

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
AND
SERVICE AUTHORITY FOR FREEWAY EMERGENCIES

MINUTES

**Thursday,
December 4, 2003
9:00 a.m.**

**Board of Supervisors Chambers
701 Ocean Street**

1. Roll Call

Members Present: Cliff Barrett (Alt.) Ellen Pirie
 Jan Beautz Emily Reilly
 Richard De La Paz Pat Spence
 Tim Fitzmaurice Mark Stone
 Mike Keogh Mardi Wormhoudt
 Dennis Norton
 Edenilson Quintanilla (Alt.)
 Rich Krumholz (ex officio)

Staff Present Linda Wilshusen Pat Dellin
 Kim Shultz Sean Co
 Karena Pushnik Rachel Moriconi
 Tegan Speiser Gini Pineda
 Luis Mendez

2. Oral Communications

Sam Storey, Community Bridges, brought the Commission up to date regarding the Lift Line contract with the Santa Cruz Metro Transit District (SCMTD). Mr. Storey said the Metro is looking into whether there are legal restraints regarding co-mingling of rides and who would provide paratransit services. He said that Community Bridges had a marginally balanced budget and continues to need funding from the Regional Transportation Commission and the transit district.

Brad Neily, acting as a representative for the disabled community, suggested that the Commission host a community wide summit meeting to discuss delivery of transportation services that effectively deal with local transportation needs for seniors and people with disabilities

Mary Lew Breese, a student at the Cabrillo Stroke Center, said that the paratransit system is confusing and that people don't understand the differences between the services

provided by LiftLine and ParaCruz. Ms. Breese said that going to the grocery store and other non-medical trips were important and that the "system has fractured". She supported a summit to make transportation simple and cost effective.

Tim Woods said that transportation services keep elders from being recluses and supports a community wide summit and task force to address these issues.

Commissioner Wormhoudt said she was glad that issues were being resolved by the Metro in the short term but that the long term goal is a process to provide seamless service to everyone regardless of funding sources. Commissioner Wormhoudt said she realizes there are legal challenges but is optimistic that this goal can be reached. Ms. Wormhoudt will write a letter to the Commission recommending this issue be put on the January RTC agenda.

Commissioners Beautz and Pirie agreed this was a good idea and thanked the speakers for coming to the meeting.

3. Additions or Deletions to Consent and Regular Agendas

Executive Director Linda Wilshusen said additional written comments from the public had been added on to Item 21 and distributed.

Commissioner Keogh suggested reversing Items 20 and 19. The Commission agreed to discuss these items in the reverse order.

Commissioner Pirie noted that the last paragraph on page 4-11 of the minutes of the November 6, 2003 RTC meeting read "Commissioners Pirie and Beautz Ellen" and asked that the redundancy be removed.

CONSENT AGENDA (Wormhoudt/Reilly)

4. Approved Minutes of November 6, 2003 Regular SCCRTC Meeting as amended.
5. Approved Minutes of November 20, 2003 Transportation Policy Workshop Meeting.

POLICY

No Consent Items

PROJECTS and PLANNING

No Consent Items

COMMISSION BUDGET and EXPENDITURES

No Consent Items

ADMINISTRATION

No Consent Items

COMMITTEE MINUTES

6. Accepted Draft Minutes of the Bicycle Committee Meeting of November 17, 2003
7. Accepted Draft Minutes of the Elderly and Disabled Transportation Advisory Committee Meetings of October 14, 2003 and November 12, 2003

