

AGENDA: February 6, 2014

TO: Regional Transportation Commission
FROM: George Dondero, Executive Director
RE: Director's Report

FOR INFORMATION ONLY

Soquel-Morrissey Auxiliary Lanes Ribbon Cutting

The RTC hosted a Ribbon Cutting Event to commemorate the completion of the Highway 1 Soquel/Morrissey Auxiliary Lane project on January 22. Themes of the event were: successful partnerships, advancing multi-modal transportation choices, and strengthening mutual goals to better serve the public.

Many thanks to attending Commissioners Montesino, Lane, Caput and McPherson, with special recognition to Commissioner Robinson and Leopold for delivering acknowledgements (with project keepsakes) and messages about the RTC's role in the project. Attending the ceremony was Caltrans District 5 Director Tim Gubbins, and representatives for Congressman Farr and Senator Monning. In addition, attendees included representatives from the City of Santa Cruz; design, engineering, construction contractors; adjacent schools; and program partner Ecology Action.

Thanks also to the City of Santa Cruz maintenance crews who showed up an hour before the event to clean off graffiti on the bridge and worked with Caltrans to restore the natural color of the sound wall blocks on the residential side of the wall. Now that construction is completed, Caltrans is responsible for graffiti removal on the highway side of structures and the City is responsible for graffiti control on the city or residential side.

The mitigation planting and plant establishment contract with the City of Santa Cruz authorized at the January RTC meeting has been executed and the planting has been completed. The two year plant establishment work has begun. Nearby neighbors who watched the planting were happy to see the planting to soften the hardscape of the sound wall on Oak Way.

The RTC was the Construction Managers for this project, a new role for the agency. Some benefits of the RTC assuming this responsibility were:

- Brokering locally appropriate solutions
- Lasting Safe-route-to-school improvements and programs; and
- Minimizing impacts of the construction process through consistent communication to neighbors, adjacent schools, commuters and emergency service providers.

The contractor and RTC's construction manager are completing final quantity assessments and work items to process contract change orders prior to negotiation of disputed work items and any outstanding claims on the project. To date all of the contract change orders submitted to the RTC fall within anticipated cost estimates.

The event was well attended by media including two newspapers, one radio and two television outlets. Thanks to Community TV crews for providing the video. The full program can be found in the video library on the RTC's website.

Governor Appoints CTC Commissioner

James Madaffer, 53, of San Diego, has been appointed to the California Transportation Commission. Madaffer has been president of Madaffer Enterprises since 2009 and publisher at Mission Publishing Group LLC since 1995. He was a councilmember for the City of San Diego from 2000 to 2008, chief of staff to San Diego city councilmember Judy McCarty from 1993 to 2000, owner of JVM and Associates from 1988 to 1993 and general manager at the Delta Coast Corporation from 1981 to 1988. This position requires Senate confirmation and the compensation is \$100 per diem. Madaffer is registered decline-to-state.

Train to Christmastown – 2013 Ridership

Management at the Santa Cruz and Monterey Bay Railway reported a healthy turnout for the 2013 Train to Christmastown, with a 26 percent increase in sales over the previous year. An additional twelve departures were added to the original schedule to fill passenger demand.

Washington D.C. Trip Report

I spent the week of January 11 – 17 in Washington, to participate in the Annual Meeting (conference) of the Transportation Research Board (TRB), and to meet with delegation staff in both the House and Senate to update them on RTC priorities. Work is just beginning on the next transportation bill, and it is too early to say what changes might be expected. The current funding bill expires September 20.

The TRB conference was full of informative sessions on sustainability, inter-city passenger rail, climate change and more. The Committee on Transportation and Sustainability (of which I am a member) is becoming very active, and one of our adopted goals is to become the 'go to' Committee or clearinghouse for TRB on the issue of sustainability. With over 200 committees, almost every transportation mode and topic is represented in the TRB structure. The Committee describes sustainability as meeting the needs of current and future generations in terms of economic vitality, social equity and a healthy environment (i.e., the Triple Bottom Line). An interesting strategic goal is to leverage existing connections with other TRB committees as a way to advance its research agenda and strategic plan. In

essence, this means collaborating with other committees. To that end, I attended meetings of other committees that have a reasonable degree of relevance to current goals, projects and programs of the RTC, as well as having a likely connection or potential to advance goals of sustainability including: Inter-City Passenger Rail, Transportation and Land Development, Health and Transportation, Planning for Small and Medium-Sized Communities, and Accessible Transportation and Mobility. One area of special interest is: how will sea-level rise impact transportation infrastructure, and what can we do now or in the near future to minimize such impacts?

CalCOG

COG and transportation agency directors met in Sacramento on January 28th. A Mileage Based User Fee (MBUF) is a variety of Vehicle Miles Traveled (VMT) fee. Oregon and Washington are in various stages of initiating a program, and Indiana just passed a bill to do the same. COG directors agreed that CalCOG will support a full investigation into MBUF to determine its feasibility for California, and will take actions to assist in the discussion and feasibility studies as long as it is deemed to be a potentially viable source of long term transportation revenue.

