



**Santa Cruz County Regional
Transportation Commission
Transportation Policy Workshop**

AGENDA

**Thursday, May 15, 2014
9:00 a.m.**

**NOTE LOCATION THIS MONTH
SCCRTC Conference Room
1523 Pacific Ave
Santa Cruz, 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 TPW 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	Eduardo Montesino
County of Santa Cruz	Greg Caput
County of Santa Cruz	Neal 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	Daniel Dodge
Santa Cruz Metropolitan Transit District	Lynn Robinson

The majority of the Commission constitutes a quorum for the transaction of business.

1. Introductions
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.

4. Approve submittal of FTA Section 5311(f) Grant Application by Santa Cruz METRO (Resolution)

REGULAR AGENDA

5. Possible Future Role of Passenger Rail in Santa Cruz County – presentation by Anthony Perl, Professor of Political Science and Urban Studies at Simon Fraser University, Vancouver, B.C.
(George Dondero, Executive Director)
 - a. Staff report
6. Santa Cruz Portland Cement Co. #2 passenger steam train event
(Luis Pavel Mendez, Deputy Director)
 - a. Staff report
 - b. Operating Plan for Passenger Steam Train
7. Next meetings

The next SCCRTC meeting is scheduled for Thursday, June 5, 2014 at 9:00 a.m. at the Watsonville City Council Chambers, 275 Main Street, Suite 400, Watsonville, CA.

A special meeting of the Transportation Policy Workshop is scheduled for Thursday, June 26, 2014 at 9:00 am at the SCCRTC 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*

HOW TO STAY INFORMED ABOUT RTC MEETINGS, AGENDAS & NEWS

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Agenda packets: *Complete agenda packets are available at the RTC office, on the RTC website (www.sccrtc.org), and at the following public libraries:*

- 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

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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 persons 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.

AGENDA: May 15, 2014

TO: Regional Transportation Commission (RTC)

FROM: Rachel Moriconi, Senior Transportation Planner

RE: FTA Section 5311(f) Grant Application for Santa Cruz METRO

RECOMMENDATION

Staff recommends that the Regional Transportation Commission (RTC) adopt a resolution ([Attachment 1](#)) to allow submittal of the Santa Cruz Metropolitan Transit District (METRO) application for funds from the FTA Section 5311(f) grant program.

BACKGROUND

The Federal Transit Administration (FTA) Section 5311(f) Intercity Bus Program in California is designed to address the intercity bus transportation needs of the state by supporting projects that provide transportation between non-urbanized and urbanized areas that result in connections of greater regional, statewide, and national significance.

DISCUSSION

Santa Cruz Metropolitan Transit District (METRO) has prepared an application for FTA Section 5311(f) funding to purchase two (2) replacement vehicles for rural service. Santa Cruz METRO currently operates a designated twenty-five foot (25') transit vehicle on rural Route 33 and Route 34 in Felton, Lompico, Zayante, and surrounding areas. This is currently the only 25' vehicle in the fleet, and its smaller size is necessary to maneuver in the rural environment. The current 25' transit vehicle used for Route 33 and Route 34 has exceeded its useful life and is experiencing an increase in the number of days out of service due to maintenance needs. When this vehicle is out of service, a 35' bus must be deployed, leading to multi-point turns and bottoming out due to decreased clearance between the road and the bottom of the bus.

Routes 33 and 34 provide rural and intercity transportation services. Key destinations served by the Route 33 and Route 34 include grocery stores, pharmacies, K-12 schools, and rural neighborhoods. Route 33 and Route 34 connect with Route 35/35A at Felton Faire, allowing for transfer to travel north on Highway 9, or to travel in to Scotts Valley and Santa Cruz. Transfers from the Route 35 to the Amtrak Highway 17 Express are possible in Scotts Valley at Cavallaro Transit Center, at Pasatiempo, or at Pacific Station in downtown Santa Cruz.

Replacing the existing vehicle will enable Santa Cruz METRO to reliably transport passengers between rural and urban service areas and increase connectivity to other transit service. The new vehicles will also increase tie down capacity, expanding travel options for people in mobility devices.

