Santa Cruz County Regional Transportation Commission

AGENDA

Thursday, February 5, 2015
9:00 a.m.

NOTE LOCATION THIS MONTH
Watsonville City Council Chambers
275 Main Street, Suite 400
Watsonville, CA

NOTE
See the last page for details about access for people with disabilities and meeting broadcasts.

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

AGENDAS ONLINE
To receive email notification when the RTC meeting agenda packet is posted on our website, please call (831) 460-3200 or email info@sccrtc.org to subscribe.

COMMISSION MEMBERSHIP

Caltrans (ex-officio)          Tim Gubbins
City of Capitola              Dennis Norton
City of Santa Cruz            Don Lane
City of Scotts Valley         Randy Johnson
City of Watsonville           Jimmy Dutra
County of Santa Cruz          Greg Caput
County of Santa Cruz          Ryan Coonerty
County of Santa Cruz          Zach Friend
County of Santa Cruz          John Leopold
County of Santa Cruz          Bruce McPherson
Santa Cruz Metropolitan Transit District  Dene Bustichi
Santa Cruz Metropolitan Transit District  Lynn Robinson
Santa Cruz Metropolitan Transit District  Daniel Dodge

The majority of the Commission constitutes a quorum for the transaction of business.
Article 8 Transportation Development Act Claims – only City and County representatives vote
Article 4 Transportation Development Act Claims, Policy Issues, and SAFE – all 12 members vote
1. Roll call

2. Oral communications

Any member of the public may address the Commission for a period not to exceed three minutes 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, may not take action on items that are not on the agenda.

Speakers are requested to sign the sign-in sheet so that their names 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 January 15, 2015 Regional Transportation Commission meeting

5. Accept draft minutes of the January 6, 2015 Elderly and Disabled Transportation Advisory Committee (E&D TAC) meeting

6. Accept draft minutes of the January 15, 2015 Interagency Technical Advisory Committee (ITAC) meeting

POLICY ITEMS

No consent items

PROJECTS and PLANNING ITEMS

No consent items

BUDGET AND EXPENDITURES ITEMS

7. Accept status report on Transportation Development Act (TDA) revenues

ADMINISTRATION ITEMS

8. Approve appointment of members to the Elderly and Disabled Transportation Advisory Committee (E&D TAC)
INFORMATION/OTHER ITEMS

9. Accept monthly meeting schedule

10. Accept correspondence log

11. Accept letters from RTC committees and staff to other agencies
   a. Letter of support from the Bicycle Advisory Committee for the County of Santa Cruz Health Services Agency 2016 Office of Traffic Safety grant

12. Accept miscellaneous written comments from the public on RTC projects and transportation issues

13. Accept information items—none

REGULAR AGENDA

14. Commissioner reports – oral reports

15. Director’s report – oral report
   (George Dondero, Executive Director)

16. Caltrans report and consider action items
   a. Construction projects update

17. Committee Appointments
   (George Dondero, Executive Director)
   a. Staff report
   b. 2015 Preliminary Commission Roster

18. 2015 Legislative Priorities and Legislative Updates
   (Rachel Moriconi, Senior Transportation Planner)
   a. Staff report
   b. Draft State Legislative Priorities
   c. Draft Federal Legislative Priorities
   d. Summary of Governor’s January Budget Proposal
   e. Article: Gov. Jerry Brown wants investment in California roads
   f. Road Usage Charge Summary, California Transportation Commission (CTC)
   g. Federal Update from Capital Edge
   h. Article: White House stops short of endorsing fuel tax increase to fund transportation
19. Unified Corridors Plan: Santa Cruz County Transportation Modeling Tools
   (Ginger Dykaar, Transportation Planner)
   
a. Staff report
b. Resolution authorizing a consulting agreement
c. RFP Scope of Service

20. Review of items to be discussed in closed session

   CLOSED SESSION

21. Conference with legal counsel—anticipated litigation. Significant Exposure to
    Litigation to be considered for one case pursuant to Government Code Section
    54956.9 (d)(2).

22. Conference with Labor Negotiators Pursuant to Government Code 54957.6

   Commission Negotiators: George Dondero and Yesenia Parra
   Bargaining Units: Mid-Management Unit and General Representation Unit

   OPEN SESSION

23. Report on closed session

24. Next meetings

   The next RTC meeting is scheduled for Thursday, March 5, 2015 at 9:00 a.m.
   at the Board of Supervisors Chambers, 701 Ocean Street, 5th Floor, Santa
   Cruz, CA.

   The next Transportation Policy Workshop meeting is scheduled for Thursday,
   February 19, 2015 at 9:00 a.m. at the RTC Offices, 1523 Pacific Avenue, Santa
   Cruz, CA.

   HOW TO REACH US

Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue, Santa Cruz, CA 95060
phone: (831) 460-3200 / fax (831) 460-3215

Watsonville Office
275 Main Street, Suite 450, Watsonville. CA 95076
(831) 768-8012
email: info@sccrtc.org / website: www.sccrtc.org
**COMMENTS FROM THE PUBLIC**

Written comments for items on this agenda that are received at the RTC office in Santa Cruz by noon on the day before this meeting will be distributed to Commissioners at the meeting.

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**Broadcasts:** Many of the meetings are broadcast live. Meetings are cablecast by Community Television of Santa Cruz. Community TV’s channels and schedule can be found online [www.communitytv.org](http://www.communitytv.org) or by calling (831) 425-8848.

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- Aptos Library
- Branciforte Library
- Santa Cruz Downtown Library
- Garfield Park Library
- Live Oak Library
- Watsonville Main Library
- Boulder Creek Library
- Capitola Library
- Felton Library
- La Selva Beach Library
- Scotts Valley Library

For information regarding library locations and hours, please check online at [www.santacruzpl.org](http://www.santacruzpl.org) or [www.watsonville.lib.ca.us](http://www.watsonville.lib.ca.us).

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**HOW TO REQUEST**

- **ACCOMMODATIONS FOR PEOPLE WITH DISABILITIES**
  
  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 person 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 make advance arrangements (at least three days in advance) by calling (831) 460-3200.
Santa Cruz County Regional Transportation Commission

Minutes

Thursday, January 15, 2015

Santa Cruz City Council Chambers
809 Center St.
Santa Cruz, CA

1. Roll call

The meeting was called to order at 9:06 a.m.

Members present:
Aileen Loe (ex-officio)     Don Lane
Dennis Norton               Randy Johnson
Greg Caput                 Ryan Coonerty
Zach Friend                Bruce McPherson
Lowell Hurst (alt.)        John Leopold
Tony Gregorio (alt.)

Staff present:
Luis Mendez               Grace Blakeslee
Rachel Moriconi           Cory Caletti
Maggie Bardacke

2. Oral Communications – none

3. Additions or deletions to consent and regular agendas

Two replacement pages of the agenda, a handout for Item 18, a handout for Item 19 and the Director’s Report were distributed.

CONSENT AGENDA

Commissioner Lane moved and Commissioner Caput seconded the consent agenda. The motion passed, with Commissioners Lane, Leopold, McPherson, Caput, Friend, Norton, Hurst and Johnson voting “aye.” Coonerty abstained...
from voting on the draft minutes but voted ‘aye’ on the rest of the consent agenda.

MINUTES

4. Approved draft minutes of the December 4, 2014 Regional Transportation Commission meeting

5. Approved draft minutes of the December 4, 2014 Service Authority for Freeway Emergencies (SAFE)

6. Accepted draft minutes of the December 4, 2014 Budget and Administration/Personnel Committee meeting

7. Accepted draft minutes of the November 20, 2014 Interagency Technical Advisory Committee meeting

8. Accepted draft minutes of the December 8, 2014 Bicycle Advisory Committee meeting

POLICY ITEMS

No consent items

PROJECTS and PLANNING ITEMS

9. Approved City of Santa Cruz FY 14-15 Article 8 Transportation Development Act Claim for $25,000 for Bikeway Striping and Minor Improvements (Resolution 11-15)

10. Approved designating FY2015 Proposition 1B Transit Security funds to Santa Cruz METRO (Resolution 12-15)

BUDGET AND EXPENDITURES ITEMS

11. Accepted status report on Transportation Development Act (TDA) revenues

ADMINISTRATION ITEMS

No consent items

INFORMATION/OTHER ITEMS

12. Accepted monthly meeting schedule

13. Accepted correspondence log
14. Accepted letters from RTC committees and staff to other agencies – None

15. Accepted miscellaneous written comments from the public on RTC projects and transportation issues

16. Accepted information items


**REGULAR AGENDA**

17. Commissioner reports – oral reports

Commissioner Leopold reported that he attended the ribbon cutting for the Arana Gulch Multi-Use Trail and said that it was a great event with 300-400 people in attendance. He congratulated all staff on the completion of the project and praised its connection to the ongoing Safe Route to Schools program.

18. Director’s report – oral report
   *(Luis Mendez, Deputy Director)*

Deputy Director Luis Mendez updated the Commission on RTC staff’s participation at the annual Transportation Research Board (TRB) conference in Washington, DC. He also spoke about Governor Jerry Brown’s recently released FY 15/16 State Budget proposal and the need for expanded financing for the transportation system. He also reported that the Land Trust of Santa Cruz County met their fundraising goal for the Highway 17 Wildlife Crossing, a project that will help wildlife safely cross the highway and improve highway travel for motorists. He also announced the completion of the Arana Gulch Multiuse Trail and the Vine Hill School Road and Tabor Drive bike lanes and sidewalks in Scotts Valley.

Commissioners congratulated the Land Trust on the fundraising for the Highway 17 Wildlife Crossing and stated their appreciation for projects already being used by many people.

19. Caltrans report and consider action items - oral report

Aileen Loe, Caltrans, presented the Caltrans report. Aileen Low announced that Caltrans and the California State Transportation Agency are working on new guidelines to fund a program on cap and trade (called the Transit and Inter City Rail Capital Program). She said that three workshops will be held and that these projects will modernize the transit system to reduce green house gas emissions. She also reminded the Commission that a full closure of Highway 9 will begin on February 9th and closures are expected to last 6 months.
Commissioner Caput left the meeting and Alternate Commissioner Tony Gregorio took his place.

**Amelia Conlen, Director of People Power,** stated that cyclists report that freeway on-ramps are the most dangerous part of cycling and asked if Caltrans could provide local jurisdictions with guidelines on how to proceed with taking action to address freeway issues.

Aileen Loe, Caltrans, said that there are guidelines and that she would follow up to share them.

20. Federal Transit Administration Section 5310 Grant Applications

Senior Transportation Planner Grace Blakeslee presented the staff report.

**Raymond Cancino, CEO of Community Bridges,** explained how important these vans would be to their program and appreciated RTC on their support.

**Claire Fliesler, Metro,** stated that if granted funding for four para-transit vehicles it would make an immediate positive impact to the disabled and elderly population.

Commissioners discussed the eligibility of programs that provide services outside the county, why there weren’t more applicants, the need for more transportation funding, and the amount of people served by each program.

Commissioner Friend moved, and Commissioner McPherson seconded to certify Santa Cruz County’s score for the Traditional Section 5310 grant application, confirm the receipt of Expanded Section 5310 grant application, and certify that the applications meet federal statutory and program regulations. The motion passed *(Resolution 13-15)* with Commissioners Coonerty, Friend, Gregorio, Johnson, Lane, Leopold, McPherson, and Hurst voting “aye” and Commissioner Norton voting “no.”

21. Federal Lands Access Program grant submission for a North Coast Section of the Monterey Bay Sanctuary Scenic Trail Network

Cory Caletti presented the staff report.

Commissioners thanked RTC staff for looking at creative funding sources to support this project, congratulated staff on the application, discussed the importance of the matching funds, the construction management of the project, how the RTC could do some of the preliminary work on the project without having an engineer on staff, how to meet federal requirements to be eligible for grant funds, and how best to partner with the jurisdictions.
Aileen Loe, Caltrans, stated she did not have a definitive answer to Commissioners questions about meeting federal requirements but would look into it and let the Commissioners know the answers.

Piet Canin, Ecology Action and board member of the Friends of the Rail and Trail (FORT), urged Commissioners to support the RTC staff recommendation stating that Ecology Action and FORT completely support this project. A handout was given on FORT’s 2014 accomplishments.

Amelia Conlen, People Power, stated her strong support for this project, particularity with the goal to keep cyclists off of Highway 1.

Maura Noel, President, Santa Cruz Cycling Club, expressed support for this project and stated that the local cycling and tourism communities are very excited about this project.

Stephen Slade, Deputy Director of the Land Trust, thanked the RTC for all their work on this project and for making the RTC’s application competitive.

Commissioners discussed how jurisdictions can help with the project.

Commissioner Coonerty motioned and Commissioner McPherson seconded to authorize the Executive Director to apply for funding and execute agreements with the Federal Highway Administration for Federal Lands Access Program funds and with partner agencies and non-profits for matching funds. The motion passed unanimously (Resolution 14-15), with Commissioners Coonerty, Friend, Gregorio, Johnson, Lane, Leopold, McPherson, Hurst, and Norton voting “aye.”

The meeting adjourned at 10:42 am.

22. Next meetings

The next RTC meeting is scheduled for February 5, 2015 at 9:00 a.m. at the Watsonville City Council Chambers, 275 Main St, Suite 400, Watsonville, CA.

The next meeting of the Transportation Policy Workshop is scheduled for Thursday, February 19, 2015 at 9:00 a.m. at the RTC Offices, 1523 Pacific Avenue, Santa Cruz, CA.