INFORMATION/OTHER

8. Accepted Monthly Meeting Schedule
9. Accepted SCCRTC Staff Comment Letters on Draft Environmental Documents and Plans Prepared by Other Agencies - No Letters
10. Accepted Letters from SCCRTC Committees and Staff to Other Agencies on Policy Issues - No Letters
11. Accepted Miscellaneous Written Comments from the Public on SCCRTC Projects and Transportation Issues
12. Accepted Information Items
 - a. Bay Area Road Map of Selected Projects on Local Highways (from SAFE on 17 Task Force Recommendations)
 - b. California Association of Councils of Government (CALCOG) Priority Actions for 2004
 - c. Monthly CALCOG Report, September 15, 2003
 - d. Dan Walters' Column from the *Sacramento Bee* Regarding State Transportation Crisis
 - e. Article from *Contra Costa Times* Regarding State Transportation Crisis
 - f. "Mr. Roadshow" Column from *Mercury News*, November 17, 2003
 - g. Announcement for New Partners for Smart Growth Conference

SERVING AS THE SERVICE AUTHORITY FOR FREEWAY EMERGENCIES

No Consent Items

REGULAR AGENDA

13. Commissioner Reports - None

14. Director's Report

Executive Director Linda Wilshusen reported that the automated front door at the Commission offices would be ready as soon as the electricity was connected. She thanked Commissioner Spence for advocating for this improvement.

Ms. Wilshusen recommended that the December Transportation Policy Workshop be cancelled. The Commissioners agreed.

15. Certificate of Appreciation for former SCCRTC Commissioner, Superior Court Judge Jeff Almquist - Taken out of order during Item 20

Commission Chair Jan Beautz presented Superior Court Judge Jeff Almquist with a Certificate of Appreciation and a framed photograph of the initial construction of Highway 1 in 1955. Ms. Beautz said that Mr. Almquist was a true leader and would be missed.

Other Commissioners added personal thanks and comments.

Director Wilshusen thanked former Commissioner Almquist for his creativity and willingness to support a range of transportation options.

Mr. Almquist said he appreciated the opportunity to be a Commissioner and enjoyed working on the Commission projects.

16. Election of 2004 SCCRTC Chair and Vice-Chair

Commissioner Norton announced that the Nominating Committee had agreed to recommend that the Regional Transportation Commission extend the terms of the existing Chair and Vice Chair for another year.

Commissioner Norton made a motion to appoint Commissioner Beautz as the Commission Chair and Commissioner Johnson as the Vice Chair for 2004. Commission Alternate Quintanilla seconded and the motion passed unanimously.

17. Caltrans Report

Rich Krumholz, Caltrans District 5, reviewed the status of the Highway 1/17 Merge Lanes Project saying that Caltrans had to withdraw right-of-way offers due to a shortage of funds but that the funds might be available in July 2004, which would allow construction to begin in the summer of 2005.

Mr. Krumholz said that Caltrans is looking into ways to fund the project or parts of the project to minimize the delay caused by the state budget and State Transportation Improvement Program (STIP) shortfalls and that there was a possibility of securing \$2 million dollars of soundwall retrofit funds, which would be adequate to construct about half of the soundwalls. He said that the Department of Transportation wanted feedback from the Commission and the public, suggesting a January/February timeline for feedback.

Mr. Krumholz said that the draft STIP estimate is not encouraging and that some Caltrans projects will be un-programmed or delayed.

Commissioner Fitzmaurice asked if the slide repair on Highway 9, scheduled for completion in December 2003, will be finished on schedule and if the improvements to Mission Street would be affected. Mr. Krumholz said that he would follow up on the status of the Highway 9 slide repair and that the Mission Street project would proceed according to schedule.

Commissioner Wormhoudt noted that there was no mention of non-representational soundwall designs being considered by the Project Development Team in the Caltrans status report.

Executive Director Wilshusen said that non-representational designs were being considered and that a presentation of the designs had been sent to the Commissioners.

Ms. Wormhoudt requested that a larger scale representation be provided. Ms. Wilshusen said that staff would provide larger copies of the power point presentation for the Commissioners.

Commissioner Reilly said that the completion date for the Mission Street project seems to move out every month and noted that the City of Santa Cruz had offered to lend the money to Caltrans in order to complete the project. Mr. Krumholz will follow up on the scheduling for this project.

