Santa Cruz County Regional Transportation Commission

AGENDA

Thursday, September 4, 2014
9:00 a.m.

NOTE LOCATION THIS MONTH
County Board of Supervisors Chambers
701 Ocean Street, 5th Floor
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 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          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. 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.

4. Approve draft minutes of the August 7, 2014 Regional Transportation Commission meeting

5. Accept draft minutes of the August 5, 2014 Elderly and Disabled Transportation Advisory Committee meeting

6. Accept draft minutes of the August 11, 2014 Bicycle Advisory Committee 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 Railroad Crossing Agreement for Pacific Avenue in Santa Cruz
INFORMATION/OTHER ITEMS

9. Accept monthly meeting schedule

10. Accept correspondence log

11. Accept letters from RTC committees and staff to other agencies
   a. August 3, 2014 letter to City of Santa Cruz Water Department regarding North Coast Pipeline Rehabilitation Project
   b. August 14, 2014 letter to California State Coastal Conservancy regarding Twin Lakes Beachfront Improvement Project
   c. August 14, 2014 letter from RTC Bicycle Committee regarding Appreciation for Rail Trail project
   d. August 14, 2014 letter to City of Watsonville regarding Main Street Improvements
   e. August 18, 2014 letter to County of Santa Cruz regarding Draft Sustainable County Plan
   f. August 18, 2014 letter to City of Scotts Valley regarding Mitigated Negative Declaration for proposed 1440 Center project

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. Passenger Rail Study: Goals, Evaluation Metrics, and Scenarios  
   (Rachel Moriconi and Karena Pushnik, Senior Transportation Planners)
   a. Staff report
   b. Draft Goals and Objectives
   c. Draft Evaluation Metrics
   d. Potential station locations and maps
   e. Draft Service Scenarios
18. Pedestrian Safety Work Group’s Pedestrian/Motorist Brochure
   (Karena Pushnik, Senior Transportation Planner)
   
   a. Staff report
   b. Motorist/Pedestrian Brochure – Final Draft

19. Adjourn to special meeting of the Service Authority for Freeway Emergencies
   
   a. SAFE agenda attached separately

20. Next meetings

   The next RTC meeting is scheduled for Thursday, October 2, 2014 at 9:00 a.m.
   at the County Board of Supervisors Chambers, 701 Ocean Street, 5th Floor, Santa
   Cruz, CA.

   The next meeting of the Transportation Policy Workshop is scheduled for
   Thursday, September 18, 2014 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.

HOW TO STAY INFORMED ABOUT RTC MEETINGS, AGENDAS & NEWS

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) or by
calling (831) 425-8848.

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

For information regarding library locations and hours, please check online at www.santacruzpl.org or www.watsonville.lib.ca.us.

On-line viewing: The SCCRTC encourages the reduction of paper waste and therefore makes meeting materials available online. Those receiving paper agendas may sign up to receive email notification when complete agenda packet materials are posted to our website by sending a request to info@sccrtc.org. Agendas are typically posted 5 days prior to each meeting.

Newsletters: To sign up for E-News updates on specific SCCRTC projects, go to www.sccrtc.org/enews.

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, August 7, 2014
9:00 a.m.

Scotts Valley City Council Chambers
1 Civic Center Drive
Scotts Valley, CA

1. Roll call

The meeting was called to order at 9:04 a.m.

Members present:
Tim Gubbins (ex-officio)       Dennis Norton
Donna Lind (alt.)              Greg Caput
Neal Coonerty                  Zach Friend
John Leopold                   Virginia Johnson (alt.)
Dene Bustichi                  Daniel Dodge
Ron Graves (alt.)              

Staff present:
George Dondero                 Luis Mendez
Yesenia Parra                  Jason Laning
Ginger Dykaar                  Rachel Moriconi
Karena Pushnik                 Cory Caletti
Grace Blakeslee                Kim Shultz

2. Oral communications - none

3. Additions or deletions to consent and regular agendas

A handout for Item 19 and add-on pages for Item 23 were distributed.