While Santa Cruz METRO is submitting this application, the FTA5311(f) application must include concurrence from the Regional Transportation Planning Agency (RTC). Therefore, **staff recommends that the RTC adopt a resolution (Attachment 1) approving submittal of the Santa Cruz METRO FTA Section 5311(f) application for purchase of two (2) replacement transit vehicles for rural service and authorizing the Executive Director to sign the required Regional Transportation Planning Agency Certifications and Assurances for the FTA Section 5311(f) project application.**

SUMMARY

Santa Cruz Metropolitan Transit District (METRO) is submitting an application for the Federal Transit Administration (FTA) Section 5311(f) Intercity Bus Program to purchase two replacement buses for service that connects rural and urbanized areas in San Lorenzo Valley. METRO submittal of the application requires concurrence from the Regional Transportation Commission (RTC).

Attachments:

1. Resolution

RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of May 15, 2014
on the motion of Commissioner
duly seconded by Commissioner

A RESOLUTION AUTHORIZING SUBMITTAL OF AN APPLICATION FOR
FTA SECTION 5311(F) FUNDING FOR
SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

WHEREAS, the California Department of Transportation (Department) has been designated by the Governor of the State of California to administer Federal Transit Administration (FTA) Section 5311(f) grants for public transportation projects; and

WHEREAS, the Regional Transportation Commission serves as the Regional Transportation Planning Agency for Santa Cruz County; and

WHEREAS, the Santa Cruz Metropolitan Transit District (SCMTD) desires to apply for said financial assistance to purchase two (2) replacement transit vehicles to be operated in rural service; and

WHEREAS, the SCMTD has, to the maximum extent feasible, coordinated with other transportation providers and users in the region (including social service agencies):

THEREFORE, BE IT RESOLVED BY THE SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION THAT:

1. The SCMTD FTA Section 5311(f) application for purchase of two (2) replacement transit vehicles for rural service and submittal of grant application are approved; and
2. The Executive Director, or his or her designee, is authorized to sign the required Regional Transportation Planning Agency Certifications and Assurances for in the FTA Section 5311(f) project application.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

ABSENT: COMMISSIONERS

John Leopold, Vice Chair

ATTEST:

George Dondero, Secretary

Distribution: SCMTD; RTC Programming

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AGENDA: May 15, 2014

TO: Regional Transportation Commission
FROM: George Dondero, Executive Director
RE: Possible Future Role of Passenger Rail

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC) receive a presentation by Anthony Perl and discuss the possible future role of the RTC in shaping transportation options including passenger rail in Santa Cruz County.

BACKGROUND

Anthony Perl is Professor of Urban Studies and Political Science at Simon Fraser University in Vancouver, British Columbia, Canada. Before joining SFU, Anthony worked at the University of Calgary, the City University of New York, and Universite Lumiere in Lyon, France. He received his undergraduate honors degree in Government from Harvard University, followed by an MA and a Ph.D. in Political Science from the University of Toronto.

His research crosses disciplinary and national boundaries to explore policy decisions made about transportation, cities and the environment. He has published in dozens of scholarly journals including Energy Policy, Transportation Research, Transportation Quarterly, World Transport Policy and Practice, Journal of Air Transport Management, Transportation Research Record, Journal of Public Policy, Journal of Urban Technology and Scientific American. His work has been awarded prizes for outstanding papers presented at the World Conference on Transport Research and the Canadian Transportation Research Forum.

He has also authored or co-authored five books, including: The Politics of Improving Urban Air Quality (1999); New Departures: Rethinking Rail Passenger Policy in the Twenty-First Century (2002); The Integrity Gap: Canada's Environmental Policy and Institutions (2003); and Transport Revolutions: Moving People and Freight Without Oil (first published in 2007 and a second updated edition was published in 2010).

Perl has advised governments in Australia, Belgium, Canada, France, and the United States on transportation and environmental research and policy development. He served on the Board of VIA Rail, Canada's national passenger railway for more than four years. He has led the Rail Group of the U.S. Transportation Research Board (TRB), a division of the National Research Council. He has also chaired TRB's Committee on Intercity Passenger Rail. Perl is a Fellow

of the Post-Carbon Institute and Adjunct Professor of Urban Studies at Griffith University in Queensland, Australia.