Ray Miller, resident, addressed the Commission and Caltrans saying that he had been told since 1991 that funds were

available for a soundwall and that as recently as June 2003 had received a letter saying that the soundwall was going to be built in September. Mr. Miller said that he and some of his neighbors were considering a class action law suit.

Commissioner Beautz said that there would be a discussion about bonding later in the meeting.

Commission Alternate Cliff Barrett joined the meeting.

Commissioners asked if it was possible to move the position of the soundwall to fit within the current right-of-way and whether soundwall retrofit funds could pay for right-of-way purchases. It was determined that right-of-way could not be purchased with soundwall retrofit funds and that constructing a soundwall within a foot of an owner's property line created a difficult area to maintain.

Director Wilshusen said the Project Development team had decided that moving the soundwalls was not a viable option but that a possible solution was to ask the affected homeowners if they would be willing to contribute the easement for the footing for the soundwall. Ms. Wilshusen said that a community meeting for residents from Morrissey Blvd. to La Fonda was planned by Caltrans for the end of January or early February to see if there was interest in this idea.

Senior Planner Karena Pushnik said roughly 12 parcels were affected and that a footprint map was available at the Commission office.

Commissioner Norton said that the focus should not be on postponing the project but on finding a way to move the project forward.

18. Amended FY03-04 Transportation Development Act Claims from SCMTD and the City of Santa Cruz on Behalf of Community Bridges and the Volunteer Center

Executive Director Linda Wilshusen said that the Transportation Development Act (TDA) claims for SCMTD, Consolidated Transportation Services Agency (Community Bridges) and the Volunteer Center had been reduced in response to the reduction of TDA funding and that the claims had been combined to simplify the approval process.

Commissioner Wormhoudt motioned to approve the staff recommendations that the Regional Transportation Commission approve a resolution amending the FY03-04 claims for Transportation Development Act (TDA) funds for SCMTD,

Community Bridges and the Volunteer Center, consistent with the amended FY03-04 Budget and TDA Allocation Schedule. Commissioner Fitzmaurice seconded and the motion passed unanimously. (Resolution 15-04)

19. GARVEE Bonds for Highway 1/17 Merge Lanes Project - Taken out of order after Item 20

Senior Planner Rachel Moriconi gave the staff report saying that the California Transportation Commission (CTC) had stopped allocating State Transportation Improvement Program (STIP) funds statewide as a result of the budget shortfall. Ms. Moriconi said that the Highway 1/17 Merge Lanes Project could be delayed for several years as a result.

Ms. Moriconi said that staff was working with Caltrans District 5 to identify alternative funding options, including GARVEE bonds, to keep the project moving forward.

Ms. Moriconi explained that the CTC decides if a project qualifies for bonding and that the state packages the bonds and looks for buyers. The RTC would only be responsible for agreeing to have the project considered for bonding. The bonds are then repaid with future STIP funds, usually over several programming periods. She said that the State Treasurer's Office determines the bond amount, term, interest rate and annual payments when the bonds are issued and noted that while bonding will increase the overall cost of the project, construction costs will have increased also if the project waits until 2008 for STIP funding.

Rich Krumholz, Caltrans District 5, gave a Power Point presentation on the GARVEE bond program, explaining how the bonds are acquired, repaid, what they can finance and the benefits of using them. He clarified the responsibilities of the regional agencies, Caltrans, the Department of Finance, the California Transportation Commission, the Federal Highway Administration and the State Treasurer.

Mr. Krumholz said that the California Transportation Commission's draft policy was presented at its last workshop and that Caltrans would advance the argument that the project qualified as an interregional travel corridor.

Commissioner Pirie asked when the Commission needed to make its decision whether to pursue the GARVEE program and what would happen if there were not enough STIP funding in the future to repay the bonds.

