incoming	K.Corwin 10.31.2022	Rachel	Moriconi	SCCRTC	Jack	Brown	Resident	Comments on item 21
11/01/22	Email	Incoming	K.Corwin 11/1/2022	RTC		SCCRTC	David	Fulton	Resident	Support for demonstration trails in Seacliff
11/04/22	Email	Incoming		Luis	Mendez	SCCRTC	Heather	Whisman	District Attorney County of Santa Cruz	Re: Accident on 9/4/2022 on the East Cliff Trestle Bridge, SCPD Report #22S05083
11/02/22	Email	Incoming	K.Corwin 11.4.2022	Rachel	Moriconi	SCCRTC	Casey	KirkHart	Resident	Comments on item 21
11/02/22	Email	Incoming	K.Corwin 11.4.2022	RTC		SCCRTC	Mark & Marie	Wegrich	Resident	Demonstration trails
11/02/22	Email	Incoming	R.Gerbrandt 11.8.2022	Riley	Gerbrandt	SCCRTC	Trink	Praxel	Resident	Question re: budget detail on specific costs that Rachel outlines in the Measure D Rail Infrastructure Preservation budget.
10/10/22	Email	Incoming	S.Munz 11.3.2022	Shannon	Munz	SCCRTC	Tom	Treanor	Granite Construction	SC County Project Bid List for 2022/2023
10/05/22	Email	Incoming	S.Christensen 11.3.2022 (phone)	Sarah	Christensen	SCCRTC	Kenneth	Baxter	Resident	What type of environmental clearance will be used re: Hwy 1 BOS project?; Cost of BOS feasibility study; anticipated year of operation? Total Project construction cost?
11/02/22	Email	Incoming	n/a	Amanda	Marino	SCCRTC	Debbie	Bulger	Mission: Pedestrian	CC'd on communication to Paul Guirguis, Caltrans re: Questions and suggestions for pedestrian improvements on Mission Street.
11/02/22	Email	Incoming	K.Corwin 11.4.2022	Rachel	Moriconi	SCCRTC	Peter	Stanger	Resident	Comments re: initiating a METRO link to La Selva Beach
11/02/22	Email	Incoming	K.Corwin 11.4.2022	Rachel	Moriconi	SCCRTC	Mark	Mesiti-Miller	Friends of the Rail and Trail	Comments on item 21

Correspondence Log (Pt 1) (10/24/2022-11/18/2022)

RTC 12/01/2022

TO							From			
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
11/04/22	Email	Incoming	K.Corwin 11.4.2022	RTC		SCCRTC	Bob	Fifield	Resident	Why The Fuss? ... Upgrade the Bus (part I)
11/04/22	Email	Incoming	K.Corwin 11.4.2022	RTC		SCCRTC	Bob	Fifield	Resident	Why the Fuss? ... Upgrade the Bus (part II)
11/04/22	Email	Incoming	A.Naranjo 11.7.2022	Amy	Naranjo	SCCRTC	Renee	Inlow	Community Development and Infrastructure	Information regarding HWY 17 transportation plan
11/03/22	Email	Incoming	K.Corwin FWD 11.4.2022	Manu	Koenig	SCCRTC	Jenny	Devine	Self Help Counties Coalition	Ready for the 2022 Focus on the Future conference? Download the Whova App Today!
11/04/22	Email	Incoming	M.Rotkin 11.4.2022	RTC		SCCRTC	Ben	Vernazza	Resident	RE: Why the Fuss? ... Upgrade the Bus (part I) PART ONE
11/04/22	Email	Incoming	K.Corwin 11.4.2022	RTC		SCCRTC	Ben	Vernazza	Resident	RE: Why the Fuss? ... Upgrade the Bus (part II) PART TWO
11/07/22	Email	Incoming	n/a	RTC	Staff	SCCRTC	Tony	Tavares	Caltrans	2022 Caltrans External Partner Survey
11/05/22	Email	Incoming	K.Corwin 11.7.2022	Mike	Rotkin	SCCRTC	Ben	Vernazza	Resident	Re: Why the Fuss? ... Upgrade the Bus (part I) PART ONE
11/04/22	Email	Incoming	S.Munz 11.8.2022	Shannon	Munz	SCCRTC	Christine	Otakan	Resident	Current status and timeline of RTC24GSC - State Route 1 - Freedom to State Park Auxiliary Lanes and Bus on Shoulders
11/04/22	Email	Incoming	C.Convisser 11.10.2022	Yesenia	Parra	SCCRTC	Christine	Otakan	Resident	Request for plans or EIR that show proposed ROW changes & improvements throughout the RTC24GSC - State Route 1 Freedom to State Park Auxiliary Lanes and Bus on Shoulders
11/07/22	Email	Incoming		Shannon	Munz	SCCRTC	Richelle	Noroyan	Second Harvest Food Bank	Anonymous donor provided a \$2000 match for this year's Holiday Food and Fund drive
11/08/22	Email	Incoming	K.Corwin 11.8.2022	Krista	Corwin	SCCRTC	Emily	Casaretto	Seymour Marine Discovery Center	Bike Maps Request