CONSENT AGENDA

Commissioner Friend moved and Commissioner Norton seconded the consent agenda. The motion passed unanimously, with Commissioners Norton, Caput, Coonerty, Friend, Leopold, V. Johnson, Bustichi, Dodge and Graves voting “aye.”
MINUTES

4. Approved draft minutes of the June 5, 2014 Regional Transportation Commission meeting

5. Approved draft minutes of the June 26, 2014 Transportation Policy Workshop special meeting

6. Accepted draft minutes of the June 10, 2014 Elderly and Disabled Transportation Advisory Committee meeting

7. Accepted draft minutes of the June 12, 2014 Budget & Administration/Personnel (B&A/P) Committee meeting

POLICY ITEMS

No consent items

PROJECTS and PLANNING ITEMS

8. Approved extension to provide 2014 Train to Christmas Town long term license language

BUDGET AND EXPENDITURES ITEMS

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

ADMINISTRATION ITEMS

10. Approved workers’ compensation insurance for unpaid interns and volunteers (Resolution 01-15)

11. Approved out of state travel for Executive Director

INFORMATION/OTHER ITEMS

12. Accepted information on Cross-Kirkland Corridor Interim Trail

13. Accepted monthly meeting schedule

14. Accepted correspondence log

15. Accepted letters from RTC committees and staff to other agencies
   a. Letter from RTC staff to Caltrans regarding the Initial Study for the Route 1/9 Intersection Improvement Project
b. Letter from RTC staff to County of Santa Cruz Planning Department regarding the draft Santa Cruz County Economic Vitality Strategy

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

17. Accept information items - *none*

**REGULAR AGENDA**

18. Commissioner reports – oral reports

19. Director’s report – oral report

   Executive Director George Dondero presented his report.

20. Caltrans report and consider action items

   Tim Gubbins, Caltrans, presented his District Director’s report. He said that Caltrans has a new safety campaign to remind drivers to slow down and pay attention through construction zones. He also reported that work recently began on a shoulder-widening project on Highway 17 near Scotts Valley.

   Commissioners discussed accident numbers in construction zones, a completed project in Boulder Creek, and condolences for the recent fatality of a worker on a Caltrans project.

21. Scotts Valley Department of Public Works presentation

   Scott Hamby, Scotts Valley Public Works Director, presented an overview of recent projects in the Scotts Valley area that were all or partially funded by the RTC.

22. Travel Time and Travel Time Reliability for Highway 1

   Commission Alternate Donna Lind arrived to the meeting.

   Transportation Planner Ginger Dykaar presented her report.

   Commissioners discussed: having access to the data used in the report; that the travel time data doesn’t seem to match up with personal experiences driving on Highway 1; how the travel data was collected and aggregated; whether the data is reliable; the possibility of using privately-collected data; the possibility of focusing on improving southbound travel times on Highway 1; the need to look for alternative data sources; and travel time data for bus service.
Commissioner Friend moved and Commissioner Bustichi seconded to receive the staff report and direct staff to explore additional sources of data for this stretch of Highway 1 and return to the Commission with annual reports on travel time reliability within this corridor.

The motion passed unanimously, with Commissioners Norton, Lind, Caput, Coonerty, Friend, Leopold, V. Johnson, Bustichi, Dodge and Graves voting “aye.”

23. Passenger Rail Study: Update

Senior Transportation Planner Karena Pushnik presented her report.

Commissioners discussed: the importance of wording surveys in a neutral fashion so that results are not skewed towards a particular result; and the high level of interest for potential rail service among the public as demonstrated by participation in the survey.

24. Santa Cruz Branch Rail Line Right-of-Way Lease, License and Right of Entry Policy

Deputy Director Luis Pavel Mendez presented his report.

Commissioners discussed: the relatively small number of leases along the rail corridor; the amount of private use of land along the rail corridor without a lease agreement; whether the RTC must honor lease agreements entered into by the previous owners of the rail line; and how the RTC handles land use requests that need to be approved by a local jurisdiction.

Commissioner Coonerty moved and Commissioner Friend seconded to approve the draft Policies for Leases, Licenses and Rights of Entry for the Santa Cruz Branch Rail Line Right-of-Way. The motion passed unanimously, with Commissioners Norton, Lind, Caput, Coonerty, Friend, Leopold, V. Johnson, Bustichi, Dodge and Graves voting “aye.”

25. Rules of Conduct for Regional Transportation Commission Meetings

Deputy Director Luis Pavel Mendez presented his report.

Commissioner Caput moved and Commission Alternate Graves seconded to adopt Rosenberg’s Rules of Order for the conduct of meetings of the RTC and its committees. The motion passed unanimously, with Commissioners Norton, Lind, Caput, Coonerty, Friend, Leopold, V. Johnson, Bustichi, Dodge and Graves voting “aye.”

26. Review of items to be discussed in closed session

Deputy Director Luis Pavel Mendez said the closed session was canceled (Items 27 and 28 removed).
29. Adjourn to special meeting of the Service Authority for Freeway Emergencies

No agenda items this month

30. The meeting adjourned at 10:35 a.m. Next meetings

The next RTC meeting is scheduled for Thursday, September 4, 2014 at 9:00 a.m. at the County Board of Supervisors Chambers, 701 Ocean Street, 5th Floor, Santa Cruz, CA.

