

Gini Pineda

From: Andrew Horne [andrewhorne@cruzio.com]
Sent: Wednesday, June 02, 2004 6:32 PM
To: ellen.pirie@co.santa-cruz.ca.us; tony.campos@co.santa-cruz.ca.us; keoghs1@pacbell.net; ranndo@aol.com; Richard De La Paz; Jan Beautz; mark.stone@co.santa-cruz.ca.us; Pat Spence; ereilly@ci.santa-cruz.ca.us; mardi.wormhoudt@co.santa-cruz.ca.us; skennedy@ci.santa-cruz.ca.us
Cc: info@sccrtc.org; Les White; Heather Boerner
Subject: STIP Funding Discussion at June RTC Meeting

I am writing in regard to item 28 on tomorrow's agenda: Report on California Transportation Commission Hearings on the 2004 State Transportation Improvement Program (STIP) (carried over from May 20, 2004 Transportation Policy Workshop Meeting)

The staff memorandum singularly fails to address the key point:

The CTC has allocated \$66.4 million in STIP funds to Santa Cruz County. The Staff has ignored CTC guidance about funding available to Santa Cruz County and has submitted both Figure 4 (First Choice) and Figure 5 (Second Choice) each requesting in excess of \$74 million in funding. There is a gap of \$7.8 - \$8.2 million between what the CTC is proposing to fund and what the RTC wants. Since the RTC has not submitted a project request with funds within CTC parameters, the CTC has made a decision to bridge the gap by eliminating funding for Metrobase \$7.8 million.

In the Staff memo "Update on STIP Funding for the Metrobase Project," <http://www.sccrtc.org/packet/2004/0406/0406-28b.pdf> the RTC states that one option to preserve funding for Metrobase is to temporarily "deprogram" one or more projects in the later years of the STIP in order to fund Metrobase. There are three big ticket items in the STIP funding request: Highway 1/17 merge lanes (\$39 million), Santa Cruz Branch Line ROW Acquisition (\$10 million), Metrobase (\$7.8 million). The remainder is small projects.

The Staff report states that "Everyone is in agreement that the Metrobase Project is one of the most important transportation projects in Santa Cruz County." However purchase of the Santa Cruz Branch Line ROW is planned to provide self-described Recreational Rail Service. Obviously, the RTC should fund one of the most important transportation projects in the County before it funds a recreational project.

I therefore urge the RTC to formally, explicitly investigate "temporarily deprogramming" \$7.8 million of the \$10 million proposed for Santa Cruz Branch Line ROW Acquisition in order to secure funding for Metrobase in the 2004 STIP. For your reference, I attach a one page summary of all STIP funding allocations on a side-by-side basis to show how the RTC should allocate STIP funds within the CTC \$66.4 million STIP limit.

Regards,

Andrew Horne
Aptos

10-1

6/7/2004

2004 RTIP Proposal

Recommended Approach to Allocate \$66.4 Million That Is Actually Available

| | | Total RIP Programmed | | | |
|--|--|----------------------------|-----------------------------|---------------------------|------------------|
| RTIP # | Title | Figure 4 - First Choice | Figure 5 - Second Choice | Figure 6 - Last Choice | Real Choice |
| CT 18 | Harkins Slough Interchange - R/W \$132 not shown | 5,503 | 5,503 | 5,503 | 5,503 |
| CT 3 | Hwy 1/17 Merge Lanes - (\$29,638 is GF funds) | 39,129 | 39,129 | 39,129 | 39,129 |
| CAP 8 | 41st Ave, Capitola-RR tracks, rehab | 290 | 290 | 290 | 290 |
| SC 1 | Santa Cruz multimodal station:AB3090 Replacement 1/04 | 0 | 0 | 0 | 0 |
| SC 32 | AB 3090 Replacement Project - up to the City's discretion | 425 | 425 | 425 | 425 |
| SC 3 | San Lorenzo River Bike/Pedestrian Bridge | 1,060 | 1,060 | 1,060 | 1,060 |
| SC 28 | Front St, Laurel-Water, rehab | 325 | 325 | 325 | 325 |
| SC 29 | High St. Highland, rehab | 611 | 611 | 611 | 611 |
| SC 30 | Water St, Branciforte-Morrissey, rehab | 195 | 195 | 195 | 195 |
| SC 31 | East Cliff Dr, Murray St, rehab | 395 | 395 | 395 | 395 |
| CO 2 | Graham Hill Rd improvements (safety): Add \$126 from 1176 | 2,026 | 2,026 | 2,026 | 2,026 |
| CO 35 | AB 3090 Reimbursement for El Rancho | 600 | 600 | 600 | 600 |
| CO 34 | Amesti Road Reconstruction | 1,480 | 1,480 | 1,480 | 1,480 |
| CO 42 | Green Valley Rd, Watsonville limits-Cowles, rehab | 310 | 310 | 310 | 310 |
| CO 43 | Soquel Av, Paul Minnie-Gross, rehab | 324 | 324 | 324 | 324 |
| CO 44 | San Andreas Rd, Zils-La Selva, rehab | 128 | 128 | 128 | 128 |
| CO 45 | Bonny Doon Rd, PM 2.34-pine Flat, rehab | 300 | 300 | 300 | 300 |
| CO 46 | Mt Hermon Rd, Zayante Br-Graham Hill, rehab | 110 | 110 | 110 | 110 |
| RTC 3 | Santa Cruz Branch Line ROW Acquisition (AB3090 Reimb) | 10,000 | 10,000 | 10,000 | 2,200 |
| RTC 4 | Plan, program and monitor | 306 | 306 | 306 | 306 |
| RTC 4 | Plan, program and monitor - NEW FUNDS | 520 | 148 | 148 | 148 |
| RTC 2 | Regional rideshare program | 596 | 596 | 596 | 596 |
| RTC 1 | Highway 1 Freeway Service Patrol | 413 | 327 | 327 | 327 |
| MTD 3 | Consolidated bus operations facility (AB3090 Reimb) | 7,800 | 7,800 | 0 | 7,800 |
| SV 16 | Scotts Valley Dr, Victor Sq-Vine Hill school, rehab | 250 | 250 | 250 | 250 |
| SV 17 | Mt Hermon Rd, La Madrona-Glen Cyn, rehab | 240 | 240 | 240 | 240 |
| WAT 30 | Green Valley Rd, Harkins Slough-Rt 152, rehab | 700 | 700 | 700 | 700 |
| WAT 31 | Freedom Bl, High-Lincoln, rehab, bike lane (SO) | 700 | 700 | 700 | 700 |
| | | 74,736 | 74,278 | 66,478 | 66,478 |
| CTC identified 2004 RTIP Targets for SC County (Adds \$148k for FY08/09) | | 66,478 | 66,478 | 66,478 | 66,478 |
| Surplus / (Deficit) | | (8,258) | (7,800) | 0 | 0 |

