

would be included in the Environmental Impact Report, since they were both checked in the Initial Study as having the potential for significant impact. With regard to segmentation, Mr. Steinwert confirmed that the Environmental Impact Report was only for the Recreational Rail but that other projects, including the rail trail, will be analyzed in a qualitative manner under Cumulative Effects. Mr. Steinwert went on to say that in his opinion segmentation is not an issue because the recreational rail project is a "complete operating segment not relying on other action to occur" and is a "self-sustaining operating segment."

The minutes will also reflect that Commissioner Beautz noted that there is a difference of opinion on this subject.

Commissioner Spence asked about the distribution of funds for projects on the Expenditure Plan. Chair Beautz clarified that the Expenditure Plan was a draft and that no decisions regarding projects or policy had been made nor would be made without approval from the Commission.

5. Approved Minutes of January 22, 2004 Transportation Policy Workshop Meeting

POLICY

6. Approved Staff Recommendations Regarding Draft Policies and Evaluation Measures for the *Regional Transportation Plan* Update

PROJECTS and PLANNING

7. Approved Staff Recommendations Regarding SCMTD's FY03-04 Section 5311 Program of Projects (Resolution 20-04)

COMMISSION BUDGET and EXPENDITURES

8. Approved Staff Recommendations Regarding Expenditure of AB2766 Funds for Bike Racks for the Bikes Secure Program (Resolution 21-04)

ADMINISTRATION

9. Approved Budget and Administration/Personnel Committee Recommendations Regarding Combining Appreciation Lunch and Transportation Awards Events

10. Accepted FY02-03 Fiscal Audit for the SCCRTC (enclosed separately for Commissioners)
11. Accepted FY03-04 Second Quarter Report on the SCCRTC Work Program

COMMITTEE MINUTES

12. Accepted Draft Minutes of the Expenditure Plan Subcommittee Meeting of January 5, 2004
13. Accepted Draft Minutes of the Interagency Technical Advisory Committee Meetings of January 15, 2004 and January 23, 2004
14. Accepted Draft Minutes of the Traffic Operation Systems Oversight Committee Meeting of November 5, 2003
15. Accepted Draft Minutes of the Budget and Administration / Personnel Committee Meeting of January 21, 2004
16. Accepted Draft Minutes of the Elderly and Disabled Transportation Advisory Committee Meeting of January 20, 2004
17. Accepted Draft Minutes of the Bike Committee Meetings of December 8, 2003 and January 12, 2004

INFORMATION/OTHER

18. Accepted Monthly Meeting Schedule
19. Accepted SCCRTC Staff Comment Letters on Draft Environmental Documents and Plans Prepared by Other Agencies - No Letters
20. Accepted Letters from SCCRTC Committees and Staff to Other Agencies on Policy Issues - No Letters
21. Accept Miscellaneous Written Comments from the Public on SCCRTC Projects and Transportation Issues - Moved to the Regular Agenda as Item 30.1
22. Accepted Handouts from Previous Regional Transportation Commission Meeting
23. Accepted Information Items
 - a. Letter from Community Traffic Safety Coalition Regarding Bicycle Safety Survey
 - b. Letter to Caltrans Regarding AMBAG Application for FY

04-05 Partnership Planning Grant
SERVING AS THE SERVICE AUTHORITY FOR FREEWAY EMERGENCIES

No Consent Items

REGULAR AGENDA

24. Commissioner Reports - None

25. Director's Report

Executive Director Linda Wilshusen reported that most staff members will be working at the polls on Tuesday, March 2nd. Ms. Wilshusen said that Union Pacific representatives had hosted a two-van hi-rail tour for RTC rail acquisition appraisers, consultants and staff on Friday, January 30th.

26. Caltrans Report

Rich Krumholz, Caltrans District 5, said that Caltrans anticipates right-of-way funding for the Highway 1/17 Merge Lanes Project to be available in July. Mr. Krumholz said that Caltrans is initiating a Project Study Report to consider alternatives for a southbound auxiliary lane between Bay/Porter and Park Avenues. He mentioned that Caltrans Director Jeff Morales had resigned effective March 1st and that no replacement had yet been selected.

Commissioner Reilly said that she did not want landscaping to be forgotten or "fall through the cracks" if soundwalls south of Morrissey were constructed as part of the Soundwall Retrofit Program.

27. Welcome New Commissioners and Solicit Committee Preferences

Deputy Director Pat Dellin welcomed all new and returning Commissioners. She noted that Mark Stone and Scott Kennedy were new members for 2004 and greeted Michelle Hinkle who attended as alternate for Mike Keogh.