Mr. Krumholz advised presenting the project to the CTC as soon as possible. Director Wilshusen said that the

intention is to include a proposal to reprogram \$46 million currently programmed to the Highway 1/17 Merge Lanes to GARVEE debt service in the Regional Transportation Improvement Program which is adopted in April.

Senior Planner Rachel Moriconi said that the California Transportation Commission is required to make payments on the debt at the beginning of each year whether a county's share of Regional Transportation Improvement Program funding is adequate or not. In the event there was insufficient funding, other projects using Santa Cruz RIP county share would need to be reprogrammed or deleted.

Commissioner Pirie asked if it would be better to fold funding for the Merge Lanes into the sales tax measure.

Director Wilshusen said that moving ahead with the Merge Lanes project should not depend on a sales tax that may or may not be approved.

Commissioner Reilly asked if there was a value in separating the \$2 million being sought for the soundwall retrofit from the total project amount. Director Wilshusen said that the current Caltrans proposal is to separate out this funding (which may require a separate environmental document) to qualify for the retrofit funding. She said that many agencies are vying for the retrofit dollars to advance their projects.

Commissioners discussed their concerns about the effects on local projects and how the debt service will affect scheduled STIP projects.

Commissioner Wormhoudt asked for more detail when staff returned with a recommendation for the Regional Transportation Improvement Program. Director Wilshusen said that the draft Transportation Improvement Program will show a proposal to shift other projects around.

Commissioner Norton noted that a GARVEE interest rate of 3% over five years won't cost more than escalation costs and asked if there was a guarantee that there would be sufficient STIP money to repay the debt.

Rich Krumholz said that there are no guarantees regarding STIP funding but that the CTC will carefully weigh taking on this debt.

The floor was opened for public comment.

Neil McElwee recommended exchanging Proposition 116 money

for cash with another county.

Commissioner Wormhoudt moved to approve the Caltrans and RTC staff recommendation that the Regional Transportation Commission:

1. Approve pursuing a Grant Anticipation Revenue Vehicle (GARVEE) bonding strategy for the Highway 1/17 Merge Lanes Project; and
2. Direct staff to include the GARVEE bonding strategy in the draft 2004 Regional Transportation Improvement Program (RTIP),

with the understanding that more information be brought to the Commission before accepting the GARVEE program.

Commissioner Pirie seconded.

Discussion ensued about whether GARVEE bonds mortgaged the county's future and if the Merge Lanes funding should be part of the sales tax expenditure plan. It was clarified that approval of the staff recommendations did not equal approval of GARVEE bonding but only allowed the strategy to be included in preparation of the RTIP.

Director Wilshusen stated that no projects in the STIP dealing with Elderly and Disabled programs would be impacted. She said that the Merge Lanes project is currently fully funded by state gas tax funds and that the Highway 1 Construction Authority / JPA's function is to oversee the widening project which is separate from the Merge Lanes project. She noted that the Commission, not the JPA, is developing the Expenditure Plan.

Further discussion continued about whether the two projects could be wrapped together and if moving forward with the Merge Lanes project could make the Widening Project a higher priority for STIP funding.

Commission Alternate Barrett called the question.

The motion passed with Commission Alternate Quintanilla and Commissioner Keogh voting "no".

20. State Budget Update: Impacts to Local Projects and the 2004 State Transportation Improvement Program (STIP)

Senior Planner Rachel Moriconi reported that due to the statewide funding crisis, \$1.3 billion in funds programmed to projects in the 2002 State Transportation Improvement Program (STIP) cannot be allocated prior to FY07-08 and that there is insufficient funding available to allocate funds to any of the projects programmed in FY03-04.

Ms. Moriconi outlined options discussed at the Interagency Technical Advisory Committee (ITAC) meeting to deliver local projects. She said that the Merge Lanes project could qualify for GARVEE bonds and that smaller projects could possibly borrow money from the proposed local sales tax.