The next meeting of the Transportation Policy Workshop is scheduled for Thursday, September 18, 2014 at 9:00 a.m. at the RTC Offices, 1523 Pacific Avenue, Santa Cruz, CA.

Respectfully submitted,

Jason Laning, Staff

Attendees
Brooke Miller          County Counsel
Sara Von Schwind      Caltrans
Alex Clifford         Santa Cruz METRO
Heather Adamson       AMBAG
Mark Dettle           City of Santa Cruz
Scott Hamby           Scotts Valley Public Works
1. Call to Order at 1:35 pm

2. Introductions

   **Members Present:**
   - Donald Hagen, 4th District
   - Kirk Ance, CTSA Lift Line
   - Lisa Berkowitz, CTSA
   - Debbi Brooks, Soc. Serv. Provider-Persons of Limited Means
   - John Daugherty, Metro Transit
   - Veronica Elsea, 3rd District
   - Sally French, Soc. Serv. Provider-Disabled (HOPE)
   - Patti Shevlin, 1 District

   **Alternates Present:**
   - April Warnock, Metro ParaCruz

   **Excused Absences:**
   - Debbi Brooks, Soc. Serv. Provider-Persons of Limited Means
   - John Daugherty, Metro Transit
   - Veronica Elsea, 3rd District
   - Sally French, Soc. Serv. Provider-Disabled (HOPE)
   - Patti Shevlin, 1 District

   **Others Present:**
   - Brent Gifford, Citizen
   - Leslyn Syren, Santa Cruz Metro

   **RTC Staff Present:**
   - Grace Blakeslee
   - Karena Pushnik

3. Oral Communications

   The following information was discussed or announced:
   - Recognition of Les White as long time director of Santa Cruz Metro on cover of Headways
   - Transit service to Big Basin State Park is available during the summer
   - Santa Cruz Metro is providing free rides for youth during the summer
   - Highway 17 Express connects to VTA Train 902 to provide service to the 49ers stadium
   - Welcome Donald (Norm) Hagen as a member of the E&D TAC
   - Introduction of Brent Gifford, citizen interested in serving as 1st District Alternate on E&D TAC

4. Additions or deletions to consent and regular agenda - None

   **CONSENT AGENDA**

   *Action: The motion (French/Shevlin) - - to approve the consent agenda as amended - - carries.*

   **Ayes:**
   - John Daugherty, Lisa Berkowitz, Debbi Brooks, Sally French, Kirk Ance, Clay Kempf
   - Veronica Elsea

   **Nays:**
   - None

   **Abstain:**
   - None
5. Approved minutes from June 10, 2014 meeting
   • Amend draft minutes, Item #15: Correct Pedestrian Safely Workgroup to Pedestrian Safety Workgroup

6. Received Transportation Development Act (TDA) Revenues Report as of July 2014

7. Received RTC Highlights through June 2014

8. Received Calendar of E&D TAC Items

9. Receive Information Items
   a. Letter from Santa Cruz County Taxi Commission – July 10, 2014
   b. AARP Article, “Making Streets Safe”, April 2014
   c. Letter from California Council of the Blind Letter Regarding AB 1193
   d. Highway 1/9 Intersection Improvement Initial Study, RTC Staff Comments

10. Received Agency Updates
   a. Volunteer Center
   b. Community Bridges (Consolidated Transportation Services Agency)
      - 3rd Quarter FY 13/14 TDA Report
   c. Santa Cruz Metropolitan Transit District (Metro)
      - April 2014 ParaCruz Report
      - Past Metro Reports
   d. Santa Cruz County Regional Transportation Commission
      - Passenger Rail Survey
   e. Private Operators

REGULAR AGENDA

11. Reviewed Older Adult and Persons with Disabilities Fixed Route Discount Fare Program (AR- 1028)
    Leslyn Syren, Santa Cruz Metro, presented proposed revisions to the Adult and Persons with Disabilities Fixed Route Discount Fare Program and associated application form. E&D TAC discussed additional contact information requested on the revised discount fare card application form and discount fare eligibility requirements. E&D TAC recommended removal of question related to use of a service animal on the revised application. E&D TAC discussed locations and hours for purchasing metro passes in Felton and Watsonville.

Action: The motion (Elsea/Ance) to recommend E&D TAC send a letter to the Santa Cruz Metro stating that the E&D TAC supports the revisions to the Older Adult and Persons with Disabilities Fixed Route Discount Fare Program as proposed by Santa Cruz Metro staff and removal of the question related to use of service animal on the revised application -- carries.