Ms. Dellin said that Commissioners needed to make appointments to both the Budget and Administration/Personnel Committee and the ad-hoc Expenditure Plan Committee and asked that the appointments be made by February 18th.

Commissioners Wormhoudt, Kennedy and Campos said they would like to continue to serve on the Budget and Administration / Personnel Committee.

Commissioners Pirie, Kennedy and Campos volunteered to

continue serving on the Expenditure Plan Subcommittee.

28. Status Report on Highway 1 Projects

Executive Director Linda Wilshusen briefly summarized the status of the Highway 1 Projects saying that staff was working closely with Caltrans to move the Highway 1/17 Merge Lanes Project forward and that the Project Approval / Environmental Document (PA/ED) for the Highway 1 Widening / HOV Project was on schedule and on budget. Ms. Wilshusen said that the inaugural meeting for the Highway Construction Authority (HCA) is scheduled for Friday February 6th and that the RTC will continue to provide project management oversight until the transition is complete. She concluded by saying that TEA-21 reauthorization probably won't be enacted until after the 2004 presidential election and that the Expenditure Plan Subcommittee continues to work on a draft expenditure plan.

Chris Metzger, Nolte Associates, said that the project is going well to date and introduced Pat Gelb, Parsons, to report on the environmental studies. Ms. Gelb said that the initial Area of Potential Effect (APE) maps were approved for field work and that a white paper requesting the preferred approach of inferring presence of the Santa Cruz Long Toed Salamander habitat within the project limit had been approved by the Federal Highway Authority (FHWA). She said that historical and archeological research was about 80% complete and that public meetings were planned for early spring.

Chris Metzger, Nolte Associates, detailed the progress of the engineering aspects of the project saying that control survey work is nearing completion and that maps are expected to be ready by early March. Mr. Metzger said that regarding geometric development, route centerlines had been turned into Caltrans for their review and that a Supplemental Project Study Report for the southern extension had been drafted. He said traffic modeling has progressed as far as possible while waiting for AMBAG to sign off on regional population forecasts and that work on independent utility projects had been started. Mr. Metzger said that a list of community leaders had been identified to engage in the public outreach process and that open house presentations were scheduled for March 22nd and 25th. (Note: These meetings will now be in April.)

Commissioner Pirie asked if there were anything that could be done to speed up the AMBAG modeling.

Commissioner Beautz responded that some member jurisdictions had had questions at the last meeting and that another meeting was scheduled for next week.

29. Evaluation of Phase 1 of the Don't Drive One-in-Five Campaign - Oral Report by Kim Franklin and Sequoia Claire, Riestler-Robb (Continued from January 8, 2004 Meeting)

Senior Planner Cory Irimes said that the Don't Drive 1 in 5 alternative transportation campaign was a great complement to the Commute Solutions program. Ms. Irimes said that the goals of the campaign were:

1. To convert single occupancy drivers to using alternative transportation modes at least one day per week, and
2. To increase visibility of alternative transportation mode options and usage.

Ms. Irimes said that the Commission had accepted a task/outcome format for program evaluations and referred to a list of tasks and outcomes for the Commission's review. Ms. Irimes said that staff planned to hold a Transportation Demand Collaboration Workshop in the near future in cooperation with the Transportation Management Associations.

Kim Franklin, Riestler-Robb, recapped the overall campaign and listed incentives designed to encourage participation in program activities.

Sequoia Claire, Riestler-Robb, described the public relations tools used to promote the campaign including the commuter idol contest, an e-news letter, live broadcast of the initial launch event and community testimonials. Ms. Claire said that nine print articles and one television story were published about the campaign.

Kim Franklin explained the campaign evaluation methodology and said the objective was to measure the impact of the campaign by first rating awareness of the program. She provided the results of a machine activated random digit dial phone poll. Results indicated that 75% of those polled had heard of some component of the Rideshare program, with 82% reporting either a "very favorable" or "somewhat favorable" opinion of the campaign. Ms. Franklin said that the high level of awareness was encouraging and recommended continuing the campaign to sustain the momentum to move forward to the next level of taking action and changing behaviors.

Commissioner Wormhoudt questioned the methods used to measure the responses that stated that 48% of those polled said they had used an alternative means of transportation in response to the campaign, noting that self-reporting of data is not an objective form of measurement. She said that people tend to project themselves as being socially responsible and may not be entirely accurate in their responses.