Correspondence Log (Pt 1) (10/24/2022-11/18/2022)

RTC 12/01/2022

TO							From			
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
11/02/22	Email	Incoming	B.Goodman 11.7.2022	Brianna	Goodman	SCCRTC	Clare	Calaprice	Resident	Appreciation for the Hwy 9 Pedestrian Safety community meeting & request to be added to mailing list
11/03/22	Email	Incoming	B.Goodman 11.7.2022	Brianna	Goodman	SCCRTC	Andre	D	Resident	Appreciation for the Hwy 9 Pedestrian Safety community meeting & request for the survey link to be made more prominent on the website
11/07/22	Email	Incoming	K.Corwin 11.8.2022	RTC		SCCRTC	Jean Brocklebank	Michael Lewis	Resident	Inappropriate Commissioner Action re: responding to public comment during Oral Communications
11/04/22	Email	Incoming	K.Corwin 11.8.2022	RTC	& METRO	SCCRTC	Maura	Kelsea	Resident	Appalled to see the shelter and bench removed from the Days Market bus stop. The very opposite should be happening - make the bus stops welcoming and inviting.
10/08/22	Email	Incoming	B.Goodman 10.24.2022	Brianna	Goodman	SCCRTC	Keith	Kirk	Resident	Comments on SLV school complex circulation study
10/03/22	Email	Incoming	B.Goodman 10.24.2022	Brianna	Goodman	SCCRTC	Hollie	Terrell	Resident	Support for proposed changes to Hwy 9 and the school parking lots. Hopeful that the bridge on Hacienda Way will be re-built
11/09/22	Email	Outgoing	n/a	Waste	Management	Liberty Mutual Insurance Co	Riley	Gerbrandt	SCCRTC	We received the attached notice in error. Please correct the public entity listed on the form and re-issue.
11/10/22	Letter	Outgoing	n/a	Larry	Castellanos	Associated Right of Way Services	Brianna	Goodman	SCCRTC	Approval of new subconsultant
11/10/22	Email	Incoming	S.Munz 11.16.2022	Shannon	Munz	SCCRTC	Arthur	Wei	City on a Hill Press	Santa Cruz Metro Inquiry
11/10/22	Email	Incoming	K.Corwin 11.14.2022	Krista	Corwin	SCCRTC	Alan	Garretson	Gutierrez/Associates Architecture	Consultant Request Form - are there any architectural design related projects coming up?
11/10/22	Email	Incoming	K.Corwin 11.14.2022	Krista	Corwin	SCCRTC	Kelsey	Cardenas	Nelson/Nygaard	Consultant Request Form
09/27/22	Email	Incoming	C.Convisser 11.10.2022	Yesenia	Parra	SCCRTC	Katrina	Rogers	Resident	Public Records Request - Arborist report for tree #77 in Seacliff and any adjacent trees along that stretch of railroad bordered by Poplar and Pine St
11/10/22	Email	Incoming	K.Corwin 11.14.2022	Amanda	Marino	SCCRTC	Debbie	Bulger	Resident	Webinar: A week without driving

Correspondence Log (Pt 1) (10/24/2022-11/18/2022)

RTC 12/01/2022

TO							From			
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
11/10/22	Email	Incoming	K.Corwin 11.14.2022	Krista	Corwin	SCCRTC	Amber	Gillespie	Eye Q	Re: RTC 50th Anniversary Open House: "Upstairs Party!"
11/11/22	Email	Incoming	n/a	Guy	Preston	SCCRTC	Jenny	Devine	Self-Help Counties Coalition	2022 - Focus on the Future - Technical Tours Cancelled
11/14/22	Email	Incoming		Yesenia	Parra	SCCRTC	Megan	Sarrail	Farmers Insurance Subrogation & Recovery Law Firm	Claim for Damages - DOL 12/30/21 (Fire Insurance Claim # 5015133611)
11/14/22	Email	Outgoing	n/a	ITAC	Members	Interagency Technical Advisory Committee (ITAC)	Rachel	Moriconi	SCCRTC	FW: First Stakeholders Workshop for the New Reconnecting Communities: Highways to Boulevards Pilot Program
11/15/22	Email	Incoming		Shannon	Munz	SCCRTC	Tracy	Weiss	O'Neill Sea Odyssey	Working Together Toward Our Shared Goal!
11/10/22	Contact us form	Incoming	A.Marino 11.18.2022	Amanda	Marino	SCCRTC	Shirley	Fidelman	Resident	Request for info related to specialized transportation
11/18/22	Email	Incoming		Shannon	Munz	SCCRTC	Christine	Otakan	Resident	When the ROW phase is expected to begin for RTC24GSC?