Ms. Moriconi presented a spreadsheet of pending local projects that have not yet received allocations or otherwise obligated federal funds and the effects of the local budget shortfall on each project. She said that the funding picture would be clearer once the Final Fund Estimate is adopted in December, in April 2004 when the RTC adopts the RTIP and in August 2004 when the CTC adopts the final STIP.

Ms. Moriconi discussed the length of the STIP programming cycles and variables that affect the state's revenues, including the TEA21 reauthorization, decreased gas tax revenue and national issues. She also said that the SCMTD may not be reimbursed for its Transportation Congestion Relief Program (TCRP) funded bus replacement project this year as a result of the Governor's proposal to cut \$530 million from transportation this year and the repeal of the car tax increase. (Note: Later action allowed this reimbursement to be processed.)

Commissioner Spence asked if the Metro busses would be able to convert to natural gas by 2010. She noted that several busses had been purchased but not yet paid for. Ms. Moriconi said that the final decision regarding TCRP funds has not been made but that the California Transportation Commission is indicating that if a project already started it will get paid.

Commissioner Fitzmaurice expressed concern that so many non-STIP funds had been borrowed by Caltrans and that there seemed to be little local control over funds intended for local projects.

Mr. Krumholz responded that Caltrans cannot take a region's share of STIP funds, but can borrow federally obligated funds with a promise to pay back. Ms. Moriconi added that in August Caltrans was forced to borrow money in order to pay for projects currently underway and that it is supposed to be paid back by the end of the fiscal year.

Commissioner Fitzmaurice noted the increase of litter along the state highways and asked if federal funding for the Santa Cruz region was being diverted to other regions in the state. He said that the state's ability to manipulate cash without local control is a problem.

Mr. Krumholz acknowledged that funds are diverted to projects that have been given priority status. He said State Transportation Improvement Program has always been cyclical, and that following the Loma Prieta and Northridge earthquakes STIP funds were used for seismic retrofitting. He said that in recent years there has been a raid on transportation funds to pay for projects usually paid out of the general funds.

Director Wilshusen said that in the past, gas taxes funded transportation projects but this year gas taxes have been borrowed to offset general fund deficits.

Mr. Krumholz said that the issue of litter was not only a result of decreased funding but also a result of the hard-freeze on hiring imposed on Caltrans to trim the state budget.

Commissioner Beautz mentioned the Adopt-a Highway program and suggested these volunteers manage the litter problem. Mr. Krumholz said that volunteers are prohibited from working on the medians and that he will provide a list of Adopt-a-Highway participants. Ms. Moriconi suggested adding the Adopt-a-Highway phone number to the SCCRTC website.

Commissioner Pirie cautioned local jurisdictions to be conservative about lending money to state projects with no real guarantee of the state's ability to pay back the funds.

Commissioner Fitzmaurice asked for a report on who is taking the region's federal obligation funding and when the region will be repaid. Ms. Moriconi will provide a report.

21. Environmental Review of the Recreational Rail Project

Senior Planner Karena Pushnik provided background on the history of the rail line acquisition and the Commission's commitment to a range of uses for the right-of-way, including the construction of a bicycle/pedestrian path and rail transit service in Capitola and Santa Cruz. Ms. Pushnik quoted the policies of the *2001 Regional Transportation Plan* in sections:

- 2.5.2 Encourage private transit service for visitor-serving trips
- 2.5.3 Use the existing rail line for recreational/coastal access to minimize visitor impact on local streets and highways

Commissioner Keogh said there wasn't a fueling station for

the train to use. Executive Director Linda Wilshusen said that the assumption was that the Metro will be building its compressed natural gas (CNG) facilities within a 6-10 year period and that Metro base will be near the Big Trees rail line. She said that the fueling station would be part of the environmental review.