Commissioner De La Paz asked if respondents were asked whether they thought the campaign was worth the amount of funding it received. Ms. Franklin said that was not one of the six questions asked of the respondents.

Commissioner Reilly said that a self-reporting poll makes the results of the campaign immeasurable and asked if people indicated that they would like to walk more, why the next logical step wouldn't be to fix sidewalks, rather than to continue with an advertising campaign. Ms. Franklin noted that a survey done on the front end of the campaign showed a lot of resistance to alternative transportation options and that words like "try" and "consider" showed a willingness to change that needed to be encouraged and reinforced. She stated that it took about four years before behavioral changes themselves could be measured.

Commissioners continued to discuss the value of the campaign and possible alternative uses for the remaining funding that might produce results that could be easier to quantify.

Commissioner Norton noted that this was the first phase of the campaign which was designed to raise awareness. He said the cost was relatively inexpensive considering the results and compared the gradual increase in awareness to the beginnings of the recycling movement which has grown in acceptance over time.

Commissioner Spence said she hoped that Congestion Mitigation and Air Quality funds would not be taken from the Transit District for this project.

Commissioners De La Paz and Spence said they did not support continuing with the second phase.

Commissioner Wormhoudt said that her concern was that this is the kind of program that makes people think government has too much money and was not appropriate given the budget crisis. She questioned the validity of the data analysis and said there should be a measurable way to determine a 48% change in transportation behaviors such as traffic counts.

Commissioner Pirie said that widening the highway to provide a carpool lane will encourage carpooling and bus ridership and said that people will change behavior when it is easy for them and when there is a reason to change it.

Commissioner Norton noted that the evaluations were performed by an independent third party agency and that the Metro did no advertising of its own to promote bus ridership so that in effect the Don't Drive 1 in 5 Campaign provided advertising for the Metro.

Commissioners continued to discuss the necessity for tangible measurements and whether advertising provided incentive to change behavior.

Commissioner Reilly suggested focusing on one alternative and Commissioner Beautz said she would like to see more bus routes rather than advertising campaigns.

Public comment was heard.

Micah Posner, People Power, said that the most heavily advertised commodity was the automobile and that there was immense social pressure to own and drive a car. He suggested that Commissioners pledge to personally support the 1 in 5 concept and publicize their commitment with a press release as a less expensive way to promote alternative transportation. He said that social messages like building pedestrian bridges or bike lanes would also be influential.

Piet Canin, Bike to Work, said that people do have negative feelings about riding the bus and that he thought the campaign was helpful. He noted that it will be important to reduce congestion during the Highway 1 Widening and that accepting alternative modes of transportation will be helpful during construction.

Michael Park said that the only measurable component is the email letter and that there is a low return on investment on coasters and tee shirts.

Kem Akol said this funding is a drop in the bucket compared to the big picture and supported continuing the campaign.

Bill Comfort said he supports getting people out of cars but does not think there is a measurable way to determine the success of the campaign.

Commissioners discussed the staff recommendations clarifying that no expenditures were being approved at this time.

Commissioner Wormhoudt moved to approve the staff recommendations to:

- 1) Accept the evaluation of the Don't Drive One in Five alternative transportation advertising campaign's first phase, to be presented by Kim Franklin of Riester-Robb, the Commission's advertising campaign consultant; and
- 2) Provide staff and consultants with input on potential aspects of the second phase of the campaign.

Commissioner Wormhoudt included in her motion to direct staff to return in May with recommendations on the campaign's second phase when other projects receiving Congestion Mitigation and Air Quality funds were being considered.

Commissioner Reilly seconded the motion.

Commissioner Spence asked if the staff report could include the option that promotional funding for the Metro be included for CMAQ funding.

Director Wilshusen said staff will bring back information about what types of projects qualify for CMAQ funding.

Senior Planner Irimes advised the Commissioners that there is a media buy extended until February but that it does not require new allocations.

The motion passed unanimously.

30. Recreational Rail Service Environmental Impact Report and Demonstration of Rail Diesel Car

Senior Planner Luis Mendez gave the staff report including a brief history of the Regional Transportation Commission's intention to acquire the Santa Cruz Branch Line right-of-way. Mr. Mendez referred to a status report from Public Affairs Management stating that most of the work for the Environmental Impact Report (EIR) had been completed. He said that at the Commission's request, a Public Hearing had been scheduled for Thursday, March 4th at 7:00 p.m. to discuss whether to continue with the EIR.