Respectfully Submitted,

Maggie Bardacke, Staff

Attendees

Erich Friedrich               Santa Cruz Metro
<table>
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<tr>
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<th>Organization/Role</th>
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<tbody>
<tr>
<td>Claire Fliesler</td>
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<td>Stephen Slade</td>
<td>Land Trust of Santa Cruz County</td>
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<tr>
<td>Rachel Moriconi</td>
<td>RTC Staff</td>
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<tr>
<td>Grace Blakeslee</td>
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<tr>
<td>Cory Caletti</td>
<td>RTC Staff</td>
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<tr>
<td>Heather Adamson</td>
<td>Association of Monterey Bay Area Governments</td>
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<tr>
<td>Amelia Conlen</td>
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<tr>
<td>Maura Noel,</td>
<td>President, Santa Cruz Cycling Club</td>
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<tr>
<td>Piet Canin</td>
<td>Ecology Action</td>
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<tr>
<td>Raymond Cancino</td>
<td>Community Bridges</td>
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1a. RTC Staff Open Meeting and included item 1a, Nominate Meeting Chair

No chair or vice chair were present at the meeting at the designated start time. RTC staff solicited nominations for a committee member to serve as chair for the meeting. Veronica Elsea was nominated as chair for the meeting (Berkowitz/ Hagen). The nomination was approved unanimously.

1b. Introductions

**Members Present:**
Lisa Berkowitz, CTSA
John Daugherty, Metro Transit
Veronica Elsea, 3rd District
Sally French, Social Services Provider- Disabled
Donald Hagen, 4th District

**Excused Absences:**
Clay Kempf, Social Service Provider for Seniors
Patti Lou Shevlin, 1st District
Michael Molesky, Social Service Provider Disabled

**Unexcused Absences:**
Debbi Brooks, Social Service Provider - Persons Of Limited Means

**Alternates Present:**
Brent Gifford, 1st District
April Warnock, SCMTD

**RTC Staff Present:**
Grace Blakeslee

**Others Present:**
Claire Fliesler, Metro
Saskia Lucas, Open Streets
Theresia Rogerson, CTSA
Sandy Skezus, County Human Services

2. Oral Communications

The following information was discussed or announced:
- John Daugherty announced the Arana Gulch Multiuse Path ribbon cutting scheduled for January 14th from 2-4pm.

3. Additions or deletions to consent and regular agenda

**CONSENT AGENDA**

*Action: The motion (Daugherty/Hagen) - - to approve the consent agenda - - carries.*

**Ayes:** Lisa Berkowitz, John Daugherty, Veronica Elsea, Sally French, Donald Hagen, Brent Gifford
**Nays:** None
**Abstain:** None

4. Approved minutes from October 14, 2014 meeting
5. Received Transportation Development Act Revenues Report

6. Received RTC Meeting Highlights

7. Received Annual Calendar of E&D TAC Items

8. Approved Donna Patters, Volunteer Center Staff, Application to Serve as Social Services Provider – Person of Limited Means Alternate

9. Received Information Items
   a. Notice of Public Hearing Route 68 Live Oak & Route Broadway/Frederick
   b. Letter on October 22, 2014 from Seniors Council to Santa Cruz Metro Regarding Route 6 Service

10. Receive Agency TDA Reports
    a. Volunteer Center – 1st Quarter FY14/15
    b. Community Bridges – 4th Quarter FY13/14

11. Received Agency Updates
    a. Santa Cruz Metro Accessible Service Report for July-September 2014
    b. Santa Cruz Metro Bus Stop Repair at Green Valley Road and Airport Blvd.
    c. Santa Cruz Metro ParaCruz Report for August & September 2014

**REGULAR AGENDA**

12. Provide Input on Open Streets Event and E&D TAC Involvement

Saskia Lucas, Executive Director of Open Streets, provided an overview of the Open Streets program and upcoming events in Watsonville, May 17, 2015 and Santa Cruz, October 11, 2015. Committee members suggested hosting demonstrations with Metro buses that mimic accessibility awareness day and highlighting SCMTD’s mobility training program at the event. Committee members also suggested that Open Streets reach out to the Watsonville Senior Center and Independent Square near Freedom Boulevard to encourage senior attendance at the event.


Theresa Rogerson, staff to the Community Traffic Safety Coalition, presented the Draft Bicycle and Pedestrian Construction Safety Guidelines. The draft guidelines reflect updates to 2012 MUTCD, Input from the RTC Bicycle Committee and Pedestrian Safety Workgroup. The document is intended to be used by local jurisdictions to inform construction activities. John Daugherty suggested including a checklist in the guidelines to provide clear instructions.

14. Approve Score for Section 5310 Grant Application

Grace Blakeslee, RTC staff, reviewed the Traditional Section 5310 and Expanded Section 5310 program requirements. Ms. Blakeslee summarized the applications for 5310 funding submitted to the RTC. Committee members discussed the application summaries. Santa Cruz Metro and Lift Line recommended corrections to the application summaries to reflect the door-to-door transit service provided. Santa Cruz Metro provided information about the paratransit vehicles requested in their Section 5310 application.

*Action: The motion (Daugherty/French) - - E&D TAC recommends that the Santa Cruz County Regional Transportation Commission (RTC) approve the Local Review Committee’s score for the Traditional Section*
5310 grant application submitted by Community Bridges; and, review applications submitted to the RTC for the new Expanded Section 5310 grant funding.

Ayes: John Daugherty, Veronica Elsea, Sally French, Donald Hagen, Brent Gifford  
Nays: None  
Abstain: Lisa Berkowitz

15. Review Draft Committee Member Travel Expense Reimbursement

Grace Blakeslee, RTC staff, reviewed the Draft Committee Member Travel Expense Reimbursement policy and form. Committee members discussed verification of transit and paratransit services. Committee members inquired about establishing one rate of reimbursement for all modes. RTC staff explained that the program is for direct reimbursement of travel expenses and is not a stipend for meeting attendance.

Action: The motion (Hagen/Gifford) - - E&D TAC recommends that the Draft Committee Member Travel Expense policy include mileage rate for pedestrians, provide reimbursement for transit services in the amount equal to a transit day pass, change reference from “taxi service” to “taxi type services”, and indicate that proof of paratransit service be provided using ride logs, not receipts.

Ayes: Lisa Berkowitz, John Daugherty, Veronica Elsea, Sally French, Donald Hagen, Brent Gifford  
Nays: None  
Abstain: None

16. Receive Pedestrian Safety Work Group Update

Veronica Elsea reported that the Pedestrian/Motorist Brochure is available online and hard copies will be distributed. The Pedestrian Safety Work Group is pursuing opportunities to promote the Pedestrian/Motorist Brochure such as using public service announcements, and presentations to local jurisdictions and stakeholders. In 2015, the Pedestrian Safety Work Group will be working with the Bicycle Committee to initiate a joint effort to create a similar brochure to provide education about what bicyclist and pedestrians want each other to know, and to implement sidewalk maintenance strategies. Veronica Elsea invited members to participate in the Pedestrian Safety Work Group in order to fill a vacancy. Santa Cruz Metro suggested that the Pedestrian Safety Work Group coordinate with Metro to distribute brochures as part of Santa Cruz Metro’s Verification Transit Training. Lisa Berkowitz requested 200 English and 100 Spanish brochures for distribution at Senior Meal Dining Sites.

Veronica Elsea provided a review of the Caltrans’ Accessibility Advisory Committee’s discussion of AB 1193, which allows local jurisdictions to implement cycle tracks. The Committee is seeking to improve coordination between bicycle and pedestrian advocacy activities. Veronica Elsea reviewed development of the Committee charter which is expected to establish rules for membership.

17. Adjourn 3:50 pm

Respectfully submitted, Cathy Judd, RTC Staff
1. **Call to Order:** Chair Wiesner called the meeting to order at 1:30pm.

2. **Introductions:** Self introductions were made.

3. **Oral Communications:** None.

4. **Additions/ Changes to consent and regular agenda:** Caltrans Monthly Construction Report distributed for Item 6.

**CONSENT AGENDA:** Fontes moved and Chen seconded approval of the consent agenda. The motion passed unanimously with Adamson, Chen, Dettle, Fontes, Fliesler, Friedrich, and Wiesner voting “yes”.

5. Approved minutes of the November 20, 2014 ITAC meeting.

**REGULAR AGENDA**

6. **Status of ongoing transportation projects, programs, studies and planning documents - Verbal updates from project sponsors**
**County of Santa Cruz:** Russell Chen reported that several storm damage repair projects have been completed, including on Branciforte Drive. Work continues on the Nelson Road bypass and North Rodeo Gulch retaining wall. Steve Wiesner reported that the roundabout in Rio Del Mar is 85% complete. The Twin Lakes multimodal project will start construction in the spring. El Rancho Road storm damage repairs are scheduled for construction this summer.

**SCMTD:** Claire Fliesler reported that planning for the joint City of Santa Cruz-METRO Pacific Station project continues, and there will be a charrette on the project in mid-February. Erich Friedrich reported that bus stop projects will be led by the METRO planning staff. METRO is developing standards for bus stops and will bring the draft standards to ITAC for input.

**AMBAG:** Eliza Yu reported that AMBAG is soliciting proposals for its rural transit initiative related to Sustainable Communities Strategy (SCS) implementation and integration into General Plans.

**RTC:** RTC staff reported that construction continues on the La Selva railroad bridge. The passenger rail study consultants are working on ridership, cost and revenue estimates. RTC is preparing an application for the Federal Lands Access Program to fund a portion of the Monterey Bay Sanctuary Scenic Trail Network (MBSST) which would link Wilder Ranch State Park to Coast Dairies.

**Caltrans:** Jennifer Wilson reported that Caltrans is almost done upgrading guardrails on Highway 1 from Aptos to Highway 9. The shoulder widening on Highway 17 at Laurel Curve construction continues. Caltrans will be repaving Highway 1 north of Western Drive and installing rumble strips from Shaffer Road to Swanton Road this spring. Modifications at the railroad crossing at Highway 129 are moving forward. In response to questions from ITAC members, staff will ask Caltrans to provide updates on the proposed wildlife corridor under Highway 17 and the Highway 152 maintenance project at a future meeting.

**Scotts Valley:** Scott Hamby reported that the Shugart Park Safe Routes to Schools access pathway and Vine Hill School Road/Tabor Drive sidewalks and bike lanes project are nearly complete.

**Watsonville:** Murray Fontes reported that the City of Watsonville is in the process of hiring an environmental services consultant for the Monterey Bay Sanctuary Scenic Trail Network (MBSST).

**City of Santa Cruz:** Claire Fliesler reported that she will be leaving METRO to work for the City of Santa Cruz. Mark Dettle reported that the City of Santa Cruz hosted an Arana Gulch pathway grand opening. The slip out repair on Chestnut Street, Laurel Street pavement rehabilitation, and West Lake Safe Routes to Schools projects are almost done. Construction continues on the roundabout at the wharf and the pathway to the San Lorenzo Trestle bridge. Proposals for environmental and design work on Segment 7 of the Monterey Bay Sanctuary Scenic Trail (Santa Cruz Wharf to Natural Bridges Drive) are due February 2. City staff is also working on Ocean Street and Murray Street Bridge projects.
11. **Received Legislative Update**

Rachel Moriconi requested input on the RTC’s draft 2015 State Legislative Priorities and provided a summary of the Governor’s budget proposal. Committee members suggested coordinating with local jurisdictions’ elected officials when they meet with federal and state representatives. Members discussed proceeds from the Cap and Trade Program and that indexing the gas tax is critical given that dropping gas prices will significantly reduce revenues available to maintain and operate local roads.

12. **Transportation Funding Opportunities**

Rachel Moriconi summarized updates proposed by the California Transportation Commission (CTC) for the Active Transportation Program (ATP). Staff agreed to set up a meeting in February with project sponsors to discuss opportunities to partner on applications and data collection.

Heather Adamson, AMBAG, provided an overview of the Cap and Trade-funded Affordable Housing and Sustainable Communities Program (AHSC). She noted that project readiness and reducing single-occupancy vehicle use are key criteria for ranking projects. Concept applications are due in February and the Strategic Growth Council will be hosting technical assistance workshops in early February.

13. **Adjournment:** The meeting adjourned at 3:30 p.m.

*Minutes prepared by: Rachel Moriconi*
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<td>780,261</td>
<td>845,925</td>
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<td>8,630,543</td>
<td>4,930,920</td>
<td>-118,367</td>
<td>-1.37%</td>
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Note:

I:\FISCAL\TDA\MonthlyReceipts\[FY14 - 15.xlsx]FY2014
AGENDA: February 5, 2015

TO: Regional Transportation Commission
FROM: Grace Blakeslee, Transportation Planner
RE: Appointment to the Elderly & Disabled Transportation Advisory Committee

RECOMMENDATION

The Elderly & Disabled Transportation Advisory Committee (E&D TAC) and staff recommend that the Regional Transportation Commission:

1. Approve Donna Patters, Volunteer Center Staff, (Attachment 1) to the E&D TAC for the Social Services Provider- Person of Limited Means alternate position; and,
2. Nominate members of their community for vacant positions as shown in the revised membership roster (Attachment 2).

BACKGROUND

The Elderly & Disabled Transportation Advisory Committee (E&D TAC) functions best when all committee membership and alternate positions are filled. Committee members, staff, Commissioners and the community are partners in this endeavor.

DISCUSSION

At its January 2015 meeting, the E&D TAC recommended that the RTC approve Donna Patters for the Social Services Provider- Person of Limited Means in the alternate position, replacing Rachel Glyn. The Volunteer Center currently represents the Social Services Provider- Person of Limited Means on the E&D TAC.