Aspiring Counties

The group of eleven counties aspiring to enact a local tax measure to support transportation met on January 28th in Sacramento. The group continues to support a clean 55% amendment by engaging legislators and agrees to focus on a statewide priority for a systemic funding solution. San Luis Obispo COG has hired an outreach coordinator and is looking at 2016 for a measure, and is using their Regional Transportation Plan as a vehicle for informing voters.

A consultant reported that overall there is more voter optimism due to a stronger economy. Counties doing polling this year include Solano, Monterey and SLO. Stanislaus is moving forward in 2014, and is not planning on polling (!). Placer is hiring a firm to do the educational campaign, including polling. There was discussion and concern over cities passing measures for any use, and effectively hurting the chance of a county-wide measure for transportation getting passed. The group also agreed to pool resources for media tools, such as an educational video which could be customized by each county.

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From: cyclerevolution@gmail.com [mailto:cyclerevolution@gmail.com] **On Behalf Of** Tawn Kennedy
Sent: Wednesday, February 05, 2014 3:17 PM
To: info@scrtc.org
Subject: Proposed changes to the MBSST alignment

Dear RTC commissioners,

I urge you to vote NO on the proposed revision to the Monterey Bay Sanctuary Scenic Trail Master Plan and EIR. The proposed alternate alignment would keep the status quo – cyclists sharing the road with fast-moving cars. I regularly ride on San Andreas and Beach street- for me the scenery outweighs the fear that I feel every time I got this route- I've almost gotten clipped by farm equipment enough times that it gives me pause. But, if we are serious about creating a world-class facility for cyclists, pedestrians and people with disabilities, we need to keep the trail within the rail right-of-way. If doing so requires temporary closures while farmers spray their crops, so be it.

This is the section of the MBSST that I am most excited about from a birding and aesthetic perspective: Watsonville's sloughs are a hidden gem that the MBSST is set to showcase, but only if you stand firm, and vote no on the revision. Additionally, this revision would dramatically reduce the MBSST's appeal to weekend cyclists and potential bike tourists who would otherwise be bringing more business dollars to our community. A recent study found that cyclists and pedestrians typically spend more money at local businesses than car drivers. Similar contiguous separate "Rail Trail" facilities bring in significant revenue to communities throughout the US (statistics from People for Bikes):

- The Virginia Creeper Trail generates \$1.59 million in annual spending, supporting 27 new full-time jobs. *United States Department of Agriculture, 2004 - in Trails and Economic Development, 2007, Rails-to-Trails Conservancy*
- Trails in the Miami Valley of Ohio attract 1 million visitors who spend up to \$16 million on goods and services related to their use of the trails every year. *Miami Valley Regional Planning Commission, 2009 - Miami Valley Trail User Survey Report*
- Bicyclists on Minnesota's trails spend \$481 million annually while recreating, creating 5,880 jobs and \$40.6 million in state and local taxes. *Venegas, E., 2009 - Economic Impact of Recreational Trail Use in Different Regions of Minnesota (p. 36)*

With the Monterey Bay Sanctuary Scenic Trail we have the opportunity to dramatically improve safety and comfort for people who walk and bike. The completed trail will provide a safe route for bike commuting between Watsonville and Santa Cruz, as well as opportunities for healthy recreation for residents countywide. Separated bike facilities have been shown to dramatically increase bike ridership, especially among those who don't feel safe sharing the road with cars. Please do not support the possibility of these safety benefits being taken away.

Building the trail will take years of commitment on behalf of the RTC. But it will be worth it – once completed it will be a facility unlike any other, expanding our transportation options and showcasing the beauty of Santa Cruz County and the Monterey Bay. Please vote No on the proposed changes, and protect the vision of the Sanctuary Scenic Trail.

Thank you,

Tawn Kennedy

Director,
Green Ways to School
A project of People Power
The Hub for Sustainable Transportation
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Add-On pages - Item #17

Cory Caletti

From: Peoples, Brian C [brian.c.peoples@lmco.com]
Sent: Friday, January 31, 2014 5:30 AM
To: Karena Pushnik
Cc: BDS058@co.santa-cruz.ca.us; BDS022@co.santa-cruz.ca.us; BDS023@co.santa-cruz.ca.us; BDS051@co.santa-cruz.ca.us; Luis Mendez; rpquinn@pacbell.net; George Dondero; Cory Caletti; john.leopold@co.santa-cruz.ca.us; brian_peoples@rocketmail.com
Subject: Statement on Segment 17
Attachments: SCCRTC statement - Dec - 2013.pdf

SCCRTC,

Attached is statement we made in December, 2013 associated with the Master Trail Plan and are resubmitting this statement associated with the Segment 17 Alternative Plan. Please include this email statement with the attached statement. Authors of the original statement:

Brian Peoples, Aptos, California
Steve Bontadelli, Pfyffer Associates/Bontadelli, Inc.
Dick Peixoto, Lakeside Organic Gardens, LLC
Casey O'Brien, Aptos High School Rail-To-Trail Club
Dr. Rob Quinn, Aptos, California

In the December statement, we are recommending SCCRTC look at alternative long term plans for the trail that are more conducive to farming operations in which the trail transitions. We are recommending that SCCRTC find alternative approaches that are more realistic in cost and ability to accomplish the trail in a reasonable timeline. A Master Plan that has a cost of \$126M for the bike/pedestrian trail, \$130M for a passenger train and operating cost of \$4M per year to operate a passenger train is not a realistic plan. The rail corridor is a valuable asset to our community and we need to expedite the use of that corridor for a bike/pedestrian trail. Any commissioner that truly believes funding will be available to build a parallel trestle to the Capitola trestle is not realistic in their expectations and their beliefs are hurting our community who can immediately benefit from the use of the corridor for a bike/pedestrian path.