Ayes:  Kirk Ance, Debbi Brooks, Sally French, Lisa Berkowitz, Veronica Elsea, Patti Shevlin
Nays:  None
Abstain: John Daugherty
12. Receive Pedestrian Safety Work Group Update and Draft Pedestrian and Motorist Brochure

Veronica Elsea presented the draft Pedestrian and Motorist Brochure. The E&D TAC considered comments received from Mission Pedestrian to add the word “marked” before the word “crossings” in the brochure. E&D TAC appreciated Hal Anjo for his leadership in designing the brochure.

**Action:** The motion (Elsea/French) to approve the draft Pedestrian and Motorist Brochure with the inclusion of the word “marked” before the word “crossings” in the brochure.

**Ayes:** Kirk Ance, Debbi Brooks, Sally French, Lisa Berkowitz, John Daugherty, Veronica Elsea, Patti Shevlin

**Nays:** None

**Abstain:** None

Veronica Elsea discussed next steps to print and distribute the Pedestrian and Motorist Brochure. E&D TAC discussed locations for distributing the brochure and outreach ideas.

**Action:** The motion (Daugherty/Berkowitz) to recommend that the RTC approve the Pedestrian and Motorist Brochure for printing and distribution.

**Ayes:** Kirk Ance, Debbi Brooks, Sally French, Lisa Berkowitz, John Daugherty, Veronica Elsea, Patti Shevlin

**Nays:** None

**Abstain:** None

13. View Proposed New Paratransit Vehicles

April Warnock, Santa Cruz Metro, described new paratransit vehicles under consideration for purchase by Santa Cruz Metro. E&D TAC viewed a van and a minivan under consideration.

**Action:** The motion (Elsea/Hagen) to recommend that E&D TAC send a letter to Santa Cruz Metro to recommend purchase of the proposed new paratransit vehicles.

**Ayes:** Kirk Ance, Debbi Brooks, Sally French, Lisa Berkowitz, John Daugherty, Veronica Elsea, Patti Shevlin

**Nays:** None

**Abstain:** None

17. Adjourn 3:30 pm

Respectfully submitted, Grace Blakeslee, RTC Staff
Santa Cruz County Regional
Transportation Commission’s
BICYCLE ADVISORY COMMITTEE

Minutes - Draft
Monday, August 11, 2014
6:00 p.m. to 8:30 pm

RTC Office
1523 Pacific Ave
Santa Cruz, CA 95060

1. Call to Order

2. Introductions

Members Present:
Piet Carin, Ecology Action/Bike-to-Work (Alt.)
David Casterson, District 2, Chair
Amelia Conlen, District 4
Bill Fieberling, City of Santa Cruz
Leo Jed, CTSC
Daniel Kostelec, City of Capitola (Alt.)
Will Menchine, District 3 (Alt.)
Lex Rau, City of Scotts Valley
Andy Ward, City of Capitola, Vice-Chair
Peter Scott, District 3

Guests:
Paia Levine, County of Santa Cruz

Staff:
Cory Caletti, Senior Transportation Planner

Unexcused Absences:

Excused Absences:
Kem Akol, District 1
Jim Cook, District 2 (Alt.)
Carlos Garza, City of Santa Cruz (Alt.)
Emily Glanville, Ecology Action/Bike to Work
Rick Hyman, District 5
Gary Milburn, City of Scotts Valley (Alt.)
Holly Tyler, District 1 (Alt.)
Myrna Sherman, City of Watsonville
Jim Langley, CTSC (Alt.)

Vacancies:
District 4 and 5 – Alternates
City of Watsonville – Alternate

3. Announcements – Cory Caletti, RTC Senior Transportation Planner announced the Active Transportation Program projects recommended for approval for Santa Cruz County; that on Sept 16th, the Three Feet for Safety Act will take effect; and that RTC intends to conduct mode split counts at 10 locations in October.

4. Oral communications – Will Menchine and Bill Fieberling requested a discussion of a trail without rail project. Chair Casterson indicated that this should be discussed under Item #21. Amelia Conlen provided “3 Feet for Safety” stickers. Leo Jed provided an update on Caltrans’ rumble strip project. Will Menchine discussed a recent public workshop for the Highway 1/9 intersection improvements.
5. Additions or deletions to consent and regular agendas – None

CONSENT AGENDA

A motion (Fieberling/Canin) to approve the consent agenda passed unanimously with members Casterson, Scott, Conlen, Rau, Fieberling, Ward, Jed and Canin voting in favor. No votes were cast in opposition.