Mr. Mendez said staff had prepared a resolution, as suggested by Commissioner Campos, that no Transportation

Development Act (TDA) funds would be used to subsidize the recreational rail project.

Regarding the Commission's concerns about the financial success of the recreational rail and the possible necessity of paying back the Proposition 116 funds, Mr. Mendez noted that the staff report included two letters from private rail operators as well as a letter from the Seascape Resort pledging to purchase up to 1,000 tickets each summer month for their guests.

Mr. Mendez said that staff had been working with Railmove and the Oregon Department of Transportation to bring a demonstration rail car to Santa Cruz County but that the cost exceeded the \$6,000 allocated by the Commission for this purpose. He said that staff thinks that it would be possible to raise the necessary funds through sponsorships and contributions and asked that the Commission approve a resolution authorizing the Executive Director to expend the allocated funds and seek additional sponsorships. Mr. Mendez concluded by reporting that Caltrans had been informed that statutes do not allow the trading of Proposition 116 funds for other funds.

Chair Beautz clarified that the purpose of the Public Hearing on March 4th is not just to decide whether to continue with the EIR but also whether to continue with the Proposition 116 application. Ms. Beautz advised that the discussion topics for today's item were whether to adopt the resolution confirming that TDA funds would not be used to subsidize the recreational rail and whether to let the Executive Director proceed to seek sponsorships for the rail car demonstration.

Commissioner Pirie expressed dissatisfaction with the staff report and said that a resolution to not subsidize the recreational rail with Transportation Development Act funds did not preclude the Commission from changing its position in the future, and therefore did not safeguard this funding source. Ms. Pirie said that the letter from Big Trees Railroad only referred to fare box subsidies and did not mention other types of subsidies and that the conditions they required might be beyond what the Commission could or would approve. She said the letter from Sierra Railroad did not specify how long they would be willing to operate the rail line if it proved not to be profitable and advised the Commission to understand what these letters really said.

Commissioner De La Paz said that according to the Caltrans letter, Proposition 116 funds did not need to be encumbered until 2010 and suggested that the Commission explore putting

these funds towards the purchase of the Pajaro rail station in partnership with Monterey County.

Commissioners discussed whether California statutes allowed the funds to be used in this way. Director Wilshusen said staff could provide the statutes and Commissioner Beutz asked Caltrans for any additional documentation of Caltrans' letter on the matter.

Commissioner Spence suggested an independent audit of the companies giving promise of service in order to check on their stability and determine long term viability, noting that TDA funds were needed for the Metro's services, especially the disabled/paratransit services. Ms. Spence asked that the resolution authorizing the Executive Director to seek sponsorship for the rail car demonstration include the estimated costs of the demonstration.

Commission Alternate Quintanilla said that Commissioner Campos intended to set a tone that the Commission did not favor using TDA funds to subsidize the recreational rail and made the point that any policy made by the Commission is not binding. He also said that the Commission has unsuccessfully investigated trading Proposition 116 funds with Monterey County in the past.

Commissioner De La Paz said he was not referring to a trade of funds but a reallocation. Director Wilshusen said that such a decision would have to be made by the state.

Commissioner Beutz said that the letter from Big Trees Railroad did not specify an Aptos to Capitola route.

Cliff Walters, Roaring Camp and Big Trees Railroad, responded to various questions saying that Big Trees Railroad is a successful tourist railroad and is confident that they can provide tourist rail activities without fare box subsidies. He said that if the Capitola to Aptos line was not viable he would want to be able to make a business decision regarding route change without having to complete a new EIR.

Michael Hart, Sierra Railroad Company, said they would guarantee an Aptos to Capitola route. He said that the trains that would be used are 4 stroke bio-diesel that do not have the carcinogenic properties associated with diesel.

Chair Beutz allowed for public comment asking that the comments remain relevant to the issues before the Commission under this item and that comments be limited to two minutes.

Bill Comfort said he did not think that Dave Murray's letter from Caltrans gave a conclusive answer to whether Proposition 116 funds could be used for the Pajaro station.