DISCUSSION

For almost a century, modern mobility has consumed ever increasing amounts of carbon based fuel, mostly liquid petroleum. The climate, geopolitical and economic risks posed by such a trend will put increasing pressure on governments and markets to deliver better alternatives in the future. Such changes will require new policies that facilitate transitions in technology, organization, and financing. What can local agency leaders do to enable such adjustments for an effective future mobility transition? The longer we delay to implement sound alternatives, the bigger the shift from current practices will be needed, and the more that existing plans and programs will have to be replaced, or at least supplemented by mobility modes that are not available today. Adding new mobility options that expand the choices in today's mix will reduce vulnerability to future risks. The current draft 2014 Regional Transportation Plan for Santa Cruz County begins to address that transition. It is hoped that the presentation and discussion at the Transportation Policy Workshop and evening public forum might add to the evolving policies shaping future transportation options in the region.

Rail infrastructure offers an important resource in California and the RTC's management of climate and energy risks because it supports proven technology for low-carbon and post-carbon mobility options and is cost competitive for freight movement. Coming up with a new model for railroad service to meet 21st century needs will require both learning from global experience with railroad redevelopment over the past 50 years and creating innovations to meet the unique approaches to railroad ownership and operation in America.

Mr. Perl's presentation will consider the possibility that getting a new railroad model up and running in California is likely to have an increasing payoff over time as demographic, energy and climate changes are likely to boost the opportunities for moving people and freight by rail. A railroad renaissance in Northern California thus depends upon plans and programs that can start laying the foundation for future success long before the new railroad model will roll out service.

SUMMARY

Anthony Perl will make a presentation and lead discussion on shaping future mobility options including passenger rail, in California and Santa Cruz County.

AGENDA: May 15, 2014

TO: Regional Transportation Commission Transportation Policy Workshop

FROM: Luis Pavel Mendez, Deputy Director

RE: Santa Cruz Portland Cement Co. #2 Passenger Steam Train Event

RECOMMENDATIONS

Staff recommends that the Santa Cruz County Regional Transportation Commission (RTC) approve:

1. The passenger rail service operating plan ([Attachment 1](#)) for a passenger steam train proposed by Santa Cruz Big Trees and Pacific (SCBT&P) Railway in partnership with Santa Cruz & Monterey Bay (SC&MB) Railway; and
 2. A passenger service license for SCBT&P Railway to operate a passenger steam train from milepost 20.5 to milepost 23.5 on the Santa Cruz Branch Rail Line on July 11th, 12th and 13th.
-

BACKGROUND

Through an administration coordination and license (ACL) agreement, the RTC provided an exclusive license to the Santa Cruz and Monterey Bay (SC&MB) Railway for passenger rail operations on the Santa Cruz Branch Rail Line between the Santa Cruz Harbor (milepost 18.74) and Davenport (milepost 31.39.) The ACL provides for the RTC to grant passenger rail operations licenses, on this section of the track, to other operators with the consent of SC&MB Railway.

Santa Cruz Big Trees and Pacific (SCBT&P) Railway has a trackage rights agreement to operate passenger trains on the Santa Cruz Branch Rail line from its track on Chestnut Street through the Santa Cruz wye to the Santa Cruz Beach Boardwalk. This includes the section between mileposts 19.65 and 20.5 on the Santa Cruz Branch Rail Line. SCBT&P Railway is interested in operating a passenger steam train using track on the Santa Cruz Branch Rail Line up to milepost 23.5 in Wilder Ranch.

DISCUSSION

SCBT&P Railway will bring a steam locomotive to Felton for the weekend of July 11th, 12th and 13th. The locomotive is known as the Santa Cruz Portland Cement Co. #2 (SCPC#2) and the "Chiggen." The SCPC#2 was built for the cement plant in Davenport and was used in Davenport until 1924 and has not returned to Santa

Cruz County since. Because the SCPC#2 used to operate at the Davenport cement plant and on the portion of the Santa Cruz Branch Rail Line between Santa Cruz and Davenport, SCBT&P Railway would like to run a passenger steam train with the SCPC#2 towards Davenport as far as possible. Trains cannot go beyond milepost 23.54 because a small timber bridge at that location was burned and has not yet been replaced. The steam train would do one round trip on Friday, July 11th and two round trips on Saturday and Sunday July 12th and 13th. The proposed schedule is included in Attachment 1.