6. Accepted draft minutes of the April 7, 2014 Bicycle Advisory Committee meeting

7. Accepted Bicycle Advisory Committee roster

8. Accepted letter from the Bicycle Advisory Committee regarding comments on the Draft Regional Transportation Plan

9. Accepted letter from the Bicycle Advisory Committee in support of the City of Scotts Valley's Active Transportation Program grant application

10. Accepted letter from the Bicycle Advisory Committee in support of the Santa Cruz County Health Service Agency’s Active Transportation Program grant application

11. Accepted letter from the Bicycle Advisory Committee in support of the City of Watsonville’s rail trail Active Transportation Program grant application

12. Accepted letter from the Bicycle Advisory Committee in support of the City of Watsonville’s Pajaro Valley High School trail connector Active Transportation Program grant application

13. Accepted Memorandum from Caltrans to Highway Design Manual Holders announcing design flexibility in multi-modal projects

14. Accepted News Release announcing Caltrans’ backing of innovative street design guides to promote bicycling and walking

15. Accepted News Release regarding California’s ranking as a Bicycle Friendly State

16. Accepted announcement from the American Planning Association’s Northern Chapter regarding the Monterey Bay Sanctuary Scenic Trail Network Master Plan’s selection for an Award of Excellence

REGULAR AGENDA

17. Sustainable Santa Cruz County Plan Public Draft – Paia Levine of the Santa Cruz County Planning Department presented the draft plan and led a discussion. A motion was made (Jed/Scott) to send a letter asking the County to add the following to the plan: 1) greater emphasis on the “rail trail” as a mechanism by which to provide a safe, car-free, and accessible bike/ped transportation option, including a more prominent discussion of the benefits of the Santa Cruz Branch Rail Line; 2) quantification of the attributes listed in Table 5:3 in order to provide a basis for future evaluation and assessment; and 3) discussion of “the 6 Es” of supporting expanded bicycle use and safety: engineering, education, enforcement, encouragement, evaluation, and equality. The motion includes appreciation for the plan’s prioritization of bicycling on Brommer St, inclusion of better bike facilities like on Brommer St and Soquel Drive, and recommended use of innovative facilities like buffered bike lanes and
cycle tracks. The motion passed unanimously with Casterson, Scott, Conlen, Rau, Fieberling, Ward, Jed and Canin voting in favor.

18. Bicycle Advisory Committee Effectiveness – A discussion was led by Bicycle Advisory Committee members Leo Jed and Amelia Conlen. After the discussion, a proposal was accepted by the Committee to agendize twice a year a “Projects Check-in and Committee Outreach” item in order to establish a list of projects of interest, assign follow-up tasks, and check-in regarding progress. It was decided that December and April/May of each year would be appropriate times.

19. Update on Monterey Bay Sanctuary Scenic Trail Network – Cory Caletti, RTC Senior Transportation Planner, updated members on the many recent trail related activities. A motion was made (Jed/Canin) to send a letter of support to the RTC in appreciation for the forward progress on the rail trail projects and for successfully pursuing public-private partnerships and collaborations. The motion passed unanimously with Casterson, Scott, Conlen, Rau, Fieberling, Ward, Jed and Canin. Peter Scott and Bill Fieberling departed the meeting.

20. Use of Rosenberg's Rules of Order – Cory Caletti, RTC Senior Transportation Planner, announced that the RTC adopted new rules of order for conduct of meetings. Members were encouraged to read them.

21. Member updates related to Committee functions – Discussion continued about the rail trail and about the lack of assessment of what it would take to rail bank the line as previously requested. A motion was made (Menchine/Jed) to request that information be provided by the RTC Executive or Deputy Director regarding the logistical process for rail banking including legal and financial ramifications of discontinuing pursuit of any rail operation and repayment of the funds acquired from Proposition 116 through the California Transportation Commission for rail line purchase. The motion passed with Casterson, Menchine, Jed and Rau voting in favor. Conlen, Ward and Canin voted in opposition.

22. Adjourned: 8:50 pm

NEXT MEETING: The next Bicycle Committee meeting is scheduled for Monday, October 20, 2014, (note special date due to Columbus Day Holiday) from 6:00 pm to 8:30 pm at the RTC office, 1523 Pacific Ave, Santa Cruz, CA.

Minutes respectfully prepared and submitted by:

Cory Caletti, Senior Transportation Planner
## SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
### TDA REVENUE REPORT
#### FY 2014-2015

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**Note:**

I:\FISCAL\TDA\MonthlyReceipts\FY14 - 15.xlsx\FY2014
TO: Regional Transportation Commission (RTC)
FROM: Luis Pavel Mendez, Deputy Director
RE: Railroad Crossing Agreement for Pacific Avenue in Santa Cruz

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC) approve and grant its consent for the attached (Attachment 1) new railroad crossing agreement at Pacific Avenue in the City of Santa Cruz.

BACKGROUND

In October of 2012, the Regional Transportation Commission (RTC) acquired the Santa Cruz Branch Rail Line (Branch Line). With this acquisition, Santa Cruz & Monterey Bay (SC&MB) Railway was provided an easement on the Branch Line for freight purposes and established as the common carrier by the Surface Transportation Board (STB). Union Pacific assigned all operating agreements to the SC&MB Railway. The RTC entered into an administration, coordination and license agreement with SC&MB Railway stating that SC&MB Railway is not to enter into any new operating agreements or modify existing operating agreements without the consent of the RTC.