November 13, 2022

TO: Central Coast Coalition Members
FROM: Gus Khouri, President
Khoury Consulting LLC

RE: **STATE LEGISLATIVE UPDATE – ELECTION SUMMARY**

GENERAL UPDATE

Election Day was held on November 8. While many races have yet to be called due to the volume of outstanding ballots to count in California, Democrats will continue to keep supermajorities in both houses of the State Legislature (at least 75%). Still, millions of outstanding ballots may determine the balance of power in the US House of Representatives and Senate. Democrats won all statewide offices, including Governor Newsom (57.6%), Attorney General Rob Bonta (57.3%), Treasurer Fiona Ma (57.2%), and US Senator (59.1%), with Alex Padilla becoming the first Latino elected to the US Senate from California. The following is a summary of additional results of interest to the Central Coast, including the impact on congressional races and each house of the legislature. The commencement of the 2023-24 Regular Session and swearing-in ceremony for members is scheduled for December 5.

Congress

Nationally, Republicans have a 211-204 lead as they vie to reach the magic number of 218 to control the House. The outcome of 20 races is yet to be determined. In the Senate, Democrats hold a 50-49 edge as votes are still being tabulated in Georgia. Incumbent Raphael Warnock (D-Georgia) is headed to a run-off on December 6 after failing to garner 50%. At a minimum, Democrats will retain control of a dead-locked Senate through Vice President Kamala Harris serving as a tiebreaker.

US House of Representatives

District 18 contains all of San Benito County, portions of Monterey, Santa Clara, and Santa Cruz Counties, including the whole Cities of Gilroy, Gonzales, Greenfield, Hollister, King City, Morgan Hill, Salinas, San Juan Bautista, Soledad, portions of the Cities of San Jose and Watsonville. **Democratic Congressman Zoe Lofgren** won re-election with 66.7% to represent this district.

District 19 includes a portion of Monterey, San Luis Obispo, Santa Clara, and Santa Cruz Counties, including the whole Cities of Atascadero, Capitola, Carmel- by-the-Sea, Del Rey Oaks, El Paso de Robles (Paso Robles), Marina, Monterey, Pacific Grove, Sand City, Santa Cruz, Scotts Valley, and Seaside, and

portions of the City of San Jose. **Democratic Congressman Jimmy Panetta** won re-election with 69.3% to represent this district.

CD 24 includes the whole County of Santa Barbara, portions of San Luis Obispo and Ventura Counties, including the entire Cities of Arroyo Grande, Buellton, Carpinteria, Goleta, Grover Beach, Guadalupe, Lompoc, Morro Bay, Ojai, Pismo Beach, San Luis Obispo, Santa Barbara, Santa Maria, and Solvang, and portions of San Buenaventura (Ventura). **Congressmember Salud Carbajal** won re-election with 60.9% of the vote to represent this district.

State Assembly (AD- Assembly District)

Democrats could lose one seat from their current 60-member majority or could grow their caucus to as many as 64, as there are five races to be determined, including incumbents Ken Cooley (D-Sacramento), Sharon Quirk-Silva (D-Orange County) and Brian Maienshein (D- San Diego). Republican Suzette Valladares is also in a tight race for re-election with Democratic candidate Pilar Schiavo for a district representing Santa Clarita in Los Angeles County. There are still millions of ballots to count, so results may be delayed by a few weeks. On November 10, the Assembly Democratic Caucus designated Assemblymember Robert Rivas to become the next Speaker, succeeding current Speaker Anthony Rendon on June 30, 2023. Redistricting reduced the number of state legislators for the Central Coast from 7 to 6 (formerly 4 Assemblymembers, 3 Senators but will lose Caballero seat). Below is a summary of each Central Coast Coalition member's legislative district and election outcome.

AD 28 consists of portions of Santa Clara and **Santa Cruz** Counties, including the whole Cities of Monte Sereno, Morgan Hill, Scotts Valley, and Santa Cruz, the town of Los Gatos, and portions of the City of San Jose. The district also features the University of California, Santa Cruz, and its surrounding community. Retired **Santa Cruz County Clerk Gail Pellerin** won the election with 67% of the vote. This seat was like the previous district, represented by former Assemblymember Mark Stone.

AD 29 consists of the **whole County of San Benito** and **portions of Santa Clara, Santa Cruz, and Monterey Counties**. This district includes the entire Cities of Hollister, San Juan Bautista, Greenfield, King City, Salinas, Gonzales, Gilroy, and Soledad, and portions of Watsonville. This district includes smaller, rural, and agricultural-based communities connected to the larger communities of Watsonville and Gilroy. Communities in the Salinas Valley, which are kept together, have shared housing and transportation concerns. **Current Assemblymember and prospective Speaker-elect Robert Rivas** won re-election with 64.5% of the vote.

AD 30 consists of **portions of Monterey, Santa Cruz, and San Luis Obispo Counties**, including the whole Cities of Sand City, Del Rey Oaks, Morro Bay, Carmel-by-the-Sea, Capitola, Pacific Grove, Atascadero, Seaside, Arroyo Grande, Pismo Beach, Marina, El Paso de Robles (Paso Robles), Monterey, Grover Beach, and San Luis Obispo. This coastal district shares a tourism-based economy and strong ties to higher education institutions, including the Monterey Institute of International Studies and California State University, Monterey Bay. **Morro Bay City Councilmember Dawn Addis prevailed with 62.2% of the vote**. Former Republican Assembly Member Jordan Cunningham was drawn out of this seat.