RTC Public Outreach Opportunity

Because the steam train would run on a portion of the RTC rail line and only make one round trip on Friday, July 11th, it affords the RTC a unique opportunity to provide public information on its rail projects and do public outreach for the passenger rail study that is about to begin. Therefore, SCBT&P Railway agreed to provide the RTC with a railcar on the July 11th run for the RTC to use for its public outreach in exchange for the license to operate the steam train on July 11th, 12th and 13th. The RTC public outreach event would likely include some Commissioners, media representatives and others. RTC staff will develop a public outreach plan and provide it to the RTC at its June meeting.

Train Noise

The Train to Christmas Town service of 2012 resulted in some complaints from residents along the route due to the train horn. The steam train will be required to blow its whistle in accordance with federal safety regulations. However, because the steam train will not operate at night and will only do a maximum of two round trips in one day the potential for train whistle complaints is anticipated to be low.

The operating license would include language indemnifying the RTC and SC&MB Railway and insurance requirements to cover the RTC. Therefore, **staff recommends that the RTC approve the operating plan (Attachment 1) for a passenger steam train and a passenger service license to SCBT&P Railway to operate the steam train from milepost 20.5 to 23.5 on the Santa Cruz Branch Rail Line.**

SUMMARY

Santa Cruz Big Trees and Pacific (SCBT&P) Railway proposes to run a passenger steam train on a portion of the Santa Cruz Branch Rail Line in partnership with Santa Cruz and Monterey Bay (SC&MB) Railway. Staff recommends approval of the operating plan for the passenger steam train and the corresponding passenger service license.

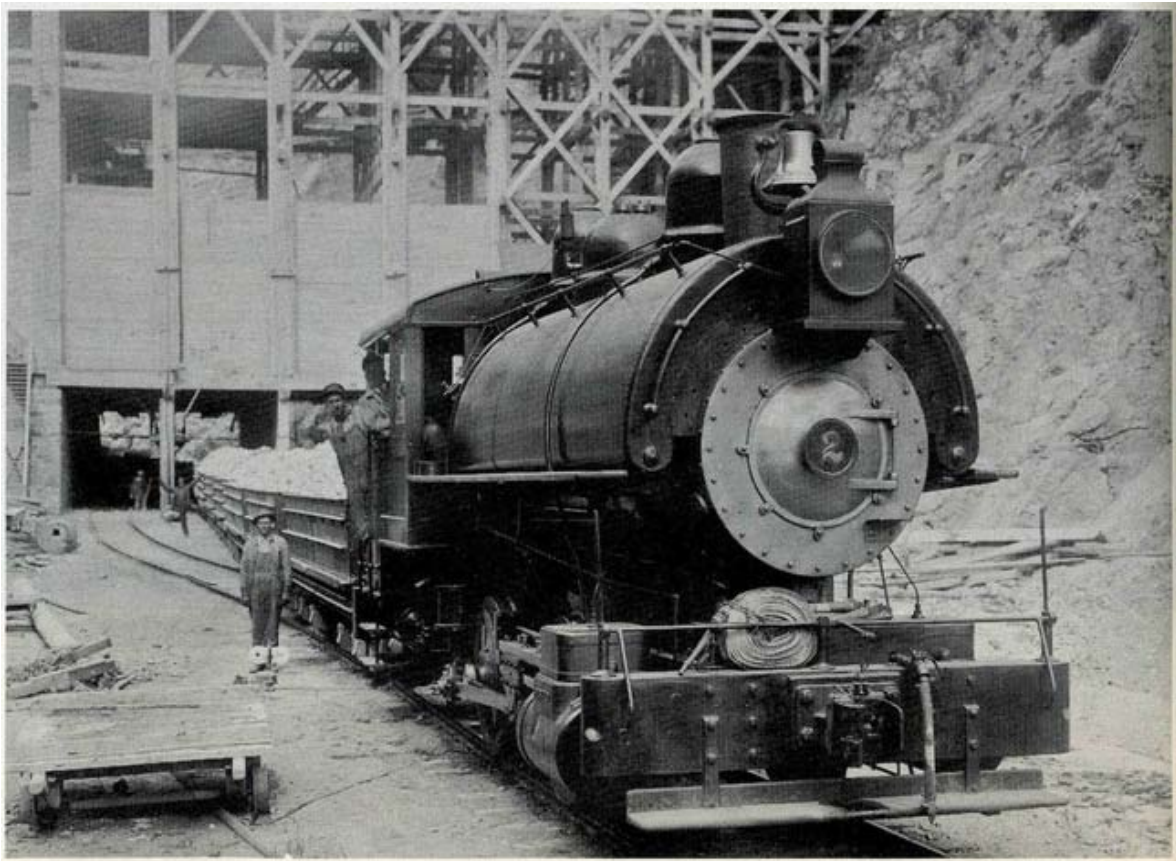
Attachments:

1. Operating Plan for Passenger Steam Train



Steam Event Plan

July 11-13, 2014



Featuring

Santa Cruz Portland Cement #2

Overview

Roaring Camp Railroads/Santa Cruz Big Trees & Pacific Railroad has invited the Santa Cruz & Monterey Bay Railway to participate in a special event being produced by RCRR. Roaring Camp plans to transport a steam locomotive owned by a third party individual, Efstathios I. Pappas, to their railroad by way of highway transport and utilize SCMB rails outside of Roaring Camp's trackage rights to operate Mr. Pappas' steam locomotive.

History

The steam locomotive to be utilized for this event has a direct connection to Santa Cruz County and the right of way which the Santa Cruz County Regional Transportation Commission owns and the SC&MBRy operates. The 45 Ton 0-4-0T locomotive was built by the HK Porter Company in August of 1909 for the Santa Cruz Portland Cement Company of Davenport, CA. The prototype model of HK Porter Company's new line of Standard Gauge 0-4-0T, the SCPC #2 worked at the cement quarry until sold in 1924 to another quarry operation in Northern California. After its service life had ended the locomotive was sold to the owner of a Fried Chicken Restaurant in Stockton, CA and put on display in the parking lot for the next 30 years. In 2006 following the closing of the restaurant some years earlier Efstathios I. Pappas purchased the SCPC #2 with the intent of restoring the locomotive to operation. In 2013 the locomotive, nicknamed "The Chigger" for its time on display at the fried chicken restaurant, was steamed for the first time in over 50 years at the Mount Rainier Scenic Railroad in Mineral, WA where Mr. Pappas currently holds the position of Chief Mechanical Officer. This locomotive was pivotal to the operation of the quarry at Davenport which is at the north end of the SC&MBRy and was also utilized by contract with the Southern Pacific Railroad to fill in numerous trestles along the right of way between Santa Cruz and Davenport on the Southern Pacific right of way by using side-dump rail cars loaded with rock from the quarry and dumping the rock off the side of the trestles.

Operating Plan

July 11, 2014: Steam locomotive will deadhead on Roaring Camp's regular excursion train to Santa Cruz Boardwalk from Felton. After a short presentation to the public at the boardwalk the steam locomotive and train (to be determined train size with Roaring Camp diesel on rear of steam train) will cut off of regular train and depart north on SCMB track outside of Roaring Camp trackage rights to Wilder Ranch Milepost 23. Upon arriving Wilder Ranch, no passengers will disembark. Control of operating ends/brakes will be transferred to the diesel locomotive on the other end of the train and diesel locomotive will lead train back to Santa Cruz wye/Depot Park for public display event. Steam train will deadhead back to Felton with the last Roaring Camp Beach Train.

July 12 and 13, 2014: Steam train (to be determined train size with Roaring Camp Diesel on rear of steam train) will operate as a combined second section of Roaring Camp's regular train between Felton and Santa Cruz Wye. Upon arrival at the Santa Cruz Wye, the steam locomotive and train (to be determined train size with Roaring Camp diesel on rear of steam train) will cut off of regular train and depart north on SCMB track outside of Roaring Camp trackage rights to Wilder Ranch Milepost 23. Upon arriving Wilder Ranch, no passengers will disembark. Control of operating ends/brakes will be transferred to the diesel locomotive on the other end of the train and train will return (to be determined whether to boardwalk or wye) to be re-combined with Roaring Camp's regular excursion train back to Felton. There will be two round trips each day on SCMB track.

Operating Crews

SC&MBRy will provide a pilot locomotive engineer (General Manager Jeffrey Weeks) and a pilot conductor (John Smith) for train operation outside of track-age rights for all trips. Train will be operated by Roaring Camp Engineers, Fireman, and Conductors.

Steam Locomotive Transportation, Fuel, and Water

Transportation by road of the Steam Locomotive to Felton will be paid by Roaring Camp. Roaring Camp will also furnish and pay for all fuel and water used by the locomotive.