The Volunteer Center’s Transportation Program is a volunteer program providing rides and services to people whom -- through age, income, physical limitations or geographic location -- are unable to use other public or private transportation resources.

Ms. Patters is a resident of Ben Lomond and works in with the Volunteer Center’s Watsonville Transportation Program. Attached is Donna Patters application to serve as Social Services Provider- Person of Limited Means in the alternate position (Attachment 1) including her statement of qualification/interest and a revised roster (Attachment 2).

The E&D TAC and staff recommend that the Regional Transportation Commission approve Donna Patters to serve as Social Services Provider- Person of Limited Means in the alternate position.

In addition, active recruitment is underway for vacant member and alternate positions representing:

- Social Service Provider Representing Seniors (County)
- Potential Transit User (Disabled)
- Potential Transit User (60+)
- Private Operators
2nd Supervisorial District

Staff would appreciate assistance from commissioners in filling the vacant positions, both member and alternate positions. An E&D TAC membership application can be found on the RTC’s website.

**SUMMARY**

The E&D TAC and staff recommend that the Regional Transportation Commission approve Donna Patters to serve as Social Services Provider- Person of Limited Means alternate member.

**Attachments:**

1. Committee Appointment Applications for Donna Patters
2. E&D TAC Roster

I:\E&DTAC\MEMBERS\TC Member Reports\2015\SR_ED-Feb-Patters.docx
COMMITTEE APPOINTMENT APPLICATION

Santa Cruz County Regional Transportation Commission (SCCRTC)
Elderly & Disabled Transportation Advisory Committee (E/D TAC)

Meetings are scheduled for the second Tuesday of every other month at 1:30 p.m. in the Santa Cruz County Regional Transportation Commission conference room, located at 1523 Pacific Avenue in downtown Santa Cruz. At least one meeting each year is scheduled for an alternate location. Please refer to the Committee description, bylaws and recruitment process for more information.

If you are interested in serving on this committee, please complete this application, and return it to the Regional Transportation Commission office.

PLEASE TYPE OR PRINT CLEARLY

Name: Donna Patters

Home address: 

Mailing address (if different): 

Phone: (home) (business/message) 

E-mail: 

Length of residence in Santa Cruz County: 32 years

Position(s) I am applying for: □ Any appropriate position
☑ Alternate for Deb Brooks

Previous experience on a government commission or committee (please specify) 

None.

RECEIVED
OCT 10 2014
RTC
## Relevant Work or Volunteer Experience

<table>
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<tr>
<th>Organization</th>
<th>Town or Address</th>
<th>Position</th>
<th>Dates</th>
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<tbody>
<tr>
<td>American Cancer Society</td>
<td>Santa Cruz</td>
<td>Team Captain for Relay for Life</td>
<td>2011 2012 2013 2014</td>
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</tbody>
</table>

### Statement of Qualifications:

Please attach a brief statement indicating why you are interested in serving on this committee and why you are qualified for the appointment. If you have served on this committee in the past, please summarize your accomplishments on the committee and indicate which of the committee’s potential future endeavors most interest you.

### Certification:

I certify that the above information is true and correct and I authorize the verification of the information in the application in the event I am a finalist for the appointment.

**Signature**

**Date**

### Return Application to:

SCCRC
Elderly & Disabled Transportation Advisory Committee
1523 Pacific Avenue
Santa Cruz, CA 95060
fax: 460-3215   email: kpushnik@sccrtc.org

### Questions or Comments:

(831) 460-3200
October 14, 2014
Donna Patters
Position: Substitute Committee Member for Debbi Brooks
on the Elderly & Disabled Transportation Advisory Committee

Statement of Qualification/Interest

I have recently started working for the Watsonville Transportation Program and have been amazed at the gratitude of our senior and disabled clients who receive our services.

I have had the opportunity to speak with several of our clients and learn about their stories. I have come to realize the real need for transportation. Not only does this service provide our clients with a little more independence, it can change their quality of life. Being able to go to a doctor appointment or pick up a prescription may seem simple, but to those who are not able to do these things on their own, it completed changes the way that they live.

I would like to be a Substitute Committee Member for the E/D TAC to connect with the people in Santa Cruz County that are part of making transportation accessible for the elderly and disabled.
## Membership Roster - January 2015

<table>
<thead>
<tr>
<th>Members</th>
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<th>Alternate</th>
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<tr>
<td>vacant</td>
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<tr>
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<td>Social Service Provider - Disabled (County)</td>
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<td>Kirk Ance (2017)</td>
<td>CTSA (Lift Line)</td>
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<td>vacant</td>
<td>Potential Transit User (60+)</td>
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</tr>
<tr>
<td>vacant</td>
<td>Potential Transit User (Disabled)</td>
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</tr>
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</table>

(Year in Parentheses) = Membership Expiration Date
Santa Cruz County Regional Transportation Commission’s
ELDERLY & DISABLED TRANSPORTATION ADVISORY COMMITTEE (ED/TAC)
and SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC)

Membership Roster – October 2014

<table>
<thead>
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<th>Members</th>
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</thead>
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<td>Brent Gifford (2017)</td>
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<tr>
<td>Vacant</td>
<td>5th District (McPherson)</td>
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</table>

Staff

Grace Blakeslee, Transportation Planner, RTC 460-3219, gblakeslee@sccrtc.org

I:\E&DTAC\MEMBERS\2014\MEMEBERS-January2015_NoPhone.docx
## Santa Cruz County Regional Transportation Commission
### THREE MONTH MEETING SCHEDULE

**February 2015 Through April 2015**

All meetings are subject to cancellation when there are no action items to be considered by the board or committee. Please visit our website for meeting agendas and locations: [www.sccrtc.org/meetings/](http://www.sccrtc.org/meetings/)

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<td>2/5/15</td>
<td>Thursday</td>
<td>Regional Transportation Commission</td>
<td>9:00 am</td>
<td>Watsonville City Council Chambers</td>
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<tr>
<td>2/9/15</td>
<td>Monday</td>
<td>Bicycle Advisory Committee</td>
<td>6:00 pm</td>
<td>Commission Offices</td>
</tr>
<tr>
<td>2/10/15</td>
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<td>1:30 pm</td>
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<td>Interagency Technical Advisory Committee</td>
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<td>County Board of Supervisor Chambers</td>
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<td>Safe on 17/Traffic Operations Systems</td>
<td>10:00 am</td>
<td>San Jose CHP</td>
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<td>Thursday</td>
<td>Interagency Technical Advisory Committee</td>
<td>1:30 pm</td>
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**RTC Watsonville Offices – 275 Main St Ste 450 – Watsonville, CA**

**Board of Supervisors Chambers/CAO/RDA Conference room – 701 Ocean St-5th floor – Santa Cruz, CA**

**City of Capitola-Council Chambers – 420 Capitola Ave – Capitola, CA**

**City of Santa Cruz-Council Chambers – 809 Center St – Santa Cruz, CA**

**City of Scotts Valley-Council Chamber – 1 Civic Center Dr – Scotts Valley, CA**

**City of Watsonville-Council Chambers – 275 Main St Ste 400 – Watsonville, CA**
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<td>Donn Miyahara</td>
<td>Caltrans, District 5 Luis Mendez</td>
<td>Final Project Expenditure Report for STIP, Planning, Programming &amp; Monitoring</td>
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<td>Kuznetsov</td>
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January 23, 2015

Rhonda L. Craft, Director
Office of Traffic Safety
2208 Kausen Drive, Ste. 300
Elk Grove, CA  95758-7115

RE: Letter of Support for the County of Santa Cruz Health Services Agency 2016 Office of Traffic Safety grant

Dear Ms. Craft:

On behalf of the Regional Transportation Commission’s Bicycle Advisory Committee, I wish to extend our support to the Santa Cruz County Health Services Agency (HSA) in their application for the FFY 2016 Office of Traffic Safety grant proposal. These funds will be utilized to support our collaborative efforts to improve traffic safety and reduce injuries and fatalities to bicyclists and pedestrians in Santa Cruz County.

The Regional Transportation Commission’s Bicycle Advisory Committee serves to assist in the development and maintenance of a complete, convenient and safe regional bicycle and pedestrian network. Such a network increases the opportunity and attractiveness of bicycle and pedestrian trips for transportation purposes. The HSA grant complements the Bicycle Advisory Committee’s goals to increase the number of safe bicycle trips through safety awareness and education, including plans to distribute information to motorists about driving safely around more vulnerable road users.

RTC provides direct funding to HSA’s Ride ‘n Stride Program, the Community Traffic Safety Coalition, including the coalition’s South County Bicycle and Pedestrian Work Group, to address community wide bicycle and pedestrian safety education and inter-jurisdictional collaboration on traffic safety needs. The proposed OTS grant funding would enhance

Please feel free to contact the Regional Transportation Commission’s Bicycle Coordinator and staff to the Bicycle Advisory Committee, Cory Caletti at (831) 460-3201 or by email at ccaletti@sccrtc.org, for this and any other Bicycle Committee related matters.

Sincerely,

David Casterson
Chair, SCCRTC Bicycle Advisory Committee

cc: Santa Cruz County Regional Transportation Commission
    Santa Cruz County Regional Transportation Commission’s Bicycle Advisory Committee
From: Contact Request Form [mailto:admin@sccrtc.org]
Sent: Wednesday, January 07, 2015 8:41 AM
To: Regional Transportation Commission
Subject: New submission from Contact Form

This Contact Request Form has been submitted by a member of the public to http://sccrtc.org/contact-us/.

<table>
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<tr>
<th>Name</th>
<th>Neal Saiki</th>
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<td><a href="mailto:saikibunch@gmail.com">saikibunch@gmail.com</a></td>
</tr>
<tr>
<td>Subject</td>
<td>thanks for brush clearing the northbound hwy 17 offramp at mount hermon</td>
</tr>
</tbody>
</table>
| Your Message          | Just wanted to give everyone a huge "Thanks" for clearing the brush on the northbound 17 off ramp at Mount Hermon road. This was a horrible hazard and now there is plenty of visibility for cars to cross the off ramp at El Rancho drive. We have 4 kids and this was a dangerous situation we had to deal with daily.
                              Thanks for responding to this request!
                              Neal & Lisa Saiki |

01/27/15

Neal & Lisa Saiki –

Your appreciation for brush clearing on the northbound Highway 17 offramp at Mount Hermon was received and will be shared with the Santa Cruz County Regional Transportation Commissioners.

However, the credit should really go to Caltrans maintenance crews. By copy of this email, I’ll send it to Caltrans.

Thank you for letting them know.

Karena Pushnik, Senior Planner/Public Information Coordinator
Santa Cruz County Regional Transportation Commission
Santa Cruz Office (main) 831.460.3210 | Watsonville 831.768.8012
1523 Pacific Avenue | Santa Cruz, CA 95060

Follow our social networks for the latest RTC news
Hi Ginger,

I serve as a District 2 commissioner on the SCC Commission on the Environment and as Chair of the La Selva Beach Recreation District. As neighbors watch the new trestle nearing completion, I am frequently asked two questions:

Will the new trestle accommodate a path and bike trail?
Has a project been identified to control erosion along the rail line 200 to 300 yards south of the trestle, where gullying comes within a few feet of undercutting the rails?

I have not been able to find responses to these questions in the Regional Transportation Plan. Do you know where I can get information to share on these two questions?

Thanks for considering this request.

John

--
John W. Hunt, Ph.D.
Research Toxicologist
Department of Environmental Toxicology
University of California, Davis
and Bay Foundation of Morro Bay
jwhunt@ucdavis.edu
Phone: 831-684-1203
Cell: 831-566-0044
Fax: 831-684-1203

On 1/13/2015 4:39 PM, Karena Pushnik wrote:

Hello John Hunt –

Your public service on the Commission on the Environment and La Selva Beach Recreation District is appreciated.

Regarding the new La Selva Trestle, the bridge is replacing the railroad bridge only and does not include a bicycle/pedestrian component.

The La Selva Trestle is in Segment 15 of Monterey Bay Sanctuary Scenic Trail Network Master Plan (available [here online](http://example.com)), please see Section 4, web pages 83-88). The Master Plan, adopted 11/7/13 and revised 2/6/14, identifies four options for the trail at that location:

"The proposed trail crossing at the La Selva railroad bridge may require the following options for the drainage crossing:

1) An independent bike/pedestrian bridge structure on the inland side of the existing rail trestle with a landing near the south bridge abutment, crossing over the existing trail to the beach and landing to the inland side of the existing public parking lot;
2) A hybrid retrofit of the existing trestle superstructure with a bike/pedestrian crossing which utilizes the existing rail bridge for some of the lateral support of the new retrofit but not completely supporting the retrofit with the new rail bridge structure;
3) Inclusion of a bike/pedestrian crossing as part of a future rail trestle replacement [note: this option is now moot]; or
4) Use of existing on-street facilities until a new rail trestle is designed and implemented."

Two segments are currently moving forward toward construction, one in the City of Watsonville and the other in the City of Santa Cruz. Other segments will be constructed as funds become available. When Segment 15 moves forward, the implementing entity may select one of the La Selva Bridge options or phase in options. For
planning and cost estimation purposes, the Master Plan includes a 300-foot span pre-engineered bike/pedestrian bridge at La Selva.

Erosion control just south of the La Selva Beach trestle would be included as part of a larger project for improvements to the rail line either under project RTC-P41 or RTC-P02 in the Regional Transportation Plan (see Chapter 6 for the project maps and Appendix E for the full list of projects).