AD 37 includes all of **Santa Barbara County** and **portions of San Luis Obispo County**. This district consists of the whole Cities of Guadalupe, Buellton, Lompoc, Santa Maria, Goleta, Carpinteria, Solvang, and Santa Barbara. This is a coastal district with solid communities of farmworkers to the north and

includes the University of California, Santa Barbara. **Santa Barbara County Supervisor Gregg Hart prevailed with 57.9% of the vote.**

State Senate

Senate Democrats could lose one seat from their current 31-member majority or grow the caucus to 32 members in the 40-member chamber, as two races are yet to be determined. Incumbent Democrat Melissa Hurtado (D-Tulare) is in a very tight race for re-election, and Senate District 38 (Orange and San Diego Counties) has yet to be determined.

The Central Coast loses Senator Anna Caballero as her new Senate district (SD 14) moves entirely into the San Joaquin Valley. Senators John Laird and Monique Limón will continue to represent the Central Coast through 2024 when the new lines take effect. Laird is termed-out in 2024. In 2024, the new Senate District 17 will include all of Monterey, San Benito, and Santa Cruz, as well as most of San Luis Obispo. Senate District 21 will cover all of Santa Barbara and a southern portion of San Luis Obispo County.

Previous and Prospective Central Coast Representation

Even numbered seats were up in the Senate in 2022. Odd-numbered seats will be up in 2024. Redistricting will not impact legislators in odd-numbered seats until 2024 because they must serve as elected within the previous district as approved by voters in 2020. As a result, counties may have status quo, multiple, or no representation in the Senate. Assembly seats are up every two years, so new lines apply for all 80 seats. Below is a chart comparing the shift in state legislative delegation members with gains and losses of representation denoted in parentheses.

County	21-22 Session Members	23-24 Session Members
Monterey (-1 rep)	Senator Anna Caballero Senator John Laird Assemblymember Mark Stone Assemblymember Robert Rivas	Senator John Laird Assemblymember Dawn Addis Assemblymember Robert Rivas
San Benito (-1, even in 2024)	Senator Anna Caballero Assemblymember Robert Rivas	Assemblymember Robert Rivas (No Senator until 2024-Laird seat)
San Luis Obispo (+1, +2 in 2024)	Senator John Laird Assemblymember Jordan Cunningham	Assemblymember Dawn Addis Assemblymember Gregg Hart Senator John Laird (Limón seat in 2024)
Santa Barbara (-1)	Assemblymember Steve Bennett Assemblymember Jordan Cunningham Senator Monique Limón	Assemblymember Gregg Hart Senator Monique Limón
Santa Cruz (+1)	Assemblymember Robert Rivas Assemblymember Mark Stone Senator John Laird	Assemblymember Dawn Addis Assemblymember Gail Pellerin Assemblymember Robert Rivas Senator John Laird



PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE DECEMBER 1, 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.	SR 1/ SR 17 Ramp Safety Improvements (1H060)	From the Fishhook to Pasatiempo overcrossing (Various near SR 1 PM 16.7)	Construct ramp safety improvements- signs, lighting, shoulders and drainage	Summer 2022	\$5.8 million	SHOPP	Heidi Borders	Teichert Construction	Project has been awarded to Teichert Construction and is in construction.
2.	Traffic Management System (TMS) Detection Repair (1H990)	Various locations throughout District 5 along SRs 1, 17, 68, 156, 101 (PM Various)	Replace failed TMS Detection	Summer 2022	\$4.9 million	SHOPP SB-1	Nic Heisdorf	Traffic Loops Crackfilling, Inc.	Project construction is complete, and contract was accepted. In final report stage.
3.	Santa Cruz & San Benito Rumble Strip & Striping Safety Project (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	Summer 2024	\$4.7 million	SHOPP Safety Collision Reducti on	Terry Thompson (J.W.)	Central Striping Service, Inc.	Construction has begun on the project.



PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE DECEMBER 1, 2022 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

	Project	Location Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager (Resident Engineer)	Contractor	Comments
4.	SR 1 Soquel Creek Scour Protection (1H480)	In Capitola at Soquel Creek Bridge (PM 13.3)	Bridge preventative maintenance – Place scour protection	Spring 2024	\$1.4 million	SHOPP	Heidi Borders	Granite Construction Company	Contract awarded to Granite Construction Company. Contractor is not mobilizing until 6/1/2023. Schedule has been adjusted to reflect the delay.
5.	SR 1 Davenport Culvert Replacement (0J200)	Near Davenport and south of Waddell Creek Bridge (PM 31.9 to 35.7)	Replace culverts	Spring 2024	\$7.4 million	SHOPP SB-1	Heidi Borders	Serafix Engineering	Construction has begun.
6.	Extend Side Hill Viaduct (1K060)	On SR 9 near Brookdale 0.3 mile south of Western Ave (PM 10.80 to 10.80)	Construct viaduct wall extension, restore roadway and facilities, place Water Pollution Control BMPs	Winter 2022/2023	\$1.9 million	SHOPP SB-1	Doug Hessing (PD)	GORDON N. BALL, INC.	Limited instances of One- Way Traffic Control during the day. Construction end targeted within December.
7.	SR 9 Hairpin Tieback (1K130)	Near Boulder Creek about 1.1 miles south of the SR 236/9 Junction (PM 19.97)	Soldier Pile Tieback Retaining Wall	Summer 2023	\$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.



PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE DECEMBER 1, 2022 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

	Project	Location Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager (Resident Engineer)	Contractor	Comments
8.	SR 17 Wildlife Habitat Crossing (1G260)	From Laurel Rd to just north of Laurel Rd (PM 9.442 to 9.692)	Construct wildlife undercrossing	Winter 2023/2024	\$6.448 million	SHOPP	Aaron Henkel	Granite Rock Construction	Construction has begun on the removal of soil under the bridge.

Please continue to the next page for Projects in Development



PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE DECEMBER 1, 2022 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

PROJECTS IN DEVELOPMENT

	Project	Location Post Mile (PM)	Description	Constru ction Timeline	Estimated Construct ion Cost	Funding Source	Project Manager	Phase (PID, PA&ED, PS&E, RW, Constructi on)	Comments
9.	SR 1 Drainage Improvements (1K640)	On SR 1, from 0.5 miles South of the Santa Cruz County Line to 0.2 miles North of Larking Valley Rd and Monterey County at PM 101.53. (PM MON 101.53 to SCR 0/R7.7)	Culvert repairs, improved lighting, new traffic monitoring systems, and constructing maintenance vehicle pullouts.	Fall 2024 to Fall 2025	\$15.5 million	SHOPP	Nic Heisdorf	PA&ED	The project is in the Project Approval & Environmental Documents (PAED) phase. The next project milestone of M200: "PAED" is scheduled to be reached in December 2022. Plans, Specifications, & Estimates (PS&E) phase will begin shortly after.
10.	SR 1 Roadside Safety (1J960)	0.5 mile north of Larkin Valley Rd. U.C. (San Andreas Rd) to Laguna Rd (North) (PM 8.20 to 26.00)	Drainage System Restoration; Paving at 40 ramps; Install Lighting at Interchanges and Install Count Stations	Winter 2024/25 to Winter 2025/26	\$22.02 million	SHOPP	Heidi Borders	PA&ED	Draft Project Report in circulation.



PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE DECEMBER 1, 2022 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

	Project	Location Post Mile (PM)	Description	Constru ction Timeline	Estimated Construct ion Cost	Funding Source	Project Manager	Phase	Comments
11.	Santa Cruz Route 1 CAPM (1M110)	In and near Santa Cruz from 0.06 miles south of Route 9 Junction to 0.09 miles north of the Mission St intersection. (PM 17.5 to 20.2)	Grinding/ paving 2.7 miles of pavement, upgrading up to 89 curb ramps, guard rail upgrade, sign panel upgrade, loop detector replacement.	Spring 2026 to Spring 2027	\$8.9 million	SHOPP	Nic Heisdorf	PA&ED	This project started the Project Approval and Environmental Documents (PAED) phase in August 2022. The next milestone for completion is M200: "PAED" scheduled to be reached in September 2023. Environmental is working with Design to mitigate noise during construction.
12.	SR 9 PM 1.0 and 4.0 Viaducts (1K120)	On SR 9, 0.5 miles north of Vernon Street & 0.8 miles south of Glengarry Road (PM 1 and 4)	Construct side-hill viaduct, restore roadway and facilities, place Water Pollution Control BMPs, erosion control	Fall 2022 to Fall 2025	\$9.9 million	SHOPP	Doug Hessing	PS&E	Contractor bids have been opened and are being evaluated. Currently anticipating up to 21 days of a full 24-hour closure of the highway. Construction could start in early spring depending on the weather.
13.	Felton Safety Improvements (1M400)	On SR 9 in Santa Cruz County between Kirby St and San Lorenzo Valley High School signaled intersection (PM 6.3 to 7.2)	Construct Accessible Pedestrian Path	Fall 2024 to Winter 2026/27	\$8 million	SHOPP Safety	Doug Hessing (P.D.)	PA&ED	The Project Report is scheduled to be approved in November 2022. The project would move to the Design and Right of Way Phase following the Project Report approval.



PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE DECEMBER 1, 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
14.	SR 9 Upper Drainage and Erosion Control Improvements (1G950)	On SR 9 in Boulder Creek from Holiday Lane just south of Ben Lomond to 4.7 miles north of the SR 236/9 Junction (PM 8.5 to 25.5)	Upgrade drainage and erosion control	Fall 2023 to Spring 2026	\$14.49 million	SHOPP	Nic Heisdorf	PS&E	The project is in the Design and Right of Way phase. The next project milestone is M315: "95% Complete Plan Review", which is scheduled to be reached in January 2023. After several delays, it appears the project is back on track for a 4th quarter 22/23 Ready To List (RTL) delivery.
15.	SR 9 San Lorenzo River Bridge and Kings Creek Bridge Replacement (1H470)	On SR 9 near Boulder Creek, at San Lorenzo River Bridge and at Kings Creek Bridge (PM 13.6 & 15.5)	Replace bridges	Spring 2024 to Spring 2027	\$12 million	SHOPP SB-1	Doug Hessing	PS&E	The project is in the Right of Way phase. Work includes utility relocation coordination and associated easement requirements.
16.	SR 9 North CAPM (1K900)	In Santa Cruz County from 0.4 miles south of Saratoga Toll Rd to the Santa Cruz/San Mateo County line (PM 18.89 to 27.09)	Preserve CAPM Strategies including but not limited to dig- outs, profile grinding, overlay, placing shoulder backing and dike. Reconstruct guardrail, rehabilitate or replace 6 culvert and replace 67 sign panels	Summer 2026 to Summer 2028	\$6.3 million	SHOPP	Doug Hessing	PA&ED	Project programmed in the 2022 SHOPP. PA&ED phase started.



PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE DECEMBER 1, 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.	SR 17 Install High Friction Surface Treatment (HFST) (1M730)	On SR 17 near Santa Cruz at various locations from 0.2 miles south of Scotts Valley Overcrossing to 1.6 miles south of Summit Road Separation. (PM 3.2 to 11.27)	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	Winter 2022/23 to Summer 2023	\$6.5 million	SHOPP	Heidi Borders	PS&E/RW	PS&E Package submitted to Office Engineer (OE).
18.	SR 17 Jarvis Slide Rock Fence (1K070)	On SR 17 near Scotts Valley at 0.5 miles south of Sugarloaf Rd (PM 8.2)	Construct rock fence/barrier at Jarvis Slide	Fall 2022 to Fall 2023	\$3.12 million	SHOPP	Nic Heisdorf	PS&E	This Project is just entering the Construction Phase. Bids opened for this project on 8/31/2022. Project milestone M500: “Approve Contract” is anticipated to be reached in early December. Construction will begin shortly thereafter.
19.	SR 129 Paving, Sign Panels, Lighting, TMS Improvement (1J830)	Near Watsonville for SR 129/1 separation to Salsipuedes Creek Bridge (PM 0.0 to 0.56)	Pavement Preservation, Lighting, Sign Panel Replacement and TMS Elements improvements	Winter 2024/25 to Fall 2025	\$8 million	SHOPP	Nic Heisdorf	PS&E	The project is in Plans, Specifications, & Estimates (PS&E) Phase. The milestone M360: “60% Complete Plan Review” was just achieved on November 2, 2022.



PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE DECEMBER 1, 2022 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

	Project	Location Post Mile (PM)	Description	Constru ction Timeline	Estimated Construct ion Cost	Funding Source	Project Manager	Phase	Comments
20.	SR 152 Watsonville Rehab/CAPM (1P110)	Santa Cruz County on Route 152 from Junction with SR 1 to 0.5 Mile East of Carlton Road (PM T0.31 to 4.14)	Preserve pavement, rehabilitate or replace Salsipuedes Creek Bridge, replace culverts, rehabilitate traffic signals, upgrade curb ramps, reconstruct guardrail, replace sign panels, and complete streets elements	2031- 2032	\$25 million	SHOPP	Heidi Borders	PID	This project is anticipated to include complete streets elements and be transformative, so a long lead-time is being utilized. The Project Initiation Documents are anticipated to be completed in Spring 2023.
21.	SR 152 Corralitos Creek ADA (1F620)	On SR 152 near Watsonville, east of Beverly Dr to Holohan/Colleg e Rd (PM 1.9 to R2.0)	Construct Accessible Pathway	Winter 2022/23 to Winter 2023/24	\$3.4 million	SHOPP	Nic Heisdorf	PS&E	The project is in Plans, Specifications, & Estimates (PS&E) Phase. The next schedule milestone is M495: "Award Project". Bids opened on 10/26/22. Caltrans HQ is working through the Contract Award & Approval process.
22.	SR 236 Heartwood Hill Embankment Restoration (1M450)	On SR 236 near Boulder Creek (PM 5.4)	Restore Embankment with a Retaining Wall	Winter 2022/23 to Winter 2024/25	\$1.8 million	SHOPP	Doug Hessing	PS&E	The project is advertising for a contractor.



PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE DECEMBER 1, 2022 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

ACRONYMS USED IN THIS REPORT:

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

AGENDA: December 1, 2022

TO: Regional Transportation Commission
FROM: Sarah Christensen P.E.
RE: Construction Contract Award – Pajaro River Bridge Rehabilitation Project along the Santa Cruz Branch Rail Line

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC) approve the attached resolution (Attachment 1) accepting the bid for construction of the Pajaro River Bridge Rehabilitation Project along the Santa Cruz Branch Rail Line (SCBRL) and authorizing the Executive Director to execute a construction contract with the lowest responsible bidder, Euro Style Management for a total amount not to exceed \$287,885.