Commissioner Pirie asked about the feasibility of an electric train. Director Wilshusen said the only ways to power electric trains are overhead catenaries or a third, electrified rail. She said the capital cost of the catenaries is not within the RTC's current budget for this project and that third rails are very dangerous. Commissioner Pirie asked that the Commission look at all alternatives.

Commissioner Pirie said that reducing roundtrips below 5 a day would lower negative environmental impacts and said that the Commission had always looked at three roundtrips per day in the past. Executive Director Wilshusen said that three trips a day was considered the least amount of trips that could be economically viable for a private operator, but the Project Study Report looked at what would provide the best service.

Commissioner Pirie said she would like more time to look at the comments from the public following the scoping meeting in order to have an opportunity to add to the scope of work, if necessary.

Commissioner Norton suggested bringing an actual rail car for the public to see as part of the aesthetic review.

Mr. Steinwert, PAM, suggested a videotape simulation.

Commissioner Spence read a letter addressing her concerns including impact on biological resources, segmentation, impact on public services from blockage on streets, operating hours and aesthetic impact of storage areas. Ms. Spence noted that the CHP had not been sent a Notice of Preparation and expressed concern about whether the recreational rail car could back up if it were to meet up with the freight train proceeding in the opposite direction. She agreed with Commissioner Pirie to put off considering the contract amendments for a month.

Commissioner Pirie asked why biological impacts on the long-toed salamander and the Monarch butterfly were considered to be "less than significant". Director Wilshusen referred to a letter from the Department of Fish and Game that said the impact was not significant because there would be no

additional tracks.

Mr. Steinwert added that at the two species of concern were only active during the winter months and the recreational rail was not scheduled to operate during that time.

Commissioner Keogh left the meeting.

The floor was opened for public comment.

Andrew Horne, resident, asked for a matrix to match comments with factors and that red-line revisions would make changes to documents more obvious. He said if a factor was uncertain as to whether there was an impact or not it should be studied. He noted that bus routes 54 and 55 travel the same route as the proposed rail providing sufficient alternative transportation options and said the real issue is to provide enough rail service to qualify to receive the Proposition 116 funds. He asked that the Commission consider the least amount of service necessary to access the funding.

Ken Kennegaard, RMC, apologized for his misleading comments at the scoping meeting and said that the freight and recreational rail lines must work together.

Neil McElwee said that a 1996 recreational rail study indicated that the allowable speed is limited to 12 miles per hour and that he wants the legal speed limit observed. He also calculated projected revenues and operating costs and questioned whether a private operator could be successful.

Cliff Walters, Big Trees and Roaring Camp Railroad, said more round trips do not necessarily generate more income and said that the rail car being considered was not a "trolley" but a powered rail vehicle or "doodle bug".

Micah Posner, Friends of Rail Trail said that he hoped the \$11 million set aside for the rail acquisition right-of-way would be put to good use now. He suggested that the Commission put a task force together consisting of Commissioners and neighborhood people to address legitimate issues and put misconceptions to rest.

Paul Elerick, Campaign for Sensible Transportation, said that valid concerns have been raised but that liability would be similar to any county maintained property and the trestles would have to be examined and determined to be safe before they are purchased.

Michael Park suggested additional bus service as one of the project alternatives to be studied in the environmental analysis. He said that he thought that acquiring the right of way was a ruse to implement the long range plan of passenger rail and subsequent re-zoning and a move toward "smart growth".

Commissioner Spence asked if the Commission was ready for a motion.

Commissioner Beautz clarified that if the staff recommendations were approved, the Commission would be agreeing to the project alternatives and the \$6000 expenditure for the visual simulations, and could come back and consider other comments in the future.

Executive Director Wilshusen said that staff would add responding to non-EIR items on the January agenda.

Commissioner Beautz suggested getting a report from the SCMTD to determine ridership along routes that paralleled the proposed Recreational Rail line.