Hope this helps. Thank you.

Karena Pushnik, Senior Planner/Public Information Coordinator
Santa Cruz County Regional Transportation Commission
Santa Cruz Office (main) 831.460.3210 | Watsonville 831.768.8012
1523 Pacific Avenue | Santa Cruz, CA 95060

Follow our social networks for the latest RTC news

From: John Hunt [mailto:jwhunt@ucdavis.edu]
Sent: Wednesday, January 14, 2015 4:04 PM
To: Karena Pushnik
Subject: Re: FW: erosion control for rail line in LSB-Hunt,J

Hi Karena,

Thanks very much for pointing me to the specific sections of the documents. Sorry I didn't find them before. Very helpful. Thanks.

John
From: Contact Request Form [mailto:admin@sccrtc.org]
Sent: Tuesday, January 20, 2015 9:46 PM
To: info@sccrtc.org
Subject: New submission from Contact Form

This Contact Request Form has been submitted by a member of the public to http://sccrtc.org/contact-us/.

<table>
<thead>
<tr>
<th>Name</th>
<th>Ian OHalloran</th>
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</thead>
<tbody>
<tr>
<td>Email</td>
<td><a href="mailto:ianohallo@gmail.com">ianohallo@gmail.com</a></td>
</tr>
<tr>
<td>Subject</td>
<td>Trains</td>
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<tr>
<td>Your Message</td>
<td>I have not read too much into the projects on this website, but it looks like the old railway system that runs through Santa Cruz is going to be maintained as a walking path? Are there any plans to redo the railways to allow a commercial passenger train along the tracks?</td>
</tr>
</tbody>
</table>

01/27/15
Hello Ian OHalloran –

Your Contact Request Form regarding projects in the Rail Corridor was received and will be available to the Regional Transportation Commission (RTC) for their consideration.

The 32-mile Santa Cruz Branch Rail Line was purchased from Union Pacific by the RTC on behalf of the public using voter-approved Proposition 116 funding to increase transportation options within the county and maximize use of the 135 year old transportation corridor. Approximately half the county’s population lives within a mile of the rail corridor. In addition, over 80 parks and 25 schools, and many other attractions are within a mile of the line.

As a condition of the purchase agreement, the RTC is overseeing upgrades to some of the structure along the line, notably the La Selva Beach Trestle. The rail line has been impassable until completion of the La Selva Beach Trestle, scheduled for next month.

Potential uses of the rail corridor include the following:

- **Continued freight rail service** - Currently most of the freight traffic is out of Watsonville for agriculture, construction materials and biofuel. The Santa Cruz & Monterey Bay Railway (SC&MB) is the rail operator and is federally recognized as the common carrier. The SC&MB will seek freight customers in the northern parts of the county once the full line is operable.

- **New Passenger Rail Service** – the RTC us undergoing a Passenger Rail Study to analyze the feasibility of commuter and/or intercity passenger rail service on the 32-mile Branch Rail Line between Davenport and Pajaro. Public input was gathered over the summer on goals, evaluation measures, station locations and service scenarios. The draft plan with recommendations will be available for public review in Summer 2015. See the Passenger Rail Study page on the RTC website for more information about the project including summaries of public input from the survey and workshop.

- **Recreational or Excursion Passenger Rail Service** – the Santa Cruz & Monterey Bay Railway operated the seasonal Train to Christmastown in 2012 and 2013 and will operate it again this year out of Watsonville. The SC&MB plans other excursion services – such as dinner trains and sunset cruises – once the full line is operable.

- **Bicycle and Pedestrian Trail** – The Regional Transportation completed a Master Plan for the of the Monterey Bay Sanctuary Scenic Trail Network in Santa Cruz County. The Transportation Agency for Monterey County completed a Master Plan for the portion of the trail in Monterey county to form plans for trails ringing the Monterey Bay. Two of the twenty identifies segments in Santa Cruz County are moving forward toward implementation, one in Santa Cruz and the other in Watsonville. Other segments will be constructed as funds become available. The rail corridor forms the spine of the trail,
sometimes called the Rail Trail, and Master Plan is a design for the shared use path adjacent to the train tracks within the rail property.

In short, yes there are many planned uses of this valuable transportation corridor. Thank you for your interest.

.................................

Karena Pushnik, Senior Planner/Public Information Coordinator
Santa Cruz County Regional Transportation Commission
Santa Cruz Office (main) 831.460.3210 | Watsonville 831.768.8012
1523 Pacific Avenue | Santa Cruz, CA 95060

Follow our social networks for the latest RTC news

From: Ian O'Halloran [mailto:ianohallo@gmail.com]
Sent: Wednesday, January 28, 2015 9:53 AM
To: Karena Pushnik
Subject: Re: New submission from Contact Form-OHalloran,I

Thank you for all the information! If I have any further questions I will let you know.
## CONSTRUCTION PROJECTS

<table>
<thead>
<tr>
<th></th>
<th>Project</th>
<th>Location</th>
<th>Description</th>
<th>Construction Timeline</th>
<th>Construction Cost</th>
<th>Funding Source</th>
<th>Implementing Agency</th>
<th>Project Manager (Resident Engineer)</th>
<th>Contractor</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Hwy. 1 Guardrail Upgrade, Concrete Barrier, and improvements (05-0R9104)</td>
<td>Highway 1 from S of South Aptos Underpass to .1 Mi N. of Rt 9 (PM 9.0-17.6)</td>
<td>Upgrade Metal Beam Guard Rail, other improvements</td>
<td>Winter 2013/Winter 2014</td>
<td>$ 2.3 M</td>
<td>SHOPP</td>
<td>Caltrans</td>
<td>Doug Hessing (KB)</td>
<td>RGW Construction Inc., Livermore</td>
<td>Project consists primarily of overnight work, but intermittent day work as well.</td>
</tr>
<tr>
<td>2.</td>
<td>Hwy. 17 Laurel Curve NB Shoulder Widening (1C1804)</td>
<td>In Santa Cruz County near Scotts Valley from 0.3 Miles North of Glenwood Cutoff to 0.5 Miles South of Glenwood Drive</td>
<td>Shoulder Widening/Soil Nail Wall</td>
<td>August 4, 2014—Summer 2015</td>
<td>$3 Million</td>
<td>SHOPP</td>
<td>Caltrans</td>
<td>Steve DiGrazia (BR)</td>
<td>Graniterock Company DBA Pavex Construction Division, San Jose, CA</td>
<td>Work consists of daytime alternating lane closures. No night closures.</td>
</tr>
<tr>
<td>3.</td>
<td>Hwy. 17 Summit Slide Repair (1A7104)</td>
<td>In Santa Cruz County near Scotts Valley at 0.2 mile north of Glenwood Dr. (PM 11.0)</td>
<td>Construct retaining wall with concrete slab &amp; barrier, HMA pave</td>
<td>Spring 2013-February 28, 2014-Summer 2015, including 1 year plant establishment</td>
<td>$2 Million</td>
<td>SHOPP</td>
<td>Caltrans</td>
<td>Steve DiGrazia (BR)</td>
<td>Condon-Johnson &amp; Associates Inc., Oakland</td>
<td>Construction operations completed February 28, 2014, and work was accepted on Nov. 17, 2014. One year of plant establishment will end May, 2015.</td>
</tr>
</tbody>
</table>
### CONSTRUCTION PROJECTS IN DEVELOPMENT

<table>
<thead>
<tr>
<th>Project</th>
<th>Location</th>
<th>Description</th>
<th>Construction Timeline</th>
<th>Construction Cost</th>
<th>Funding Source</th>
<th>Implementing Agency</th>
<th>Project Manager (Resident Engineer)</th>
<th>Contractor</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>4. Hwy. 9 Pollution Source Control (0Q5904)</td>
<td>In Santa Cruz County at and near Boulder Creek at various locations from 0.9 mile south of Glengarry Rd to 0.2 mile north of Mcgaffigan Mill Rd (PM 3.7-18.7)</td>
<td>Construct retaining wall &amp; viaduct structure. Replace drainage pipes. Rehab maintenance turnaround.</td>
<td>Winter 2014-Summer 2015</td>
<td>$1.8 Million</td>
<td>SHOPP</td>
<td>Caltrans</td>
<td>Doug Hessing (KB)</td>
<td>Granite Rock Company, San Jose, CA</td>
<td>Full closure to begin on February 9. The highway will be fully closed for approximately 6 months (February to July) at Location 1 (PM 3.7, between Santa Cruz and Felton) for construction of the retaining wall and viaduct due to limited access for staging and equipment. A signed detour route directing traffic to Mount Hermon Road and Highway 17 will be provided for autos. A signed detour route will also be provided for bikes.</td>
</tr>
<tr>
<td>5. Hwy. 1 North County Pavement Preservation and Rumble Strips (05-1C860)</td>
<td>Near Santa Cruz from Western Drive to San Mateo C/L</td>
<td>Pavement preservation and install rumble strips</td>
<td>Spring 2015 – Winter 2016</td>
<td>$10.7 Million</td>
<td>SHOPP</td>
<td>Caltrans</td>
<td>Doug Hessing (PD)</td>
<td>Granite Construction Company</td>
<td>Project is in winter suspension.</td>
</tr>
<tr>
<td>6. Hwy. 152 Pavement Maintenance</td>
<td>Throughout Watsonville city limits</td>
<td>Sealcoating and full dig outs at spot locations</td>
<td>Summer 2015</td>
<td>$1 Million</td>
<td>Maint-</td>
<td>Caltrans</td>
<td>Ken Romero</td>
<td>TBD</td>
<td>Bid package expected to be released in Spring 2015. The final list of dig out locations will be identified in the package.</td>
</tr>
</tbody>
</table>
AGENDA: February 5, 2015

TO: Regional Transportation Commission (RTC)

FROM: George Dondero, Executive Director

RE: Budget and Administration/Personnel Committee Appointments

RECOMMENDATIONS
Staff recommends that the Regional Transportation Commission:

1. Make at least one interim appointment to the Budget and Administration/Personnel (B&A/P) committee to help ensure a quorum for its February 12, 2015 committee meeting; and,

2. By February 17, 2015 Commissioners communicate individual preferences regarding serving on the RTC’s Budget and Administration /Personnel Committee to the RTC Chair or Executive Director.

BACKGROUND
Currently, the Budget and Administration/Personnel Committee is the RTC’s only standing committee. The RTC rules and regulations state:

“Commissioner appointments to committees shall be made annually at the March Commission meeting by the Chair with concurrence of the Commission. When a Commissioner vacancy on a Committee is created, the Commission Chair shall make an interim appointment with concurrence of the Commission at the next meeting.”

The RTC has historically requested that Commissioners inform the Commission Chair or Executive Director of their interest in serving on a committee.

DISCUSSION
The Budget & Administration/Personnel Committee serves to review and monitor issues relating to the budget, work program, and other administrative and personnel functions of the RTC and makes recommendations to the Commission regarding such items. The committee also functions as the Personnel Committee to review personnel matters. According to the RTC rules and regulations, the membership of the committee is to be composed of the Commission Chair and up to 5 other Commissioners.

Attachment 1 is the 2015 Santa Cruz County Regional Transportation Commission roster. Please review the attached roster (Attachment 1) and inform staff of any needed corrections. The Santa Cruz Metropolitan Transit District (METRO) has
received nominees to serve on the RTC for 2015 and is scheduled to make its appointments at its February 6, 2015 meeting. Once the METRO representatives have been appointed, staff will inform the RTC and post a final RTC roster on its website: www.sccrtc.org.

The Commissioners appointed to the Budget and Administration/Personnel Committee are:

<table>
<thead>
<tr>
<th>Member</th>
<th>Alternate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eduardo Montesino</td>
<td>Daniel Dodge</td>
</tr>
<tr>
<td>Neal Coonerty</td>
<td>Andy Schiffrin</td>
</tr>
<tr>
<td>John Leopold</td>
<td>Dave Reid</td>
</tr>
<tr>
<td>Greg Caput</td>
<td>Tony Gregorio</td>
</tr>
<tr>
<td>Bruce McPherson</td>
<td>Virginia Johnson</td>
</tr>
<tr>
<td>Zach Friend</td>
<td>Patrick Mulhearn</td>
</tr>
</tbody>
</table>

In December 2014, two Budget and Administration/Personnel (B&A/P) Committee members ended their term with the Commission. These two positions will be filled at the March 5, 2015 RTC meeting. Due to the two vacancies left by departing Commissioners, at least one interim appointment to the B&A/P Committee should be made at the February 5, 2015 RTC meeting to help ensure a quorum at the February 12, 2015 B&A/P Committee meeting.

Staff recommends that Commissioners wishing to be appointed or reappointed to this committee inform the RTC Chair or Executive Director by February 17, 2015 and that the RTC make at least one interim appointment to the B&A/P Committee to help ensure a quorum for its February 12th meeting.

SUMMARY

The RTC has one standing commissioner committee, the Budget and Administration/Personnel Committee (B&A/P). Staff recommends that by February 17, 2015 individual Commissioners inform the Chair or Executive Director of their interest in continuing to serve on or being newly appointed to the Budget and Administration/Personnel Committee. Staff also recommends that the RTC make at least one interim appointment to the B&A/P committee to help ensure a quorum for its February 12, 2015 meeting.