Several people spoke in favor of acquiring the rail line. Comments included that the cost to acquire the right-of-way could increase over time, that the California Transportation Commission has not required Proposition 116 funds to be returned in the past and that the rail line could take pressure off Highway 1. Speakers with comments favoring going forward with the environmental review, the acquisition of the rail corridor or the recreational rail line included Piet Canin, Micah Posner, Kem Akol, Charles Paulden, Ross Gibson, Greg Kindig and Paul Elerick

Several people spoke against the acquisition saying that the plan is not viable, that the project pits residents against each other and against businesses, that the commitments from private operators are too ambiguous, that environmentally detrimental factors are being downplayed or ignored and that the Metro needed money. Speakers with comments opposing going forward with the environmental review, the acquisition of the rail corridor or the recreational rail line included Theresa Brown, Robert Jones, Natalie Greenberg, Neil McElway, George Cross, Kathy Oulette, Andrew Horne, Thomas Paoli and Michael Park.

Commissioner Wormhoudt noted that it was almost noon and expressed concern that some Commissioners might have to leave and that there wouldn't be a quorum. Staff was directed to put an item on the February Transportation Policy Workshop agenda suggesting options to provide for adequate time for the regular Regional Transportation Commission meetings.

The question was raised if the rail car demonstration would be running along the Capitola to Aptos route.

Commissioner Beautz said she assumed it was.

Executive Director Linda Wilshusen said that since Big Trees had offered to operate the demonstration train free of charge, they intended to run it on their track. She said staff could see if Union Pacific would allow the demo on its track.

Commissioner Beautz said that if the demo could not be on the actual route, a simulation along the actual route would be preferable. She repeated that the item before the

Commission today was whether to approve the resolution proposed by Commissioner Campos and if sponsorship for the rail car demonstration should be pursued.

Commissioner Beautz asked if staff could find out if Union Pacific would allow the demo to take place along the proposed route before the February Transportation Policy Workshop and if the item could be deferred until the TPW.

Director Wilshusen said staff would return to the TPW with an answer whether Union Pacific would allow the train to run on its tracks and said that the Oregon DOT needed their rail cars back by May for their own service.

Commissioner Pirie spoke in favor of putting the item off until after the public hearing on March 4th.

Commissioner Norton said the demo needs to be done before the EIR is completed and that it was important to bring the rail car that the Commission is considering to use. He clarified that negotiations are continuing to purchase the corridor and that the rail car intended for the recreational rail could be converted to bio-diesel or natural gas in the future.

Commission Alternate Schiffirin replaced Commissioner Wormhoudt announcing that he had listened to the entire meeting.

Commissioner Norton made a motion to approve the staff recommendations with the condition that staff discuss with Union Pacific if the rail car can be run on the Capitola to Aptos track.

Commissioner Beautz asked to split the motion.

Commissioner Norton moved to approve an amended version of the second staff recommendation to adopt a resolution authorizing the Executive Director to expend \$5,250, seek sponsorships and contributions, conduct promotional activities and make all of the necessary arrangements for a rail diesel car demonstration in April 2004, contingent on the demo running on the Capitola to Aptos corridor.

Commissioner Kennedy seconded.

The motion passed with Commissioners Johnson, Pirie, Hinkle, Spence and Beautz voting "no". (Resolution 22-04)

Executive Director Wilshusen noted that there was a replacement page for the resolution attached to the first staff recommendation that included the additional wording "for pre-acquisition activities" to the clause describing the initial application for Proposition 116 funds.

Commissioner Beautz said that the letter from Commissioner Campos specified that a resolution be drafted prohibiting the SCCRTC from using TDA funds for "subsidizing or funding operation of the recreational rail" and that the resolution itself stated that "funds will not be used to subsidize ongoing rail service operations". Ms. Beautz requested that the resolution reflect Commissioner Campos' original wording. Executive Director Wilshusen said that the wording could be changed.

Commissioner Norton moved to approve the staff recommendation to adopt the amended resolution confirming that Transportation Development Act (TDA) funds will not be used to subsidize or fund operation of the recreational rail service. Commissioner Reilly seconded the motion.

Commissioner Spence asked if Transportation Development Act funds could be used for capital costs. Director Wilshusen said they could but that beyond the Environmental Impact Report, it is not proposed to use them for that purpose.

Commissioner Beautz asked that the wording be revised to say "any aspect of recreational rail service." Staff noted that TDA funds were being used to fund the Environmental Impact Report, which is a capital cost.

Commissioner Pirie said she supported the motion but completely but that the Commission must understand that the resolution is not binding on future boards. She said she did not want the money to be expended until the March 4th public hearing.

The motion passed with Commissioner Kennedy voting "no".
(Resolution 23-04)

30.1 Accept Miscellaneous Written Comments from the Public on SCCRTC Projects and Transportation Issues - Formerly Item 21

Commissioner Pirie asked if the letter from the Law Offices of Dennis Kehoe, representing the interests of Mr. and Mrs. Richard Crocker regarding the proposed recreational rail line, had been sent to County Counsel. Director Wilshusen replied that it had and that County Counsel had advised staff regarding the response.