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

From: RJonesPE@aol.com [mailto:RJonesPE@aol.com]

Sent: Friday, June 04, 2004 11:49 AM

To: ellen.pirie@co.santa-cruz.ca.us; jan.beautz@co.santa-cruz.ca.us; tony.campos@co.santa-cruz.ca.us; mark.stone@co.santa-cruz.ca.us; ereilly@ci.santa-cruz.ca.us; tfitzmaurice@ci.santa-cruz.ca.us; keoghs1@pacbell.net; paspence@charter.net; Ranndo@aol.com; rdelapaz@ci.watsonville.ca.us; dnortondesigns@msn.com; mardi.wormhoudt@co.santa-cruz.ca.us; Linda Wilshusen; hboerner@santacruzsentinel.com.

Subject: Rail-trail suitability

Commissioners and Staff,

There was a June 2, 2004 article in the Sentinel headlined "Santa Cruz-Boulder Creek Bike Route Studied." Four route alternatives were studied by a company that specializes in these matters (LandPeople of Benicia). The distance is approximately 15 miles. One of the routes was the Roaring Camp rail line. An interesting result of that study is that the rail-trail was least desirable of the four. The study cited: Little shoulder, steep terrain that would require a structurally supported trail, and a **visibility concern for train operators**.

This demonstrates several important things. First, a railroad right-of-way is not necessarily suitable for a companion trail. Second, constructing a trail on a right-of-way can be a very costly activity. And last, there is a public safety issue in locating a trail adjacent to an active rail line.

All of these lessons should be applied to the rail-trail proposed on the UP right-of-way. There are many trail alternatives to the rail-trail, and those may be easier to implement, less costly, and certainly safer. The Wilder Ranch trail is a perfect example of a non-rail trail that meets the public's needs. ROW purchase is an unnecessary expenditure of public money in an era of limited funds and much higher transportation infrastructure priorities.

Robert Jones
Aptos

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

From: LibonPV@aol.com [mailto:LibonPV@aol.com]

Sent: Tuesday, June 08, 2004 10:01 PM

To: jan.beautz@co.santa-cruz.ca.us; mardi.wormhoudt@co.santa-cruz.ca.us; linda.wilshusen@co.santa-cruz.ca.us; paspence@charter.net; skennedy@ci.santa-cruz.ca.us; ereilly@ci.santa-cruz.ca.us; ellen.pirie@co.santa-cruz.ca.us; tony.campos@co.santa-cruz.ca.us; mark.stone@co.santa-cruz.ca.us; rdelapaz@ci.watsonville.ca.us

Cc: hboerner@santacruzsentinel.com; thonig@santacruzsentinel.com; info@sccarred.org

Subject: \$135 Million Bond Interest - the big black hole

I wasn't at all clear after the public meeting last Thursday night where the \$135 million bond interest cost was in the expenditure list for the sales tax measure. As with other similar tax measures, it's usually included at the bottom of the list, but it evidently was "missing" here. I would appreciate an accounting of this somewhat large figure.

As I mentioned in my letter to editor, I do feel that the the probability of cost over-runs is high for a project of this extreme, especially for this county. So I would strongly encourage you to make sure you have a large reserve (i.e 10% of total).

Thank you for your time and I look forward to a response.

Libby Huyck

Concerned citizen, representing 110,000 vehicles that commute daily on Highway One