Attachments:
  1. 2015 Commission Roster
<table>
<thead>
<tr>
<th>Name</th>
<th>District/Address</th>
<th>Contact Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>John Leopold, Chair</td>
<td>County of Santa Cruz, 1st District</td>
<td><a href="mailto:john.leopold@co.santa-cruz.ca.us">john.leopold@co.santa-cruz.ca.us</a> (831) 454-2200</td>
</tr>
<tr>
<td></td>
<td>Alternate: Dave Reid</td>
<td></td>
</tr>
<tr>
<td>Zach Friend</td>
<td>County of Santa Cruz, 2nd District</td>
<td><a href="mailto:zach.friend@co.santa-cruz.ca.us">zach.friend@co.santa-cruz.ca.us</a> (831) 454-2200</td>
</tr>
<tr>
<td></td>
<td>Alternate: Patrick Mulhearn</td>
<td></td>
</tr>
<tr>
<td>Ryan Coonerty</td>
<td>County of Santa Cruz, 3rd District</td>
<td><a href="mailto:ryan.coonerty@santacruzcounty.us">ryan.coonerty@santacruzcounty.us</a> (831) 454-2200</td>
</tr>
<tr>
<td></td>
<td>Alternate: Andy Schiffrin</td>
<td></td>
</tr>
<tr>
<td>Greg Caput</td>
<td>County of Santa Cruz, 4th District</td>
<td><a href="mailto:greg.caput@co.santa-cruz.ca.us">greg.caput@co.santa-cruz.ca.us</a> (831) 454-2200</td>
</tr>
<tr>
<td></td>
<td>Alternate: Tony Gregorio</td>
<td></td>
</tr>
<tr>
<td>Bruce McPherson</td>
<td>County of Santa Cruz, 5th District</td>
<td><a href="mailto:bruce.mcpherson@co.santa-cruz.ca.us">bruce.mcpherson@co.santa-cruz.ca.us</a> (831) 454-2200</td>
</tr>
<tr>
<td></td>
<td>Alternate: Virginia Johnson</td>
<td></td>
</tr>
<tr>
<td>Jimmy Dutra</td>
<td>City of Watsonville</td>
<td><a href="mailto:jimmy.dutra@cityofwatsonville.org">jimmy.dutra@cityofwatsonville.org</a> (831) 768-3004</td>
</tr>
<tr>
<td></td>
<td>Alternate: Lowell Hurst</td>
<td></td>
</tr>
<tr>
<td>Randy Johnson</td>
<td>City of Scotts Valley</td>
<td><a href="mailto:rlj12@comcast.net">rlj12@comcast.net</a> (831) 438-0633</td>
</tr>
<tr>
<td></td>
<td>Alternate: Donna Lind</td>
<td></td>
</tr>
<tr>
<td>Dennis Norton</td>
<td>City of Capitola</td>
<td><a href="mailto:dnortondesigns@msn.com">dnortondesigns@msn.com</a> (831) 476-2616</td>
</tr>
<tr>
<td></td>
<td>Alternate: Michael Termini</td>
<td></td>
</tr>
<tr>
<td>Don Lane, Vice-Chair</td>
<td>City of Santa Cruz</td>
<td><a href="mailto:dlane@cityofsantacruz.com">dlane@cityofsantacruz.com</a> (831) 420-5022</td>
</tr>
<tr>
<td></td>
<td>Alternate: Micah Posner</td>
<td></td>
</tr>
<tr>
<td>Dene Bustichi</td>
<td>Santa Cruz Metropolitan Transit District</td>
<td><a href="mailto:dene@bustichi.com">dene@bustichi.com</a> (831) 440-5600 Watsonville</td>
</tr>
<tr>
<td></td>
<td>Alternate:</td>
<td></td>
</tr>
<tr>
<td>Pending</td>
<td>Santa Cruz Metropolitan Transit District</td>
<td><a href="mailto:lrobinson@cityofsantacruz.com">lrobinson@cityofsantacruz.com</a> (831) 420-5025</td>
</tr>
<tr>
<td></td>
<td>Alternate:</td>
<td></td>
</tr>
<tr>
<td>Tim Gubbins</td>
<td>Caltrans District 5 Ex Officio</td>
<td><a href="mailto:tim_gubbins@dot.ca.gov">tim_gubbins@dot.ca.gov</a> (805) 549-3065</td>
</tr>
<tr>
<td></td>
<td>Alternate: Aileen Loe</td>
<td></td>
</tr>
<tr>
<td>Pending</td>
<td>Santa Cruz Metropolitan Transit District</td>
<td><a href="mailto:dddodge@ci.watsonville.ca.us">dddodge@ci.watsonville.ca.us</a> (831) 768-3005</td>
</tr>
<tr>
<td></td>
<td>Alternate:</td>
<td></td>
</tr>
</tbody>
</table>
TO: Regional Transportation Commission (RTC)
FROM: Rachel Moriconi, Senior Transportation Planner
REGARDING: 2015 Legislative Priorities and Legislative Updates

RECOMMENDATION

Staff recommends that the Regional Transportation Commission (RTC) approve State and Federal Legislative Priorities for 2015 (Attachments 1 & 2, respectively), to assist in analyzing the transportation impacts of legislative activities.

BACKGROUND

Each year the Regional Transportation Commission (RTC) adopts legislative platforms to guide its analysis of state and federal legislative or administrative actions. Working with the Central Coast Coalition (regional transportation agencies from Monterey, San Benito, Santa Barbara, San Luis Obispo, and Santa Cruz Counties), the California Association of Councils of Governments (CALCOG), other transportation entities, and its Washington, D.C. legislative assistant, the RTC notifies state and federal representatives of the RTC’s analysis of key issues, monitors legislative proposals, and provides input on other federal and state actions that could impact implementation of the Regional Transportation Plan (RTP), Regional Transportation Improvement Program (RTIP), and transportation projects in Santa Cruz County.

DISCUSSION

2015 Legislative Priorities

The proposed 2015 State and Federal Legislative Priorities for the RTC are attached (Attachments 1 & 2). The RTC legislative programs are used to identify and analyze policy activities in Sacramento and Washington, D.C. These platforms are intended to be flexible documents that help to monitor activities throughout the legislative session. **Staff recommends that RTC provide input on the legislative priorities at this meeting, identify any additional issues the RTC should monitor or pursue, and approve the 2015 legislative priorities.**

As transportation revenues continue to fall significantly below multi-modal transportation system needs, the recommended legislative priorities continue to focus on preserving funds designated for transportation and generating new, more stable revenue sources for projects in Santa Cruz County. These include support for
new funding strategies; maximizing cap-and-trade revenues for Santa Cruz County projects and programs; lowering the voter threshold for local transportation ballot measures to 55%; and increasing access to funds in the next federal transportation act. Staff will continue to work with partners locally and statewide in 2015 to educate the public and legislature on the cost to maintain the existing transportation system and the severe funding deficits.

**Governor’s January Budget**

On January 9, 2015, Governor Jerry Brown released his FY15/16 State Budget Proposal ([Attachment 3](#)-summary). The Governor’s Inaugural Address and budget emphasize the $59 billion backlog of maintenance and operation needs for the state’s highways and freeways ([Attachment 4](#)) and recognizes the need to explore new and expanded financing strategies for all parts of the transportation system. However the Governor suggests that local revenues (rather than state sources) should be used to fund local road and transit investments. While the Governor’s budget recognizes the state highway unmet maintenance needs, local and regional agencies statewide have identified nearly $80 billion in funding needs for local streets and roads ([www.savecaliforniastreets.org](http://www.savecaliforniastreets.org)).

The Governor’s budget anticipates growth in Cap and Trade revenues, but forecasts a significant drop in diesel and gas tax revenues due to the recent decline in gas prices. This will impact the State Transportation Improvement Program (STIP), cities/counties, the Public Transit Account, and the State Highway Operation and Protection Program (SHOPP). The Governor would also like to reduce gas consumption by 50% over the next 15 years, making new transportation funding strategies even more critical. The California Road Charge Technical Advisory Committee had its first meeting on January 23 to study road usage charge alternatives to the gas tax ([Attachment 5](#)). A final report and recommendations, based on the results of a pilot program, are due by June 30, 2018.

**Other State Legislative Updates**

The State Legislature officially convened the 2015-2016 regular session on December 1, 2014. As of January 26, over 350 bills had been introduced, with February 27 the last day for new bills to be introduced. In the case of transportation, these include bills which propose modifications to the cap-and-trade program (several); redirect vehicle weight fee revenues back to repairing roadways (AB 4-Linder); and allow formation of community revitalization authorities to fund infrastructure, affordable housing, and economic revitalization (AB 2-Alejo).

**Federal Updates**

A summary of federal legislative issues from the RTC’s Washington, D.C. assistant, Capital Edge, is attached ([Attachment 6](#)). In 2015 Congress will consider reauthorization or extension of the federal transportation act (Moving Ahead for Progress Act in the 21st Century (MAP 21)), which governs federal highway and transit funding. With the bill expiring in May 2015, there has been much talk about
bi-partisan support for some sort of infrastructure bill, including from President Obama (Attachment 7); however the question remains how to pay for it. Capital Edge will be assisting staff at communicating principles for the next act that would protect and increase funding to advance transportation planning and projects in Santa Cruz County.

SUMMARY

Each year the Regional Transportation Commission (RTC) adopts legislative priorities to guide its analysis of state and federal legislative or administrative actions that could impact transportation projects in Santa Cruz County. Given that traditional revenue sources, such as gas taxes, are unpredictable and generate less than half of what is needed to operate, maintain, and improve the transportation system, the draft legislative priorities for 2015 focus on increasing and stabilizing transportation funding.

Attachments:
1. Draft State Legislative Priorities
2. Draft Federal Legislative Priorities
3. Summary of Governor’s January Budget Proposal
4. Article: Gov. Jerry Brown wants investment in California roads
5. Road Usage Charge Summary, California Transportation Commission (CTC)
6. Federal Update from Capital Edge
7. Article: White House stops short of endorsing fuel tax increase to fund transportation

s:\rtc\tc2015\tc0215\legprogram\legprogram2015_sr.docx
Santa Cruz County Regional Transportation Commission
2015 State Legislative Priorities

- Increase State Funding for Transportation:
  State investments have not kept pace with the demand and cost to maintain and operate California’s transportation system. Immediate and long-term sustainable solutions are needed.
  - Immediate measures: Support measures that immediately increase funds for transportation - index and increase state gas tax; support new transportation bonds and new vehicle license or vehicle registration fees.
  - New funding systems: Phase in new funding systems which are tied to system use, rather than fuel consumption or fuel prices. May include new user fees, such as a Road User Charge or Vehicle Miles Traveled (VMT) fee and other alternative funding mechanisms.
  - Redirect and Increase Weight Fees: Direct truck weight fees to their intended purpose-repairing roadways.
  - Cap & Trade: Increase percent of revenues from the Cap & Trade program allocated to transportation projects/programs that help reduce greenhouse gas emissions in Santa Cruz County. Broaden the definition of “disadvantaged communities” to ensure areas in Santa Cruz County that are recognized as such under most understandings of the term are not excluded from the definition used for the Cap and Trade program.
  - Support options to replace the loss of redevelopment funding, to support economic development and affordable housing consistent with sustainable communities strategies.
  - Distribution: For any statewide or federal revenues, ensure a strong role for regional agencies in planning and determining transportation investment priorities; ensure funds are distributed equitably and not disproportionately distributed to large regions.

- Expand local revenue-raising opportunities and innovative financing options to address the significant backlog of transportation needs. Provide locals with the ability to supplement and leverage state funding for investments that protect state and local transportation assets. Local measures are critical for making improvements to state and local transportation assets and for addressing greenhouse reduction goals.
  - Expand the authority of the RTC and local entities to increase taxes and fees for transportation projects, including new gas taxes and vehicle registration fees, and increase and expand uses for Service Authorities for Freeway Emergencies (SAFE) vehicle registration fees.
  - Lower Vote Threshold: Support efforts to amend the constitution to lower the voter threshold for local transportation funding measures, such as local sales tax or vehicle registration fee ballot measures, from the 2/3 supermajority to a simple majority or 55% vote.

- Increase and Preserve Funding for Priority Projects in Santa Cruz County:
  - Projects on Highway 1
  - Transit projects
  - Local Street and Roadway Preservation
  - Bicycle and Pedestrian facilities, including the Monterey Bay Sanctuary Scenic Trail Network (MBSSST)
  - Santa Cruz Branch Rail Line

- Stabilize Funding: Support legislation and other efforts to increase and stabilize funding for transit, local streets and roads, and State Transportation Improvement Program (STIP) projects. Protect transportation funds, including Highway Users Tax Account (HUTA), transit, and regional funds, from diversion to other State programs; expedite repayment of prior “loans”.

- Project Streamlining & Expediting:
  Support legislation and other efforts that expedite project delivery and the creation of jobs.
Santa Cruz County
Regional Transportation Commission
2015 Federal Legislative Program

• **Priority Projects:** Seek and preserve funding for priority transportation projects and programs in Santa Cruz County, including:
  - Projects on Highway 1
  - Santa Cruz Branch Rail Line
  - Transit operations and capital projects
  - Local street and roadway preservation
  - Bicycle and pedestrian facilities, including the Monterey Bay Sanctuary Scenic Trail Network (MBSST)
  - 511 implementation

• **Stabilize and Increase Funding**
  - **Increase funding levels** for all modes to bring transportation infrastructure up to a good state of repair and meet growing transportation needs in Santa Cruz County.
  - **Develop new funding mechanisms** that ensure the financial integrity of the Highway Trust Fund and Mass Transportation Account, current per-gallon gasoline fees are insufficient.