Commissioner Fitzmaurice moved to approve the staff recommendations that the Regional Transportation Commission:

1. Consider amendments to the contract for the environmental analysis of recreational rail service and expand the scope of the aesthetics analysis per the consultant recommendation, if appropriate; and
2. Confirm project alternatives as proposed.

Commission Alternate Quintanilla seconded.

Commissioner Norton asked if the maker of the motion would agree to include that \$6000 could be used to bring in an actual car instead of visual simulations. Commissioner Fitzmaurice and Commission Alternate Quintanilla agreed to this amendment.

Commissioner Pirie asked that the recommendations be brought back to the Commission in a different format.

Commissioner Reilly said that accepting the staff recommendations did not preclude future amendments.

Executive Director Wilshusen confirmed that answering questions regarding non-environmental issues would be on the January agenda and the Commission can reserve the right to add more to the Environmental Impact Report in the future.

The motion passed with Commissioners Pirie, Beautz and De La Paz voting "no".

22. Environmental Review of Local Transportation Sales Tax Measure Expenditure Plan

Executive Director Linda Wilshusen summarized the Item saying that County Counsel had determined that a program-level environmental review on the Expenditure Plan would be necessary and that staff recommended, given the time constraints to put the sales tax measure on the November 2004 ballot, that the consultants who prepared the EIR for the 2001 Regional Transportation Plan should be retained.

Commission Alternate Quintanilla moved to approve the staff recommendations that the Regional Transportation Commission approve a resolution authorizing the Executive Director to:

1. Negotiate and execute a contract agreement and subsequent amendments with Rincon Consultants, Inc. to conduct any necessary environmental review required by the California Environmental Quality Act (CEQA) for the proposed expenditure plan for the November 2004 transportation tax measure, not to exceed \$50,000. Commissioner Pirie seconded and the motion passed with Commissioner Fitzmaurice voting "no". (Resolution 16-04)

Commissioner Spence left the meeting.

23. Status Report on Highway 1 Projects

Commissioner Wormhoudt asked that the poll results be included on the January agenda.

24. 2003 Legislative Update and Draft 2004 Legislative Agenda

Executive Director Linda Wilshusen reviewed the legislative update and the draft 2004 Legislative Agenda.

1. Commissioner Wormhoudt moved to approve the staff recommendations to accept the legislative update, year-end report from the Commission's Sacramento Assistant and table of 2003 legislative results;
2. Review and adopt the proposed draft 2004 Legislative Agenda and release it to the RTC committees for review and comment; and
3. Extend its appreciation to Assemblymember Laird for his assistance with AB1590, but indicate that we wish to drop further consideration of the bill.

Commissioner Fitzmaurice seconded and the motion passed unanimously.

25. Next Meetings/Adjournment

The next regular SCCRTC meeting is scheduled for Thursday, January 8, 2004 (one week later than usual) at 9:00 a.m. at the Scotts Valley City Council, 1 Civic Center Drive, Scotts Valley, CA 95066.

Respectfully submitted,

Gini Pineda, Staff

Attendees

<u>Name</u>	<u>Representing</u>
Sandra Coley	PVTMA
Bill Comfort	
Paul Elerick	CFST
Andrew Horne	
Ken Kannegaard	RMC Pacific
John Presleigh	County DPW
Sam Storey	Liftline
Neil McElwee	
Paul Elerick	CFST
Caroline Bliss-Isberg	Stroke Center
Peter Scott	CFST
Clay Kempf	Seniors Council
Brenda Moss	Senior Network Services
Ray Miller	
Michael Park	
Brad Neily	
Janet and Michael Singer	
Elizabeth Kennedy	People Power
Jeff North	UTU 23
Peter Truman	
MaryLew Breese	
Tim Woods	
Kathleen Johnson	
Cliff Walters	Roaring Camp/Big Trees RR
Scott Steinwert	PAM
Spike	CFST
Bonnie Morr	UTU 23
Jim Conklin	Business Council
Micah Posner	Friends of Rail Trail