Aptos High Rail-to-Trail Club campaign is "Trail from KOA to Wilder by 2016" when the students who founded the club turn 18 and graduate.

Thanks,

Brian Peoples

SCCRTC,

We support Supervisor Zach Friends' recommendation to develop legal and policy framework for private organizations to immediately implement Master trail plans.

In addition, we are recommending SCCRTC look at alternative long term plans for trail that are more conducive to farming operations in which the trail transitions, can be accomplished in a more cost effective manner (approximately \$12M) to construct a trail and allow for more timely completion of the trail. The following is the recommended alternative plan for trail:

- For Segments 17 (KOA) to 20 (Watsonville), remove tracks from middle of farmland and improve San Andreas Road Bike lanes.
- For Segments 15 to 16 (Manresa), remove tracks and construct bike/pedestrian trail. For section through Lakeside Organic Gardens farm, remove tracks from middle of farmland and construct trail on perimeter of farmland along bluff (adjacent to beach).
- For Segments 14 to 8 (Seascape, Aptos, Capitola, Boardwalk) remove tracks and construct 20 foot wide bike/pedestrian trail from Seascape to Santa Cruz Boardwalk.
- For Segments 7 through 6 (Alma, Swift Street), remove tracks and construct trail as best determined.
- For Segments 6 to 4 (Wilder, Davenport), remove tracks from middle of farmland and develop plans to construct improved bike lane adjacent to Highway 1.

Below are cost estimates for each of the segments for proposed alternative trail plan based on SCCRTC Master Plan estimates.

Segment	Miles	Track Removal & Prep	Pave Pathway	Bridges/ Crossings/ Fencing	Additional (Contingency, Permits, etc.)	Total	Master Plan Cost	Difference USE IT NOW vs. Master Plan
4 thru 5 - Davenport	14.19	\$ (263,934)	\$ -	\$ -	\$ -	\$ (263,934)	\$ 17,692,248	\$ 17,956,182
6 - Wilder Ranch Trailhead/Shaffer Road	1.49	\$ (27,714)	\$ -	\$ 779,100	\$ 467,460	\$ 1,218,846	\$ 3,114,224	\$ 1,895,378
7 - Coastal Santa Cruz	3.1	\$ (57,660)	\$ -	\$ -	\$ -	\$ (57,660)	\$ 11,218,016	\$ 11,275,676
8 - Santa Cruz Boardwalk	0.77	\$ (14,322)	\$ 115,500	\$ 481,400	\$ 358,140	\$ 940,718	\$ 10,314,240	\$ 9,373,522
9 - Twin Lakes	1.7	\$ (31,620)	\$ 255,000	\$ 1,025,000	\$ 768,000	\$ 2,016,380	\$ 11,914,384	\$ 9,898,004
10 - Live Oak/Jade St Park	1.5	\$ (27,900)	\$ 225,000	\$ 1,476,450	\$ 1,020,870	\$ 2,694,420	\$ 9,707,440	\$ 7,013,020
11 - Capitola-Seacliff	3.2	\$ (59,520)	\$ 480,000	\$ 1,401,800	\$ 1,129,080	\$ 2,951,360	\$ 8,868,336	\$ 5,916,976
12 - Aptos Village	1.14	\$ (21,204)	\$ 171,000	\$ 980,050	\$ 690,630	\$ 1,820,476	\$ 10,831,696	\$ 9,011,220
13 - Rlo Del Mar-Hidden Beach	0.85	\$ (15,810)	\$ 127,500	\$ 137,700	\$ 159,120	\$ 408,510	\$ 3,306,112	\$ 2,897,602
14 - Seascape	1.17	\$ (21,762)	\$ 175,500	\$ 107,600	\$ 169,860	\$ 431,198	\$ 2,079,872	\$ 1,648,674
15 - Manresa Beach	1.37	\$ (25,482)	\$ 205,500	\$ 85,000	\$ 174,300	\$ 439,318	\$ 4,735,680	\$ 4,296,362
16 thru 20 - Watsonville	11.88	\$ (220,968)	\$ -	\$ -	\$ -	\$ (220,968)	\$ 29,976,624	\$ 30,197,592
						\$ 12,378,664	\$ 123,758,872	\$ 111,380,208

Sincerely,

Brian Peoples, Aptos, California
 Steve Bontadelli, Pfyffer Associates/Bontadelli, Inc.
 Dick Peixoto, Lakeside Organic Gardens, LLC
 Casey O'Brien, Aptos High School Rail-To-Trail Club
 Dr. Rob Quinn, Aptos, California