Commission Alternate Schifffrin moved to accept the item and Commissioner De La Paz seconded. The motion passed unanimously.

31. Process for Programming Transportation Enhancement Activities (TE) Funds and Application for the Rail/Trail Project

Senior Planner Rachel Moriconi reported that the Interagency Technical Advisory Committee has requested that the Regional Transportation Commission conduct an abbreviated competitive process to program \$1.8 million in TE funds to projects in the region. Staff and the ITAC recommend the Commission approve the proposed process and scoring criteria for the funds. Staff also recommends the Commission direct staff to prepare an application for \$500,000 of the funds for the Coastal Rail/Trail project.

Commissioner Beautz asked if Transportation Enhancement funds could be used for busses. Ms. Moriconi said they could only be used for enhancements like bus stops.

Commissioner Kennedy moved to approve the Interagency Technical Advisory Committee and staff recommendations that (1) the Regional Transportation Commission approve the attached Transportation Enhancement Activity (TE) program grant scoring criteria and proposed process to program \$1.8 million in Santa Cruz County's projected share of regional-TE funds and set a target of funding at least one project per agency (including local jurisdictions, UCSC, SCCRTC, etc.) at a minimum of \$100,000 per project; and (2) approve the attached resolution authorizing staff to submit an application for the Bicycle and Pedestrian Path adjacent to the Rail Right-of-Way.

Commissioner Pirie questioned whether applying for the funding prior to the acquisition of the rail line was appropriate.

Senior Planner Moriconi said that it is common for there to be some right-of-way issues pending when applications for funding are submitted.

Commission Alternate Schifffrin seconded the motion.

The motion passed unanimously with Commissioner Stone absent for the vote.

32. 2004 Legislative Agenda - Continued to the February 19th

Transportation Policy Workshop

Commissioner Spence asked if staff could investigate federal funding for paratransit services.

33. Next Meetings/Adjournment

The meeting adjourned at 12:40 p.m.

A Public Hearing on Paratransit Issues is scheduled for Thursday, February 5, 2004 at 4:00 p.m. at the Board of Supervisors Chambers, 701 Ocean Street, Santa Cruz, CA 95060.

The next Transportation Policy Workshop is scheduled for Thursday, February 19, 2004 at 9:00 a.m. at the SCCRTC offices, 1523 Pacific Avenue, Santa Cruz, CA 95060.

The next regular SCCRTC meeting is scheduled for Thursday, March 4, 2004 at 9:00 a.m. at the Board of Supervisors Chambers, 701 Ocean Street, Santa Cruz, CA 95060.

A Public Hearing on the Recreational Rail Environmental Impact Report is scheduled for Thursday, March 4, 2004 at 7:00 p.m. at the Board of Supervisors Chambers, 701 Ocean Street, Santa Cruz, CA 95060.

Respectfully submitted,

Gini Pineda, Staff

Attendees

| <u>Name</u> | <u>Representing</u> |
|-------------------|-------------------------|
| Sandra Coley | PVTMA |
| Bill Comfort | |
| Andrew Horne | |
| John Presleigh | County DPW |
| Neil McElwee | |
| Michael Park | |
| Jim Conklin | Business Council |
| Bob Yount | MASTF |
| Charles Sanchez | Caltrans |
| Chris Metzger | Nolte |
| Charles Paulden | |
| Kim Franklin | Riester Robb |
| Sequoia Clare | Riester Robb |
| David Eselius | |
| Les White | SC Metro |
| Robert Jones | |
| Peter Truman | |
| Julie Fritsch | |
| Julianna Rousseau | League of Women Voters |
| Bob Riley | |
| Theresa Bloom | SCCARRED |
| Libby Huyck | |
| Rene Ouellette | SCCARRED |
| Kathy Ouellette | SCCARRED |
| Pat Gelb | Parsons |
| Michael Favia | |
| John Bush | Santa Cruz Big Trees RR |
| Spike Alper | CFST |
| Paul Elerick | CFST |
| Micah Posner | People Power |
| Peter Scott | CFST |
| Debbie Bulger | Mission Pedestrians |
| Thomas Paoli | |
| Brenda Paoli | |
| Bryan Smith | |
| Greg Kindig | |
| Elliot Omiya | |
| George Cross | |