DISCUSSION

The City of Santa Cruz is preparing to construct a roundabout at the intersection of Pacific Avenue and Beach Street. The Branch Line goes through this intersection and construction of the roundabout requires new railroad crossing equipment, approval from the California Public Utilities Commission (CPUC), approval from SC&MB Railway, a new crossing agreement and RTC consent to the new crossing agreement.

The City of Santa Cruz has obtained the required approval from the CPUC and SC&MB Railway. SC&MB Railway and the City of Santa Cruz have completed the required new crossing agreement (Attachment 1). The crossing agreement states that the City of Santa Cruz will make the necessary railroad crossing safety and signal improvements and will pay for those improvements as part of the roundabout project. The SC&MB Railway will be responsible for the maintenance of the new railroad crossing equipment in accordance with its agreement with the RTC.
Therefore, staff recommends that the RTC approve and grant its consent for the new railroad crossing agreement at Pacific Avenue in the City of Santa Cruz.

SUMMARY

The City of Santa Cruz will construct a roundabout at the intersection of Pacific Avenue and Beach Street. The Santa Cruz Branch Rail Line goes through this intersection and the new crossing agreement requires approval and consent of the RTC. The CPUC has approved the railroad crossing improvements and the City of Santa Cruz and SC&MB Railway have developed a new crossing agreement (Attachment 1). Staff recommends that the RTC approve the new crossing agreement and grant its consent.

Attachments:
1. Pacific Avenue Railroad Crossing Agreement
AGREEMENT BETWEEN THE CITY OF SANTA CRUZ AND THE SANTA CRUZ & MONTEREY BAY RAILWAY REGARDING IMPROVEMENTS TO THE GRADE CROSSING AT PACIFIC AVE.

This agreement ("this Agreement") is entered into this ________ day of __________ 2014, by and amongst the CITY OF SANTA CRUZ ("CITY"), the Santa Cruz County Regional Transportation Commission ("SCCRTC"), and the Santa Cruz and Monterey Bay Railway Company, a California corporation (a company of Iowa Pacific Holdings) ("RAILROAD"). This Agreement addresses improvements to the grade crossing at Pacific Avenue (previously Washington Street) in Santa Cruz, California (FRA CROSSING #768230A), at milepost 20.1 on the Santa Cruz Branch Rail Line.

A. Whereas, the Union Pacific Railroad as successor to the Southern Pacific Railroad, sold a 31.4 mile segment of railroad known as the Santa Cruz Branch Rail Line, which spans from Watsonville, California and Davenport, California;

B. Whereas, SCCRTC purchased the Santa Cruz Branch Rail Line from the Union Pacific Railroad and became the owner of said line on October 12, 2012;

C. Whereas, Union Pacific Railroad and SCCRTC executed a purchase and sale agreement on or around August 20, 2010 ("the Purchase and Sale Agreement") to establish the terms and conditions for the change in ownership of the Santa Cruz Branch Rail Line;

D. Whereas, in accordance with the Purchase and Sale Agreement, SCCRTC secured the services of RAILROAD for the purpose of maintaining and providing passenger and freight rail services on the Santa Cruz Branch Rail Line;

E. Whereas, in accordance with the Purchase and Sale Agreement, Union Pacific Railroad retained a freight easement of 10 feet from the centerline of any track on the Santa Cruz Branch Rail Line;

F. Whereas, in accordance with the Purchase and Sale Agreement, RAILROAD was designated by the Surface Transportation Board ("STB") as the common carrier for the Santa Cruz Branch Rail Line;

G. Whereas, in accordance with the Purchase and Sale Agreement, upon closing of the purchase and sale transaction for the Santa Cruz Branch Rail Line on October 12, 2013, Union Pacific Railroad transferred its freight easement, crossing agreements, trackage rights agreements, industry track agreements, and other railroad operations agreements on the Santa Cruz Branch Rail Line to RAILROAD;

H. Whereas, SCCRTC entered into an administration, coordination, and license agreement dated September 27, 2012 with RAILROAD to provide the maintenance and rail operations on the Santa Cruz Branch Rail Line;
I. Whereas, in accordance with 49 CFR § 213.5(c) and 49 CFR § 237.3, SCCRTC and the SCMB gave notice to the Federal Railroad Administration ("FRA") of Union Pacific Railroad’s assignment to RAILROAD of all responsibility for maintenance and repair of the Santa Cruz Branch Rail Line’s tracks and bridges;