BACKGROUND

The 32-mile Santa Cruz Branch Rail Line (SCBRL) has 37 bridges, 100 public and private grade crossings, and 92 drainage cross culverts. The infrastructure preservation needs of the SCBRL include bridge repairs or replacements, drainage improvements, coastal erosion repair, slope stabilization, retaining walls, grade crossing improvements and repairs, storm-related repairs, and railbed repairs. The Pajaro River Bridge at Mile Post (MP) 1.06 connects the live track portion of the SCBRL in Watsonville to the main line in Pajaro, providing freight customers access to the national rail network.

The Administrative Coordination and License (ACL) agreement with Progressive Rail (PGR) requires PGR to keep the Freight Easement Property and Railroad Facilities in good repair and in a good and safe condition. As part of railroad bridge inspections that took place in 2018-2019, the on-call railroad structural engineering consultant documented work needed for the Pajaro River Bridge structure. In 2019 the RTC entered into a contract with STV, Inc. (Contract TP2065) for a scope of work that included preparation of the Plans, Specifications, and Engineer's Estimates (PS&E) package for rehabilitation of the Pajaro River bridge.

In January 2021 RTC staff secured a grant award from the California Transportation Commission (CTC) Short Line Railroad Improvement Program

(SLRIP) in the amount of \$285,000 to fund 50% of the construction component of the rehabilitation work, using Measure D rail category funds as the 20% local match and lease revenues as the 30% private match.

In August of 2021, the RTC adopted the PS&E prepared by STV, Inc., and the construction contract was advertised for construction bids for the bridge rehabilitation work. In April of 2022, the Commission received one complete and responsive bid from Hamilton Construction Co. in the amount of \$1,709,470. With the bid price being well over the engineer's estimate of \$570,000, the RTC rejected the bid on May 5, 2022 and directed staff to evaluate ways to re-scope the project to fit within the funding capacity.

Staff evaluated ways to re-scope the project by contacting interested contractors and continuing discussions with the railroad operator. The original rehabilitation scope of work included specialized work and particular uncertainties that limited its attractiveness to potential bidders and limited the pool of potential bidders that could undertake the work. To address these challenges, staff developed a revised scope of work for the Pajaro River Bridge Rehabilitation Project. On October 6, 2022 the RTC adopted the revised PS&E prepared by STV, Inc. for the scaled-down project, and the construction contract was advertised for construction bids for the bridge rehabilitation work.

DISCUSSION

The scaled-down project was advertised for construction bids on October 12, 2022 by releasing an Invitation for Bids (IFB) number 2161 on BidExpress, which is the RTC's advertisement platform for formally advertised projects. The scope of work included structural steel repairs, installing bandings to timber piles, and repairs to the superstructure walkway and cable railing. The engineer's estimate was \$294,802. The estimate was prepared based on historic unit prices, adjusted based on the April 2022 bid, for similar bid work on recent and relevant construction projects.

On November 9, 2022, the RTC received 1 complete and responsive bid of \$287,885 from Euro Style Management. The bid is 2.3% under the engineer's estimate and within the funding capacity for the project. **Staff recommends the RTC approve the attached resolution (Attachment 1) accepting the bid and authorizing the Executive Director to execute a construction contract with the lowest responsible bidder, Euro Style Management, for a total amount not to exceed \$287,885 for the construction of the Pajaro River Bridge Rehabilitation Project along the Santa Cruz Branch Rail Line (SCBRL).** Once the contract is awarded and all requirements of the contract are met, RTC Staff will issue a

notice to proceed to the contractor for contract work. Weather permitting, construction is anticipated to begin mid-2024 and to be completed by the end of the summer.

FISCAL IMPACT

There are no new fiscal impacts associated with awarding the construction contract. This Project is funded by the CTC's Short Line Railroad Improvement Program (50%), Measure D Rail category (20%), and railroad corridor revenues (30%). The FY22/23 Rail Infrastructure Repair budget and Measure D 5-year plan for the rail category both include sufficient funding capacity for the project's construction, construction support, and design services during construction.

SUMMARY

RTC solicited bids in October 2022 for the scaled-down Pajaro River Bridge Rehabilitation project and received 1 bid on November 9, 2022. Staff recommends awarding a construction contract to the lowest responsible bidder, Euro Style Management, for a total amount not to exceed \$287,885.

ATTACHMENTS

1. Resolution
 - A. Bid Summary

RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of December 1, 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, EURO STYLE MANAGEMENT, FOR A TOTAL AMOUNT NOT TO EXCEED \$287,885 FOR THE PAJARO RIVER BRIDGE REHABILITATION PROJECT ALONG THE SANTA CRUZ BRANCH RAIL LINE

WHEREAS; in July 2018 the RTC entered into the Administration, Coordination, and License (ACL) Agreement with St. Paul & Pacific Railroad (SPPR);

WHEREAS, the Commission authorized the Executive Director to enter into a contract with the top ranked on-call structure engineering services consultant, RailPros, for bridge inspections and load ratings in 2018;

WHEREAS, RTC Staff identified high priority bridge repairs based on the 2018 bridge inspections, location, and condition which included the timber trestle at MP 1.06 and awarded a professional engineering services contract to on-call structural engineering consultant STV, Inc in December of 2019;