• **Streamline Project Delivery:**
  Support regulations to streamline and integrate federal project delivery requirements for project planning, development, review, permitting, and environmental processes in order to reduce project costs and delays.

• **Pre-tax transportation benefits:**
  Preserve mode-neutral transportation benefits.

• **Reauthorization of the Older Americans Act (OAA):** Support Title IIIIB, which includes funding for transportation programs for seniors.

• **MAP-21 Implementation and Reauthorization**
  - **Funds to smaller regions:** Increase funds for smaller regions, including funds for capital projects and planning. Reverse trend of concentrating funds to large mega-regions (with urban population over 200,000). Oppose proposals to phase out smaller Metropolitan Planning Organization (MPO).
  - **Active Transportation:** Continue to fund pedestrian and bicycle projects and programs
  - **Transit:** Continue the Small Transit Intensive Cities Program (STIC), reinstate and increase competitive funding for acquisition of transit capital by small urban and rural counties, and increase funds for ADA implementation.
  - **Stability:** A multi-year reauthorization would provide the stability necessary for long-term planning of major transportation projects.
  - **Air Quality and Greenhouse Gas Emissions:** Support development of new funding programs to reduce greenhouse gas emissions from transportation or expand eligibility for CMAQ to Santa Cruz County.
  - **Performance Measures:** Support development of performance measures which are consistent with RTC approved goals, policies, and targets and which recognize data limitations of many regions.
  - **TIGER:** Maintain the TIGER program

• **Marketplace Fairness Act:** Support sales tax for e-commerce, which would increase TDA & ½ cent transit sales tax revenues.

For more information contact the RTC at 831-460-3200; info@sccrtc.org; 1523 Pacific Ave., Santa Cruz, CA 95060
Summary: Governor’s FY15/16 California Budget Proposal (January 9, 2015)
Sources: Budget summaries from http://www.ebudget.ca.gov/, CalSTA and Caltrans Budget Briefings, California League of Cities, CSAC, and CalCOG

Overall

- **Balanced budget:** Spending cuts enacted in previous budgets along with the temporary tax increases through Prop. 30 are responsible for the balanced budget.
  - The temporary state sales tax expires in 2016. In response to a question from the press, Gov. Brown said he does not support an extension of these temporary taxes.

- **Calls for fiscal restraint:** Cautions “it’s not a time for exuberant overkill in our budget spending.” Projects that outstanding liabilities, including debt service on bonds and projected retiree health care costs are an issue in the future.

Transportation

- **Infrastructure priority:** Governor’s budget says the state must focus funding on the priorities that are the state’s core responsibility - maintaining and operating the state’s network of highways and interstates, and improving the highest priority freight corridors.
  - **2015 Five-Year Infrastructure Plan:** In conjunction with the release of the proposed budget, the Governor also released the state’s Infrastructure Plan, which focuses solely on the needs of State-owned and operated facilities, and does not include regional and local facilities.
  - $3.4 million and 25 positions for the completion of Project Initiation Documents primarily to support additional State Highway Operation and Protection Program (SHOPP) projects.

- **Drop in Gas Tax Revenues:**
  - The fall in the price of gasoline impacts the “Price-Based” Excise Tax (former sales tax on gasoline). The “price-based” gas tax is adjusted annually so that the total amount of tax revenue generated is equal to what it would have been when gasoline was subject to the state sales tax rate (before the 2010 “Gas Tax Swap”). The tax reached a high of 21 cents in 2013-14, will fall to 18 cents in 2014-15, and is projected to plummet to 12.5 cents per gallon in 2015-16. Caltrans forecasts that FY15/16 price-based gas tax revenues distributed to local jurisdictions and the STIP will drop by over 50% from FY14/15 levels as follows:
    - HUTA (Cities_Counties): -$354 Million
    - STIP: -$354 Million
- **SHOPP: -$95 Million**
  Because the California Transportation Commission (CTC) has funded the STIP almost exclusively from the price-based excise tax this could severely impact local STIP projects.

- **Calls for new funding strategies**: Identifies need to explore new and expanded financing strategies for all parts of the transportation system, including Road Usage Charge Pilot Program and conversion of high-occupancy vehicle lanes to high-occupancy toll lanes. Beyond those proposals, the Governor avoids specifying solutions but additional strategies will likely be discussed though the Governor’s California Transportation Infrastructure Priorities Working Group (CTIPS) lead by the Transportation Agency (Secretary Brian Kelly).
  - No bonds: The Governor has indicated that he is not interested in a new transportation bond, citing concerns with existing debt service obligations.
  - Weight Fees: The Budget notes, “As the state explores options for maintaining state highways and investing in key trade corridors, it is appropriate to consider the weight of vehicles, which is directly related to the wear and tear on the state’s highway system.”

- **Highway Relinquishments**: As a cost saving measure to the state, the budget includes a proposal to streamline highway relinquishments to local agencies – which would shift the cost of maintaining and improving those roadways from the state to local jurisdictions.

- **Funding local projects**: The Governor’s budget suggests that minimal State revenues should be available for local projects; instead the budget suggests that local revenue should be used to address local preservation shortfalls for roads and transit. In that regard he indicated that “new local-option revenues should also be considered for these investments.” The summary also discusses that additions to the state highways system, funded by local transportation initiatives (such as local sales tax measures), also increase the pressure associated with unfunded state maintenance costs – setting forth the expectation that self help counties should use sales tax revenues for ongoing maintenance of the state highway system.

- **Transit**: Less than 1% increase above the current year projected for the Public Transit Account (STA).

- **Cap and Trade Allocations**: Allocates $1 billion from Cap-and-Trade revenues, consistent with the percentages established in the FY 2014-15 budget. The growth in anticipated revenues from 2014-15 is due in large part to the addition of transportation fuels to the Cap and Trade program. 60% of the funds will be distributed to transportation programs, as set forth in statute:
  - $250 million for High-Speed Rail
• $200 million for the Affordable Housing and Sustainable Communities Program
• $50 million for low-carbon transit operation program (State Transit Assistance formula)
• $100 million for competitive Transit and Intercity Rail Capital Program
• $200 million for low carbon transportation (vehicle conversions)

Of the 40% of Cap and Trade funds that are discretionary, the Governor does not propose using any of those funds for transportation programs. Instead he proposes to distribute those funds as follows:
• $202 million for energy efficiency and clean energy, natural resources, and waste diversion as detailed below:
  o $75 million for energy efficiency upgrades/weatherization and renewable energy projects in low-income dwellings within disadvantaged communities;
  o $20 million for the Energy Commission for energy efficiency upgrades and weatherization in public buildings;
  o $15 million for the Department of Food and Agricultural for agricultural energy and operational efficiency;
  o $25 million for the Department of Fish and Wildlife for wetlands and watershed restoration;
  o $42 million for fire prevention and urban forestry projects; and
  o $25 million for the Department of Resources, Recycling, and Recovery for waste diversion.

**Public Records Act Mandates (Pre-Prop. 42):** A one-time payment of $9.3 million is proposed to pay back local agencies for costs accrued between 2001 and 2013 for activities under the Public Records Act. Henceforth local agencies will not be reimbursed for public records act compliance because in June 2014 California voters approved Proposition 42 which placed the Public Records Act in the Constitution and removed the state’s ongoing responsibility to fund the Public Records Act mandate.

**Next Steps**

The Department of Finance will begin releasing draft trailer bill language in the next month that will include details of the proposal. The Assembly and Senate Budget Committees will also begin hearings to review program-specific details. In May the Governor will release his revised budget proposal for the coming fiscal year that must be passed by June 15 to take effect July 1.
Sacramento Bee:
Gov. Jerry Brown wants investment in California roads
By Christopher Cadelago 01/05/2015, updated 01/06/2015

Transportation needs are far and away the state’s largest share of postponed maintenance. Much of the highway system was constructed between the 1950s and early 1970s, but the population has ballooned as has the number of miles driven.

With the bipartisan water bond accord in their rear-view, California Gov. Jerry Brown implored lawmakers Monday to come together and begin the costly task of repairing the state’s crumbling roads.

Brown said following passage of the $7.5 billion water bond that it’s equally important for the state to deal with its long-standing road and highway challenges. California faces $59 billion in deferred road maintenance, and the price tag to meet the state’s long-term transportation needs is significantly higher.

“Each year, we fall further and further behind and we must do something about it,” Brown said during a speech marking his fourth inauguration as governor. Asked afterward how he planned to accomplish his infrastructure goals, Brown said the task is “daunting” and declined to lay out a path to achieve it.

“It’s a tall mountain to climb. Let me just put it that way,” he said. “So it’s difficult. I’m going to pull people together, and if there’s enough that we can get some Republican consensus, then we can do things.”

Republicans said they support large-scale road repairs, but questioned Brown’s emphasis on the $68 billion high-speed rail project.

Senate Minority Leader Bob Huff, R-Diamond Bar, said it’s impossible to “discount” the resources flowing to the rail system. Roads are falling into disrepair and inner cities are gridlocked, Huff said. “We should be doing things not just long-term, investing in the future, but taking care of now,” he said.

Last year, Republican lawmakers laid out an unsuccessful plan to give voters a choice to shift $8.5 billion for high-speed rail toward local transit programs.

Transportation needs are far and away the state’s largest share of postponed maintenance. Much of the highway system was constructed between the 1950s and early 1970s, but the population has ballooned as has the number of miles driven.

Last year, a coalition of transportation advocates proposed a ballot measure that would have more than doubled the vehicle license fee for road improvements. They abandoned the effort, which would have phased in a 1 percent license fee increase.

The last statewide transportation bond approved by voters came in 2006. On Monday, Brown discounted the possibility of seeking bond funding, saying the state already has significant debt.

Potentially complicating Brown’s efforts for funding is a separate proposal he announced Monday to reduce gasoline use in cars by up to 50 percent in 15 years. Accomplishing that feat would make a gas tax increase less lucrative even if it was approved. The last state gas tax increase came in 1990, when then-Republican Gov. George Deukmejian teamed up with business leaders to push Proposition 111, a voter-approved measure that raised the excise tax to 14 cents a gallon and affixed an automatic 1 cent increase a year through 1994.
Will Kempton, executive director of Transportation California, said the state needs to find creative ways to pay for the debt, perhaps by charging fees based on how much a motorist drives.

Democratic lawmakers said they are awaiting the governor’s specific proposal. Assembly Speaker Toni Atkins, D-San Diego, noted that San Diego County has a $2 billion infrastructure deficit.

Local government groups have for years sought more transportation funding from Sacramento. Last year, a report promoted by organizations representing California’s counties and cities estimated that it would take $7.3 billion annually to bring the state’s streets and roads up to safe standards.

“Infrastructure, that’s the lifeblood of our economy,” said Assemblyman Ken Cooley, D-Rancho Cordova. “Our bridges, our roads, if those fall apart, our economy is going to.”
A road usage charge should replace or augment the traditional fuel-based excise taxes by charging drivers directly for the miles driven in addition to or instead of using fuel consumption as a proxy for road usage. In 2013-2014, the Legislature and the Administration moved towards finding a sustainable solution to our declining transportation resources through enactment of SB 1077 calling for the development and implementation of a road usage charge pilot program. Development and implementation of a road usage charge pilot program requires a deliberative and collaborative development and deployment process to address technology, privacy, administrative and other public concerns while ensuring the ultimate success of the program.

A road usage charge, also known as a mileage based user fee or a vehicle miles traveled fee, refers to a fee based on the number of miles a vehicle travels over a given time period. Excise taxes are paid based on fuel consumption, not usage of the transportation system. As fuel consumption continues to decline due to improved and more fuel-efficient vehicles, and as consumers turn to alternative fueled vehicles, the relationship between fuel consumption and costs imposed on the transportation system will continue to deteriorate. A road usage charge would be a more efficient option for funding transportation infrastructure than excise taxes since it directly charges users prices that reflect the full cost of the transportation services provided.

![Revenue Loss Due to Increases in Fuel Economy](image_url)
The need for a road usage charge is not new to the Commission. In 2009, the California, Oregon, and Washington Transportation Commissions (Western Tri-State Commissions) jointly recommended that Congress consider encouraging states to develop alternative transportation funding approaches to supplement, and perhaps ultimately replace the gas tax. At that time, a recommendation was made to confirm the feasibility of a vehicle miles traveled-based fee system by mandating the federal government fully explore a transition from the gas tax to a funding system tied more directly to road use and impact on the road system. In 2012, the Western Tri-State Commissions asked Congress to embrace the implementation of a multi-state vehicle miles traveled pilot program. At its January 2014 meeting, the Commission invited representatives from Caltrans, the Oregon Department of Transportation (ODOT) and the Southern California Association of Governments to provide their perspectives related to road usage charge program considerations. In August 2014, the Commission and the Washington State Transportation Commission (WSTC) held a joint meeting to further explore this topic through presentations by representatives from ODOT, WSTC, Caltrans and British Columbia.

In 2001, the state of Oregon created a Road User Fee Taskforce. The Taskforce was created to “develop a revenue collection design funded through user pay methods, acceptable and visible to the public, that ensures a flow of revenue sufficient to annually maintain, preserve and improve Oregon’s state, county and city highway and road system.” The Taskforce researched and investigated more than two-dozen revenue options. The Taskforce determined that a road user charge based on miles driven had the most promise, and conducted a successful pilot project in 2007. In 2012, Oregon began a second road usage charge pilot project which included new technologies to report vehicle miles travelled without the use of Global Positioning System (GPS), assuaging many privacy concerns. The pilot concluded in January 2013, and was the final proof of concept necessary to move forward into formal implementation. In 2013, ODOT was legislatively authorized to set up a mileage reporting system for 5,000 volunteer motorists beginning July 1, 2015. ODOT may assess a charge of 1.5 cents per mile for up to 5,000 volunteer cars and light commercial vehicles and issue a gas tax refund to those participants.

