

*Handout for October 7, 2004 RTZ mtg***TAMC**TRANSPORTATION AGENCY  
FOR MONTEREY COUNTY

Regional Transportation Planning Agency • Congestion Management Planning  
Local Transportation Commission • Monterey County Service Authority for Freeways & Expressways

October 5, 2004

Nicolas Papadakis  
Association of Monterey Bay Area Governments  
P.O. Box 809  
Marina, CA 93933-0809

**RE: Travel Forecast Modeling Work**Dear Mr. Papadakis: *Nick,*

TAMC certainly enjoys the cooperative working relationship that our agencies share with regards to transportation issues. We have appreciated working with you and your staff on the development of an integrated long-range transportation planning process for the region, the coordination of our MOU issues with Caltrans, the development of the Monterey Bay Sanctuary Scenic Trail, as well as the adoption of the Transportation Improvement Program and its accompanying air quality analysis. Most notably the expertise your agency has brought to travel forecast modeling projects, including the regional development impact fee and the I'ORA fee reallocation, has been extremely useful.

We are increasingly concerned, however, that insufficient resources are being devoted to the critical travel forecasting function that your agency performs. Several high priority projects will require the use of the AMBAG model and will involve your resources to oversee the use of the model or perform the actual analyses. It is our understanding that over the next several months, AMBAG will need to accomplish at minimum the following activities:

- Approve the model as adjusted for the Rancho San Juan project, the Pebble Beach development project, the revised County General Plan, and any other pending development projects
- Finalize the select link analysis for the I'ORA fee reallocation project
- Complete the new model in order to allow its use in analyzing highway projects currently in environmental review
- Update the regional development impact fee analysis

This workload will merit more than a single staff person or consultant devoted to the travel forecasting activities. AMBAG receives over 56% of the federal planning (PL) dollars for the region, which is approximately \$420,000 per year. Yet, according to your Overall Work Program, only about \$169,778 in this PL funding is allocated to modeling

*26-7 20-1*



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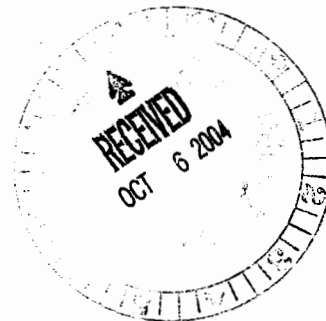
R. L. Gooch  
Director  
Special Properties: Sales & Development

In reply, please refer to:

October 5, 2004

UPS OVERNIGHT DELIVERY

Ms. Linda Wilshusen  
Executive Director  
Santa Cruz County Regional  
Transportation Commission  
1523 Pacific Avenue  
Santa Cruz, CA 95060



Dear Ms. Wilshusen,

As I understand it, a group of local citizens has entered Union Pacific's right of way without authorization and has constructed an unauthorized trail on the right of way. Now they come to the SCCRTC for reimbursement of costs in the amount of \$1,083.40, and the issue is scheduled for Commission discussion this Thursday, October 7, 2004.

Union Pacific did not authorize the above work. People who illegally trespassed on the UP right of way did the work. It would be completely inappropriate for the Commission to reimburse a group for illegal activity. In fact, the improvements are subject to removal and restoration of the property, costs paid by those responsible for the unauthorized work.

Please share Union Pacific's position with the Commission.

Thank you

Very truly yours,

A handwritten signature in cursive script that reads "Rick Gooch".  
Rick Gooch

Cc: Jeff Asay-UP Law Dept  
Jerry Wilmoth-UP Operating Dept.

20-3

**SANTA CRUZ COUNTY RTC  
WASHINGTON OFFICE MEMORANDUM**

**TO:** Linda Wilshusen  
**FROM:** Carolyn Chaney/Chris Giglio  
**DATE:** October 5, 2004  
**SUBJECT:** Highway Bill Reauthorization Update

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Unable to come to an agreement on an overall funding level during months of negotiations over the reauthorization of federal surface transportation programs (TEA-21), Congress approved legislation last week extending the current law for another eight months. This sixth temporary extension of TEA-21, passed exactly one year after the original expiration of the bill, will give Congress until the end of May 2005 to find common ground.

Both the House and Senate approved their respective versions of a highway bill this year, and on a policy level, those measures do resemble the \$256 billion proposal offered by the White House late last year. However, the three sides have yet to come to an agreement on how much money to spend on transportation programs over the next six years. The Senate leads the way with a \$318 billion proposal approved in February, while the House settled on a \$284 billion bill in April after scaling back its original \$375 billion measure.

While the White House claimed that both the House and Senate bills used questionable accounting techniques to reach their levels (neither chamber dared to propose an increase in the gas tax, however) and threatened to veto either of them, there were reports that House leaders had come to a tentative agreement on a \$299 level that the President might accept. Senate Democrats scuttled that idea, however, laying their hopes that a change in Administration would ultimately yield a higher number next year, and the eight-month extension was reluctantly approved.

The larger debate on overall funding levels kept negotiators from discussing the finer points of the highway bill, particularly the "high priority" projects that each Member of Congress advocates on behalf of his or her district. The House version of the bill did include \$3.67 million for Highway 1 widening, but the Senate was waiting for the House-Senate conference committee to propose its projects, so a final list of projects and funding has not yet been negotiated. In addition, both the House and Senate bills contain a version of a new High Intensity Tier transit program, of which Santa Cruz METRO has been a leading proponent. The program would provide additional formula funding for transit agencies with high levels of service that serve smaller urbanized areas.

Although Congress is scheduled to gather for a "lame duck" session the week of November 15, it is not expected to address the highway bill at that time, leaving the debate to begin again in January.

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