J. Whereas, at or around milepost 20.1 of the Santa Cruz Branch Rail Line, the Santa Cruz Branch Rail Line crosses Pacific Avenue (previously named Washington Street) at grade (FRA Crossing #768230A and CPUC Crossing #017B-19.95) ("the Pacific Ave. Crossing");

K. Whereas, CITY owns and maintains the Pacific Avenue right of way;

L. Whereas, there is currently an agreement between the Union Pacific Railroad (as successor of the Southern Pacific Railroad) and CITY specifying rights and responsibilities between the CITY and Union Pacific Railroad regarding maintenance of and liability for the Pacific Ave. Crossing, including grade crossing warning devices;

M. Whereas, the above referenced agreement regarding the Pacific Ave. Crossing was assigned by Union Pacific Railroad to RAILROAD, and RAILROAD assumed all of Union Pacific Railroad’s responsibilities under that agreement; and

N. Whereas, in the interest of safety and access, CITY is considering a proposal to reconfigure the roadways and the grade crossing at the Pacific Ave. Crossing.

Now therefore, in consideration of the mutual promises and understandings set forth in this Agreement, the parties agree as follows:

1.0 **THE PROJECT**

(1.1) An intersection improvement project ("the Project") in the City of Santa Cruz has been proposed. The Project includes the installation of a modern urban roundabout with new railroad gates, flashers and bells, the installation and relocation of a new control house, and the removal of existing cantilever flashers at the Pacific Ave. Crossing.

(1.2) All references in this Agreement to the CITY’s work shall include work both within and outside of RAILROAD’s property. All references in this Agreement to the RAILROAD’s work shall include work both within and outside of RAILROAD’s property.

(1.3) RAILROAD has designated West Coast Signal as RAILROAD’s sole provider of signal and communication services for the Project. To the extent that signal work for the Project is required, such work will be performed by West Coast Signal, 20111 208th Ave SW, Renton WA 98058-0208, phone 206-595-6656, under direction of RAILROAD’s Chief Engineer.
(1.4) CITY and RAILROAD shall comply with all applicable federal, state, and local laws, regulations, and enactments applicable to the Project. CITY and RAILROAD shall use only methods consistent with the safety of CITY’s and RAILROAD’s agents, employees, officers, and the public in general. CITY and RAILROAD shall comply with all applicable state and federal occupational safety and health laws and regulations. All Federal Railroad Administration regulations shall be followed when work is performed on RAILROAD premises. If any failure by CITY or RAILROAD to comply with any laws, regulations, or enactments results in any fine, penalty, or cost assessed, imposed, or charged against CITY or RAILROAD, the responsible party shall reimburse and indemnify the other party for that fine, penalty, cost, or charge, including reasonable attorney’s fees, court costs, and other necessary expenses.

(1.5) CITY, at its own expense, has applied for and obtained all permits, authorizations, and approvals required by law, ordinance, rule, or regulation for the Project, including project approval from the California Public Utilities Commission (“CPUC”). The, CITY has furnished RAILROAD satisfactory evidence that such permits, authorizations, and approvals have been obtained.

(1.6) RAILROAD will comply with any and all CITY requests to obtain any permits, authorizations, or approvals required by law, ordinance, rule, or regulation for the Project, including project approval from the CPUC. Upon CITY’s request, RAILROAD will furnish CITY with satisfactory evidence of such compliance.

(1.7) Except as otherwise agreed to by CITY and RAILROAD, CITY, at CITY’s expense, will furnish the materials for, construct, or arrange for the construction of, the Project and shall install, or arrange for the installation of, the automatic crossing signals at the Pacific Ave. Crossing, with automatic gate arms, lights, bells, and identification signs in conformity with CPUC standards. CITY shall provide, or contract for, and furnish all necessary labor, material, and equipment, and shall construct and complete the Project. The appurtenances required for the Project shall include all required warning devices noted in Exhibit A, including train activated automatic warning lights, gates, signs, drainage facilities, guardrails, and barriers. Upon completion of the Project, CITY shall remove from RAILROAD’s property all temporary structures, false work, and debris.

(1.8) RAILROAD, except as specifically provided herein, shall not be required to pay for or contribute to any part of the cost of construction of the Project. If the Project is financed in whole or part with federal funds, then (a) the CITY’s construction work shall be performed in accordance with applicable federal laws and regulations, and (b) any reimbursement to RAILROAD for RAILROAD’s work shall be made in accordance with applicable federal laws, regulations, and the terms of this Agreement.

(1.9) CITY’s construction work on RAILROAD’s property, including construction of the road at the Pacific Ave. Crossing and all appurtenances and all related and incidental work, shall be performed and completed in a manner reasonably satisfactory to RAILROAD’s Chief Engineer or his authorized representative and in accordance with plans and
specifications prepared by and at the expense of CITY and approved in writing by RAILROAD's Chief Engineer.