WHEREAS, in January 2021 the RTC secured a grant award from the California Transportation Commission (CTC) Short Line Railroad Improvement Program (SLRIP) in the amount of \$285,000 to fund up to 50% of the construction component of bridge rehabilitation work on the Pajaro River Bridge;

WHEREAS, RTC Staff released IFB #2144 on March 17, 2022 for Pajaro River Bridge Rehabilitation Project and received one bid with a value of \$1,709,470 which was well over the engineers estimate;

WHEREAS, RTC rejected the bid and directed staff to revise the scope and re-advertise for construction bids if possible;

WHEREAS, on October 6, 2022 the RTC adopted the revised scaled-down Plans, Specifications, and Engineer's Estimate for the Pajaro River Bridge Rehabilitation Project as required by the RTC Procurement Policy for projects with engineers estimates greater than \$200,000 in value;

WHEREAS, on October 12, 2022 RTC Staff solicited bids for construction of the Pajaro River Bridge Rehabilitation project and led a pre-bid walk with interested contractors; and

WHEREAS, one completed and responsible bid in the amount of \$287,885 was received from Euro Style Management.

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

1. The bid (Exhibit A) is hereby accepted; and
2. The Executive Director is authorized to enter into an agreement with the lowest responsible bidder, Euro Style Management, for construction of the Pajaro River Bridge Rehabilitation Project along the Santa Cruz Branch Rail Line in the amount of \$287,885.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

ATTEST:

Sandy Brown, Chair

Guy Preston, Secretary

Exhibits: A. Bid Summary

Distribution: RTC Project Manager, RTC Fiscal, Construction Contractor

EXHIBIT A

SCCRTC IFB 2161 BID SUMMARY - NOVEMBER 9, 2022

PAJARO RIVER BRIDGE REHABILITATION

					Engineers Estimate		Euro Style Management			
Item No.	Item Code	Item	Units	Quantity	Unit Price	Extension	Unit Price	Extension	\$ Diff from Eng Est	% Diff from Eng Est
BID ITEM LIST										
1	70030	Lead Compliance Plan	LS	1	\$2,500.00	\$2,500.00	\$3,000.00	\$3,000.00	\$500.00	20%
2	120090	Construction Area Signs	LS	1	\$3,000.00	\$3,000.00	\$5,000.00	\$5,000.00	\$2,000.00	67%
3	130100	Job Site Management	LS	1	\$25,000.00	\$25,000.00	\$30,000.00	\$30,000.00	\$5,000.00	20%
4	130200	Water Pollution Control Plan	LS	1	\$2,000.00	\$2,000.00	\$15,000.00	\$15,000.00	\$13,000.00	650%
5	160103	Clearing and Grubbing	LS	1	\$25,000.00	\$25,000.00	\$3,000.00	\$3,000.00	(\$22,000.00)	-88%
6	550102	Structural Steel (Bridge)	LB	1427	\$75.00	\$107,025.00	\$50.00	\$71,350.00	(\$35,675.00)	-33%
7	550102A	Structural Steel (Hand Rail Brace)	EA	2	\$250.00	\$500.00	\$1,500.00	\$3,000.00	\$2,500.00	500%
8	590116	Clean and Paint Structural Steel (Existing Bridge)	LS	1	\$22,500.00	\$22,500.00	\$41,000.00	\$41,000.00	\$18,500.00	82%
9	609999A	Pile Banding	EA	180	\$200.00	\$36,000.00	\$500.00	\$90,000.00	\$54,000.00	150%
10	839521	Cable Railing	LF	100	\$125.57	\$12,557.00	\$12.00	\$1,200.00	(\$11,357.00)	-90%
11	71325	ESA Fencing	LS	150	\$16.00	\$2,400.00	\$80.00	\$12,000.00	\$9,600.00	400%
12	46101	Walkway Grating	LB	381	\$5.50	\$2,095.50	\$35.00	\$13,335.00	\$11,239.50	536%
Totals					\$240,577.50 **		\$287,885.00 **		\$47,307.50 **	20%
Bid Items Total						\$294,177.50 **				
30% Construction Management						\$88,253.25				
Contingencies						\$44,220.00				
Total Construction Cost Estimate						\$426,650.75				

** The engineer's estimate adopted by the Santa Cruz County Regional Transportation Commission on October 6, 2022 had a bid item total of \$294,802 that included line items for Mobilization (with a unit price of \$53,600) and for Asbestos Compliance Plan (with a unit price of \$2,500). The Mobilization bid item was inadvertently left off the bid item list in the construction bid solicitation, so the Contractor bids for the various other bid items include costs that would normally have been included in the Mobilization bid item. The Asbestos Compliance Plan was removed for the construction bid solicitation by Addendum 1. Additionally, the bid quantity of bid item Structural Steel (Bridge) was corrected from 1402 to 1427 lbs by Addendum No. 1. Accordingly, the bid from Euro Style Management is \$6,292.50 under the approved engineer's estimate when taking into consideration the Addendum No. 1 changes to the project.