It is likely that the public will have initial concerns with accepting a road usage charge, including concerns related to privacy and the impact on rural and low income drivers. The state of Oregon dealt with privacy issues by providing users multiple options for calculating and reporting mileage, some of which did not require GPS tracking. Oregon’s work to implement a road usage charge pilot project that addresses issues such as privacy and providing consumers with a choice of implementation technologies will be consulted and built upon as the Commission moves forward with the implementation of SB 1077.
The 114th session of Congress convened in early January, formally providing Republicans with a majority in the Senate that was earned in the November elections. For the first time since President Obama took office, Republicans control both chambers of Congress. Below are highlights of some of the changes and pertinent transportation issues we believe will be addressed in 2015.

**Congressional and Executive Branch Leadership**

- Senator James Inhofe (R-OK) replaces Senator Barbara Boxer as Chairman of the Senate Environment and Public Works Committee, which has jurisdiction over highway program reauthorization.

- While Inhofe is regarded as conservative, he does believe in a strong federal role in transportation and has worked well on these issues with Boxer in the past. Inhofe is expected to favor increased funding for highway programs but has been critical of using highway money for “alternative” transportation programs such as bicycles, pedestrian improvements, and trails.

- Other new Senate chairmen include: Richard Shelby (R-AL) at the Banking Committee (with jurisdiction over transit), John Thune (R-SD) at the Commerce Committee (jurisdiction over railroads), and Orrin Hatch (R-UT) at Finance (jurisdiction over transportation funding).

- All have a strong interest in reauthorization of the federal transportation act (MAP-21) in their respective areas, but it remains to be seen how interested/creative they will be on addressing financing questions.

- Rep. Peter DeFazio (D-OR) is the new Ranking Democrat on the House Transportation and Infrastructure (T&I) Committee, and he is a strong progressive voice on the House on transportation.

- However, since House rules limit the power of the minority to effectively legislate, Chairman Bill Shuster (R-PA) will continue to drive reauthorization talks in that chamber. Shuster’s father authored the 1998 TEA-21 law when he was chairman of the T&I Committee.
Republican control of the Senate may slow the confirmation process for Department of Transportation appointments, so there is a good chance that the current Acting administrators of the Federal Highway Administration, Federal Transit Administration, and Federal Railroad Administration will keep those “Acting” tags for the remainder of the President’s term.

**Transportation Reauthorization**

- The 2012 MAP-21 law authorizing federal highway and transit programs expires on May 31. This also marks the time when the federal Highway Trust Fund (HTF) is expected to run out of funds. We do not expect Congress to finalize a long-term bill prior to that date, so another extension is likely but the length is unknown.

- Both House and Senate leadership indicate that transportation reauthorization is a priority, and committees of jurisdiction are currently considering policy proposals. However, there is no consensus to date on the critical financing piece of the puzzle.

- Using revenues from comprehensive tax reform to fund the next transportation bill is an idea that has gained traction on both sides of the aisle, but the complexity of such a large-scale undertaking makes it unlikely that Congress could complete it in 2015.

- If a consensus to use tax reform to fund transportation builds, we could see a series of short-term extensions for the next year or two while Congress debates the larger tax reform issue. Thus far, an increase in the federal gasoline tax to fund a new bill has been met with resistance by House Republicans.

- The Obama Administration continues to promote the five-year highway, transit, and railroad program reauthorization (the GROW America Act) it presented to Congress in 2014. The proposal provides significant increases for all modes of transportation but relies on a one-time infusion of funds resulting from recovering overseas corporate taxes, leaving long-term financing questions unanswered.

- Congress is also targeting Amtrak and federal railroad programs for reauthorization this year, as well as federal aviation programs. The House T&I Committee believes it can handle them all at once, but it would be a rare achievement for all three to reach the floor in one calendar year.

**Department of Transportation Budget**

- An “omnibus” FY 2015 budget bill approved by Congress in December funds DOT programs through September 30, 2015. Funding levels for highway and transit programs are essentially the same as FY 2014.

- However, since the Highway Trust Fund is expected to run out of funds by May 31, some major programs could be halted before October if Congress does not act.
The DOT programs not funded by the HTF, most notably the TIGER discretionary grant program, New Starts rail program, and Amtrak, are guaranteed funds through September 2015. The TIGER program was funded at $500 million, a $100 million reduction from the FY 2014 level.

Programs funded by the General Fund in the DOT budget could also be threatened in FY 2016. Republicans – who claim that TIGER awards have been skewed toward Democratic districts – have tried to significantly reduce that program in recent years.

After Congress provided two years of relief, the federal budget sequester will be imposed in January 2016 if there is no action.

General Fund program at DOT would be subject to across-the-board cuts in this instance, while programs funded by the HTF would be shielded from the sequester.
President Obama’s White House says it will listen to proposals from Congress that would increase fuel taxes to pay for transportation, but the administration stopped short of endorsing the measure. White House Press Secretary Josh Earnest answered press questions about fuel taxes and other funding proposals on Monday, Jan. 5.

During his daily press briefing in Washington, D.C., Earnest was asked about a renewed interest in fuel taxes as a long-term funding measure spurred on by a recent drop in fuel and oil prices.

“Well, it’s not something that we have proposed, and that’s been our policy,” Earnest said, according to a White House transcript.

“We have put forward our own very specific proposal for how we believe we can make the investment that’s needed in infrastructure in this country ... closing loopholes that only benefit wealthy and well-connected corporations, and using the revenue from closing those loopholes to investing in badly needed infrastructure upgrades.”

Earnest said the administration would at least entertain bipartisan proposals from Congress on the issue.

“There are some in Congress that have different ideas, including raising the gas tax. That’s certainly something that we’ll take a look at it, but it’s not something that we have considered from here,” Earnest said.

U.S. Sens. Bob Corker, R-Tenn., and Chris Murphy, D-Conn., are promoting a bipartisan bill that would increase fuel taxes by 12 cents a gallon over two years.

And earlier this week, the incoming chairman of the Senate Commerce, Science and Transportation Committee, Sen. John Thune, R-S.D., said he would be open to discussions about fuel taxes in the committee.

The U.S. House of Representatives is not as open to increasing fuel taxes, however.

In late December 2014, the chairman of the House Transportation and Infrastructure Committee, Rep. Bill Shuster, R-Pa., told reporters that increasing fuel taxes would be “off the table” in the new Congress and that Republican leadership prefers tax reform measures to fund infrastructure.

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- See more at: http://www.landlinemag.com/Story.aspx?StoryID=28289#
AGENDA: February 5, 2015

TO: Regional Transportation Commission
FROM: Ginger Dykaar and Grace Blakeslee, Transportation Planners
RE: Unified Corridors Plan: Santa Cruz County Transportation Modeling Tools

RECOMMENDATION

RTC staff recommend that the Santa Cruz County Regional Transportation Commission (RTC) adopt a resolution (Attachment 1) authorizing the Executive Director to negotiate and execute a consultant agreement with Fehr and Peers for consultant services to develop Santa Cruz County transportation modeling tools for the Unified Corridors Plan.

BACKGROUND

The Santa Cruz County Regional Transportation Commission (RTC) was awarded a Partnership Planning grant of $211,085 from Caltrans for Phase I of the Unified Corridors Plan. The purpose of the Unified Corridors Plan (Phases I and II) is to identify transportation investments that optimize usage of the three parallel north-south transportation corridors in Santa Cruz County: Highway 1, Soquel Drive/Avenue and the Santa Cruz Branch Rail Line, while advancing sustainability targets. Phase I of the project is to develop the modeling tools and Phase II will use the modeling tools to identify transportation investments that advance sustainable transportation targets. Following RTC and Board of Supervisors approval in December 2014, RTC entered into a Memorandum of Understanding with the County of Santa Cruz to establish the roles, responsibilities and funding contributions associated with procurement and oversight of services for development of Santa Cruz County Modeling Tools.

DISCUSSION

The primary objective for developing Santa Cruz County transportation modeling tools for the Unified Corridors Plan is to provide a fully functioning, non-proprietary, countywide transportation model to analyze the multimodal transportation projects that will improve the local transportation system. Project objectives consider the Unified Corridors Plan project goals, and the transportation modeling needs of local jurisdictions, Santa Cruz Metro and Caltrans. Santa Cruz County Transportation Modeling Tools will be designed to:

- Forecast the performance of the local transportation system as a result of future transportation and land use projects.
- Evaluate the impacts of multimodal transportation investments on sustainable transportation goals using performance measures.
- Inform decision makers and public about impacts of multimodal transportation investments along and between Santa Cruz County’s primary north and south transportation corridors.
- Enable local jurisdictions to independently conduct traffic impacts studies.
• Meet state and federal requirements for obtaining performance data to support request for transportation funding.
• Address challenges with measuring vehicle miles traveled at the local and project level to support development of sustainable transportation plans, climate action plans and, if appropriate, transportation analysis for the California Environmental Quality Act consistent with SB 743.

Consultant Contract

On November 24, 2014 the RTC issued a request for proposals (RFP) to professional consulting firms to develop Santa Cruz County transportation modeling tools. The scope of services from the RFP can be found in Attachment 2. Tasks to be completed by the consultant are organized around the following activities:

a. Project Coordination
b. Assess Data Availability and Needs
c. Data Collection
d. Develop Base Countywide Transportation Model
e. Develop Active Mode Model
f. Develop Enhanced Transit Mode-Share Sensitivity
g. Develop Enhanced Sensitivity to Build Environment
h. SB 743 Enhancements

Proposals for the Santa Cruz County transportation modeling tools were due January 8, 2015. Four proposals were submitted to perform the work as specified in the request for proposals.

Consultant Proposal Review

An evaluation team, comprised of staff from the County of Santa Cruz Planning Department, Valley Transportation Authority (VTA), Association of Monterey Bay Area Governments (AMBAG), Caltrans and RTC, reviewed the four proposals for completeness and content and interviewed three firms. The evaluation team analyzed the response based on the following criteria: ability of proposed method to meet project objectives and accomplish the work in the RFP; technical ability; experience with similar kinds of tasks; quality of personnel to provide services; and ability to communicate information clearly. The evaluation team concluded that two of the firms demonstrated a strong ability to achieve the project goals, although the firms proposed different approaches to accomplish them.

RTC and County of Santa Cruz staff determined that the approach proposed by the firm Fehr and Peers is most advantageous to the RTC and County of Santa Cruz due to the firm’s ability to demonstrate a strong understanding of the RTC and County of Santa Cruz’s project needs and to develop transportation modeling tools that more fully support performance measurement analysis of sustainable transportation projects. Fehr and Peers is a consulting firm with extensive travel demand modeling experience as well as extensive experience in planning for multimodal improvements.

A total of $250,000 is assigned for professional services required to develop Santa Cruz County transportation modeling tools. The Caltrans planning grant dedicated to the
project will provide $150,000. The County of Santa Cruz, as a funding and key project partner, will contribute $100,000 towards this project. The term of the agreement for consultant services for development of Santa Cruz County transportation modeling tools will commence on or before March 1 and conclude August 31, 2015.

Staff and the Evaluation Committee recommend that the RTC adopt a resolution (Attachment 1) authorizing the Executive Director to negotiate and execute a consultant agreement with Fehr and Peers for an amount not to exceed $250,000. The Executive Director is authorized to negotiate and execute a contract with the second highest ranked firm, if negotiations with the top ranked company are unsuccessful.

SUMMARY

Phase I of the Unified Corridors Plan is being conducted to develop transportation modeling tools for Santa Cruz County. The firm Fehr and Peers is recommended to develop Santa Cruz County transportation modeling tools for an amount not to exceed $250,000.

Attachments
1. Resolution authorizing a consulting agreement
2. RFP Scope of Services
RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission on the date of February 5, 2015 on the motion of Commissioner duly seconded by Commissioner

A RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE A CONTRACT WITH FEHR & PEERS TO DEVELOP SANTA CRUZ COUNTY TRANSPORTATION MODELING TOOLS

WHEREAS, the Unified Corridors Plan (Phase I and Phase II) is a project to identify transportation investments that optimize usage of the three parallel north-south transportation corridors in Santa Cruz County: Highway 1, Soquel Drive/Avenue and the Santa Cruz Branch Rail Line, while advancing sustainability targets; and

WHEREAS, the Santa Cruz County Regional Transportation Commission (RTC) received a $211,085 Caltrans Partnership Planning grant to perform Phase I of the Unified Corridors Plan; and

WHEREAS, the RTC and the County of Santa Cruz County entered into a Memorandum of Understanding to establish the roles, responsibilities and funding contributions associated with procurement and oversight of services for development of Santa Cruz County Modeling Tools; and

WHEREAS, consultant services required to develop transportation modeling tools will be funded by the Caltrans planning grant, $150,000, and County of Santa Cruz contribution of $100,000; and

WHEREAS, transportation modeling tools that are sensitive to multimodal projects and the local roadway network will enable the RTC and local jurisdictions to prioritize investments based on system performance; and

WHEREAS, state and federal requirements for transportation funding often require performance data for assessing project need; and

WHEREAS, SB 743 requires new methodologies for assessing transportation impacts from land use and transportation projects through the California Environmental Quality Act; and

WHEREAS, after completing a competitive bid process, RTC and County of Santa Cruz staff recommend Fehr and Peers to develop the Santa Cruz County transportation modeling tools.