Insurance

Due to the use of Roaring Camps' railroad equipment on the SC&MBRy outside of designated track-age rights area Roaring Camp will produce an insurance statement to the SC&MBRy and the Santa Cruz County Regional Transportation Commission listing the SC&MBRy, Permian Basin Railways, Iowa Pacific Holdings, LLC, and the SCCRTC as additionally insured under Roaring Camps insurance policy.

Event Marketing

The bulk of event marketing will be tasked by Roaring Camp. Additional marketing through free avenues such as Facebook and IPH mailing lists to be done by IPH Marketing team as time and funds allow. Marketing materials are to be furnished by Roaring Camp to IPH Marketing staff.

Ticket Sales

Tickets will be sold and booked through Roaring Camp Railroads reservations. IPH/SCMB will not handle ticketing for this event.

Customer Service

Roaring Camp Railroads will handle all customer service.

Rail Line

The train will operate on Santa Cruz Big Trees & Pacific from Felton to the Santa Cruz Wye, Beach Boardwalk, and west towards Wilder Ranch Milepost 23.0. The track will be maintained to FRA Class 1 track specifications and inspected by Industrial Railways Company and Iowa Pacific Holdings Vice President of Engineering and Chief Engineer Steve Hill and will allow up to 15 mile per hour travel with the railroad consist. Improvements and maintenance will be administered under the direction of Railroad General Manager, Jeffrey Weeks.

Equipment

Steam Locomotive SCPC #2, Diesel Locomotive, and Passenger Cars are to be provided by Roaring Camp Railroads.

Schedule*

July 11 – Boardwalk to Wilder Ranch return to Wye

Arrive Boardwalk – 11:25am

Depart Boardwalk – 12:00pm

Arrive Wilder Ranch – 12:20pm

Depart Wilder Ranch – 12:30pm

Arrive Santa Cruz Wye – 12:50pm

Display Steam locomotive – 12:50pm to 4:15pm

Steam Locomotive departs on rear of last Beach Train

To Felton – 4:30pm

July 12 and 13 – Felton to Wilder Ranch Round Trip

Depart Felton – 10:30am

Arrive Santa Cruz Wye – 11:20am

Arrive Wilder Ranch – 11:45am

Depart Wilder Ranch – 11:55am

Depart Santa Cruz Wye – 12:40am

Depart Felton – 2:30pm

Arrive Santa Cruz Wye – 3:20pm

Arrive Wilder Ranch – 3:45pm

Depart Wilder Ranch – 3:55pm

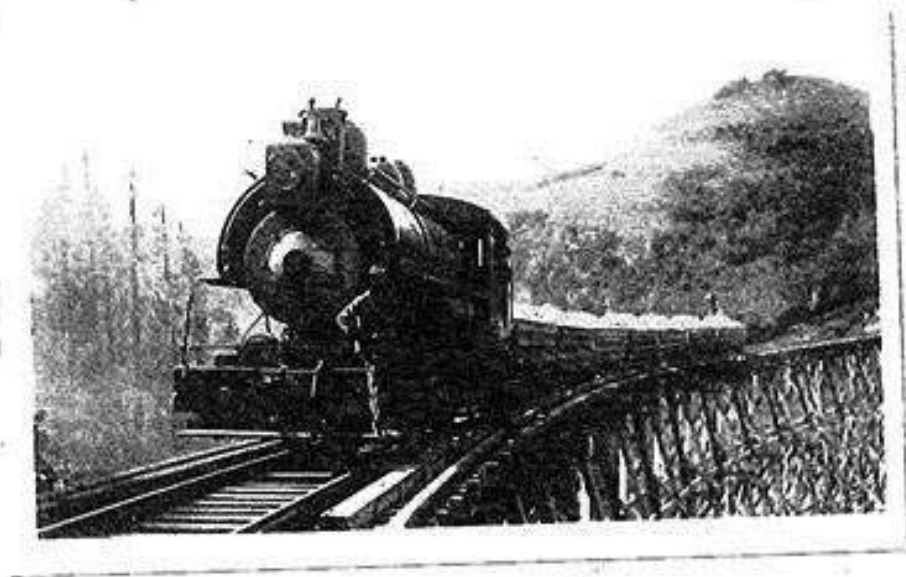
Depart Santa Cruz Wye – 4:40pm

*Times are preliminary and may be altered slightly.

Additional Photos



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