THEREFORE, BE IT RESOLVED BY THE SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION THAT:
1. The Executive Director is hereby authorized to negotiate and execute an agreement with Fehr and Peers for the Santa Cruz County Transportation Modeling Tools for an amount not to exceed $250,000; and

2. The Executive Director is further authorized to make amendments to the agreement as long as they are within the adopted RTC budget.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

ABSENT: COMMISSIONERS

John Leopold, Chair

ATTEST:

George Dondero, Secretary

Distribution: RTC Fiscal
            Transportation Planner-GB
            Transportation Planner-GDy

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Santa Cruz Countywide Transportation Modeling Tools
Scope of Services

Project Description

This RFP is intended to solicit proposals from interested consultants to develop Santa Cruz County multimodal countywide transportation modeling tools. The modeling tools will be scaled to evaluate the effects of sustainable transportation and land use projects and programs on Santa Cruz County’s local transportation network and measure progress towards sustainable transportation goals and targets. The result of this project will be a transportation model unique to Santa Cruz County which captures performance of vehicle, transit, bicycle and pedestrian projects and programs.

Project Requirements:
The countywide transportation modeling tools shall:

1. Provide traffic information, including forecasts, about multimodal transportation operations on local roadways and corridors, including vehicle, transit, bicycle and pedestrian demand.
2. Produce multimodal performance data for 2010 base year and forecast years.
3. Provide sufficient time of day and seasonal (summer and school year) variation output (e.g. peak hours, peak periods, and daily travel) for performance analysis.
4. Conduct detailed scenario evaluation of multimodal investments and land use changes.
5. Take into account local characteristics in land use diversity and design.
6. Integrate with the AMBAG RTDM.
7. Be calibrated and validated at the local level for the base year 2010.
8. Be capable of accepting future enhancements/upgrades.
9. Use best accepted practices and modeling techniques.
10. Be accompanied with clear documentation of assumptions, methodologies and limitations to ensure model transparency.
11. Address markets special to Santa Cruz County including agricultural, university and tourist markets.
12. Take into account travel to and from neighboring counties.

Project Objectives:
The RTC’s undertaking in this project is based on consideration of the following project objectives:

1. Access to a transferable, fully functioning, non-proprietary, countywide transportation model to determine the multimodal projects that will improve the local transportation system.
2. Provide information about the impacts of multimodal transportation investments on sustainable transportation goals using performance
measures. Performance measures dependent on the countywide modeling tool results include: countywide & citywide vehicle miles traveled, countywide & citywide greenhouse gas emissions, study area mode share, corridor level modal use (person trips and person miles traveled per mode), corridor level travel time for vehicles, transit and bicycle, pedestrian, local roadway traffic volumes and speed. The model shall also be capable of generating traditional Level of Service and volume/capacity measures of vehicular use of roadways.

3. Obtain information about trade-offs between transportation operations resulting from multimodal investments in the medium (10 to 15 years) and long term (20 to 25 years).

4. Evaluate transportation impacts of multimodal investments including but not limited to bicycle and pedestrian separated trails, bike lanes, sidewalk additions, crosswalks, rail passenger service, intersection improvements (turn lanes, signal synchronization, roundabouts), bus rapid transit features (fewer bus stops, faster boarding, transit signal priority and transit queue jumps, dedicated lanes), buses on Hwy 1 shoulders, new local roads and connections between existing roads.

5. Inform decision makers and public about impacts of multimodal transportation investments along and between Santa Cruz County’s primary north and south transportation corridors.

6. Meet state and federal requirements for obtaining performance data to support request for transportation funding.

7. Address challenges with measuring vehicle miles traveled at the local and project level to support development of sustainable transportation plans, climate action plans and, if appropriate, transportation analysis for the California Environmental Quality Act consistent with SB 743.

8. Enable local jurisdictions to independently conduct traffic impacts studies.

9. Enable staff with moderate technical skills to work with modeling tools.

**SCOPE OF SERVICES**

The consultant shall develop a functioning countywide transportation model and/or suite of modeling tools that meet the project requirements and addresses the project objectives no later than September 2015. (The project schedule can be found in Attachment A-1.) Highest priority should be given to development of a functioning countywide transportation model calibrated and validated at the local level for base year 2010.

The intent of this scope is to clearly communicate the project requirements and objectives and establish an outline for proposals for consultant work. A set of deliverables is outlined under each task.

Where possible, completion of Tasks 2 to 7 of the Scope of Services should include methods and techniques to address requirements of SB 743. Any additional project tasks and costs that are needed to address requirements of SB 743 should be identified separately under Task 8.
Throughout the consultant’s proposal, the consultant should identify the constraints and opportunities presented by the selected method. In addition to the project requirements and objectives, factors should include, but are not limited to:

- Santa Cruz County multimodal transportation data;
- relevant planning efforts;
- existing characteristics of the AMBAG RTDM and proposed model improvements and model integration;
- ongoing model maintenance and use; and,
- best modeling practices.

**Task 1: Project Coordination**

Consultant shall work with RTC, County of Santa Cruz, Caltrans, other partner agencies, and a model technical task force to clearly define the uses, methodologies, assumptions and data needs of the countywide transportation modeling tools. If needed, the consultant will refine methodologies and assumptions based on input received from project partners and a model technical task force. Consultant shall provide all the deliverables to the model technical task force and address model technical task force comments before finalizing modeling tools. Consultant shall present final modeling tools and model documentation to partner agencies and a model technical team.

**Deliverable 1:** List of performance outputs to be provided by the countywide transportation modeling tools.

**Deliverable 2:** Presentation #1 to partner agencies.

**Deliverable 3:** List of items presented to model technical task force and comments received.

**Deliverable 4:** Presentation #2 to partner agencies.

**Task 2: Assess Data Availability & Needs**

Consultant shall review data requirements, the availability and quality of data, where new data collection or acquisition is needed and potential surrogate measures. The most current and relevant data should be identified. In addition to national and statewide data sets, consultant shall consider local vehicle, bicycle and pedestrian counts, transit surveys and origin and destination data. Consultant shall prioritize the need for new data based on overall functionality of the countywide transportation demand model. Consultant shall recommend data collection techniques for new data, explain why the approach best achieves project requirements and objectives, and identify the cost of each new data set. Data collection should consider where there may be multiple uses for new data.

**Deliverable 5:** List of transportation data and description of how data will be used in development of a countywide transportation model. List, in priority order, new data that may be required or desirable to develop the countywide transportation
modeling tools. If appropriate the list should include an explanation of where surrogate measures could be used in achieving project objectives.

Task 3: Data Collection

Consultant shall collect and compile transportation data required to develop, calibrate and validate the countywide transportation modeling tools.

**Deliverable 6:** List new data collection, techniques for data collection and cost. Explanation of how sampling approach ensures data accuracy, prevents data gaps, and is consistent with best practices.  
**Deliverable 7:** Data files.

Task 4: Develop Base Countywide Transportation Model

Consultant shall develop the base countywide transportation model. Consultant shall work with RTC staff to determine a base year for the model. The base countywide transportation model should forecast traffic volumes on local roadways and intersections and congestion and speed as a result of changes, including, but not limited to, the numbers of vehicle lanes, vehicle lane widths, intersection improvements (e.g. dedicated turn lanes, roundabouts, transit signal priority, signal timing), new local roadways and road connections, and high occupancy vehicle lanes. The consultant shall recommend a traffic analysis zone structure and traffic network structure that are compatible with the regional travel demand traffic analysis zones. Traffic analysis zone structures should also provided the detailed output required in a corridor and project level analysis. Population and employment forecast shall be consistent with the RTDM. Consultant shall ensure compatibility with RTDM. The consultant shall calibrate and validate the base year countywide transportation model. Consultant shall conduct model sensitivity testing. Consultant shall document model development and create model user guide.

**Deliverable 8:** Countywide transportation model database, all supported files, and modeling tools software.  
**Deliverable 9:** Model user guide, which includes a clearly stated and detailed description of model design, assumptions, methodologies, calibration, validation, input data, limitations, and potential suggestions for addressing limitations. Model user guide shall also discuss how the model integrates with the AMBAG RTDM.  
**Deliverable 10:** Description of model sensitivity testing, and results.  
**Deliverable 11:** Results of base year performance measures that are dependent on the countywide transportation model results.

Task 5: Develop Active Mode Model

To ensure sensitivity to non-motorized transportation in Santa Cruz County transportation modeling efforts, consultant shall design a bicycle and pedestrian
transportation modeling tool capable of forecasting walking and bicycle demand by street segment as a result of changes in bicycle facilities including, but not limited to, separated bicycle and pedestrian paths, bicycle lanes, sidewalks, crosswalks, new roadways with bicycle facilities, and bicycle and pedestrian facilities that are buffered from vehicle traffic. The bicycle and pedestrian transportation model shall integrate with the base countywide transportation model. The consultant shall calibrate and validate the bicycle and pedestrian modeling tools. Consultant shall conduct model sensitivity testing. Consultant shall document model development and create an active mode model user guide.

**Deliverable 12:** Bicycle and pedestrian transportation model database, all supported files, and model software.

**Deliverable 13:** Bicycle and pedestrian model user guide, which includes a clearly stated and detailed description of model design, assumptions, methodologies, calibration, validation, input data, limitations, and potential suggestions for addressing limitations. Model user guide shall also discuss how the model integrates with the RTDM, if appropriate.

**Deliverable 14:** Description of model sensitivity testing and results.

**Deliverable 15:** Results of base year performance measures that are dependent on results from the active mode modeling tool.

**Task 6: Develop Enhanced Transit Mode-Share Sensitivity**

To ensure sensitivity to transit, both bus and rail transit, in Santa Cruz County transportation modeling, consultant shall design a transit modeling tool capable of forecasting transit ridership based on local transit availability, route or segment location, station and stop locations, dedicated lanes, transit signal priority, transit queue jumps, frequency, and built environmental factors related to density and diversity of land use and access to transit. The transit modeling component must integrate with the base countywide transportation model. The consultant shall calibrate and validate the transit modeling tools. Consultant shall conduct model sensitivity testing.

**Deliverable 16:** Transit, bus and rail, transportation model database, all supported files, and model software.

**Deliverable 17:** Transit model user guide, which includes a clearly stated and detail description of model design, assumptions, methodologies, calibration, validation, input data, limitations, and potential suggestions for addressing limitations. Model user guide shall also discuss how the model integrates with the RTDM, if appropriate.

**Deliverable 18:** Description of model sensitivity testing and results.

**Deliverable 19:** Results of base year performance measures that are dependent on results from the transit mode-share modeling tool.
Task 7: Develop Enhanced Sensitivity to Build Environment (D’s Factors)

Land use characteristics are important factors in trip generation and mode assignment. In order to best represent local base year and future conditions resulting from the design of the transportation network, the consultant shall design a transportation modeling tool to enhance sensitivity to local built environmental factors such as residential and employment density, diversity, design and distance to transit. The land use enhancements must integrate with the land use assumptions in the RTDM. Consultant shall document model development and create model user guide.

Deliverable 20: Land use model database, all supported files, and model software.
Deliverable 21: Land use model user guide, which includes a clearly stated and detail description of model design, assumptions, methodologies, calibration, validation, input data, limitations, and potential suggestions for addressing limitations. Model user guide shall also discuss how the model integrates with the RTDM, if appropriate.
Deliverable 22: Description of model sensitivity testing and results.
Deliverable 23: Results of base year performance measures that are based on the build environment modeling tool.

Task 8: SB 743 Enhancements

Consultant shall incorporate model enhancements, as appropriate, to allow the countywide transportation model to meet the modeling and project analysis requirements consistent with implementation of SB 743. Where possible, completion of Tasks 2 to 7 of the Scope of Services should include methods and techniques to address requirements of SB 743. Additional modeling needs required to meet SB 743 requirements should be included in Task 8.

Deliverable 24: Explanation and justification for countywide model enhancements needed to allow for project analysis consistent with SB 743 requirements.
Deliverable 25: Explanation of how SB 743 enhancements integrate with overall development of countywide transportation model.
Deliverable 26: SB 743 model enhancement data base and files, if needed.
Deliverable 27: SB 743 model enhancement user guide, which includes a clearly stated and detail description of model design, assumptions, methodologies, calibration, input data, limitations, and potential suggestions for addressing limitations. Model user guide shall also discuss how the model integrates with the RTDM, if appropriate.
Deliverable 28: Description of model sensitivity testing and results.
RTC is seeking a consultant to perform the services described in this Scope of Work for a period of six (6) months ending on August 30, 2015.

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
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<tbody>
<tr>
<td>November 24, 2014</td>
<td>Release RFP</td>
</tr>
<tr>
<td>December 11, 2014</td>
<td>Conduct Proposers’ Conference, Santa Cruz, CA 1:30 pm PST</td>
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<tr>
<td>January 8, 2015</td>
<td>Proposals due, 4:00 pm, Pacific Standard Time</td>
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<tr>
<td>January 20, 2015</td>
<td>Notify consultants</td>
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<tr>
<td>January 26, 2015</td>
<td>Consultant interviews &amp; select consultant</td>
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<tr>
<td>February 5, 2015</td>
<td>RTC Considers Entering into Contract</td>
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<tr>
<td>February 2015</td>
<td>Finalize contract</td>
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<tr>
<td>March –August 2015</td>
<td>Develop Countywide Transportation Model</td>
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</tbody>
</table>