(1.10) All construction work performed by CITY and RAILROAD shall be performed diligently and completed within a reasonable time.

(1.11) If CITY, in the performance of any work contemplated by this agreement or by the failure to do or perform anything for which CITY is responsible under the provisions of this Agreement, injures, damages, or destroys any property of RAILROAD or of any other person lawfully occupying or using the property of RAILROAD, such property shall be replaced or repaired by CITY at CITY's own expense, or by RAILROAD at the reasonable expense of CITY, and to the satisfaction of RAILROAD's Chief Engineer.

(1.12) Bills for any work performed and materials provided by RAILROAD under this Agreement shall be paid by CITY promptly upon receipt thereof. Work performed by RAILROAD under this Agreement may include construction, re-construction, repairs, maintenance, replacements, and flagging as required at or for the Pacific Ave. Crossing.

(1.13) RAILROAD shall make every effort to not interfere with or delay CITY's implementation of the Project. CITY, at its own expense, shall adequately police and supervise all work performed by CITY and shall not inflict injury to persons or property of whom or for which RAILROAD is responsible. Nor shall CITY damage RAILROAD’s property.

(1.14) If CITY’s engineers or RAILROAD’s Chief Engineer or their respective representatives hold the reasonable opinion that either CITY’s work or RAILROAD’s work is being or is about to be performed without due regard and precaution for safety and security, CITY shall immediately suspend the work until suitable, adequate, and proper protective measures have been adopted.

(1.15) CITY shall furnish all necessary materials to complete the Project. CITY will cause to have installed automatic grade crossing signals and/or other traffic control devices at the Pacific Ave. Crossing in accordance with the developed drawings (Exhibit A), bill of materials (Exhibit B), and project plans and specifications (Exhibit C). Exhibits A, B, and C are incorporated in this Agreement by reference.

(1.16) CITY agrees that any contractor selected to perform work on the Project will, to the extent required by the applicable scope of work, be Roadway Worker Certified to the satisfaction of the RAILROAD. CITY shall require its contractor to execute RAILROAD's then-current Contractor's Right of Entry Agreement before entering RAILROAD's right-of-way.

(1.17) CITY agrees that any contractor selected to perform work on or about the RAILROAD’s right-of-way will carry sufficient insurance, including Railroad Protective Liability
Insurance, to comply with the CITY’s requirements and the requirements of the agreement between SCCRTC and RAILROAD.

(1.18) CITY will ensure that all pavement markings and advance warning signs will conform to California Department of Transportation Manual of Uniform Traffic Control Devices. CITY agrees to ensure that such pavement markings and advance warning signs are maintained at the CITY’s sole expense.

(1.19) RAILROAD agrees to provide Roadway Worker Protection, including training, if necessary. If training is required, CITY’s contractor will compensate RAILROAD for all reasonable expenses incurred in preparing, presenting, and documenting such training for the contractor’s workmen involved in the Project, the cost of which will be borne by CITY.

(1.20) In recognition of CITY’s investment in the Project, RAILROAD agrees that after installation of railroad signals is complete and found to be in satisfactory working order by CITY and RAILROAD, those railroad signals shall be put into service, operated, and maintained by RAILROAD. Thereafter, 100% of the expense incurred in maintaining the signals shall be borne by the RAILROAD.

(1.21) Any maintenance obligation resulting from the Project that would normally fall to SCCRTC will be borne by RAILROAD in accordance with the administration, coordination, and license agreement between the SCCRTC and RAILROAD, dated September 27, 2012.

(1.22) RAILROAD shall maintain the grade crossing and signal system at the Pacific Ave. Crossing for as long as RAILROAD operates the Santa Cruz Branch Line, unless: (a) the grade crossing is abandoned; (b) RAILROAD and CITY agree that grade crossing signals are no longer necessary; or (c) RAILROAD is legally required to cease operating the grade crossing signals.

(1.23) If RAILROAD’s agreement with SCCRTC is terminated, the obligation to operate and maintain the signals will fall to SCCRTC, or to an entity designated by SCCRTC.

(1.24) Any future relocation, changes, or improvements to the grade crossing and signals at the Pacific Ave. Crossing will be performed by RAILROAD, unless another arrangement is made. In any case, the cost of the relocation, change, or improvement will be at the expense of the party requesting the relocation, change, or improvement.

(1.25) If crossing panels fail during the term of this Agreement, RAILROAD will replace the damaged or defective panels at its sole expense.
2.0 MAINTENANCE

(2.1) RAILROAD, at its sole cost, shall perform the ongoing maintenance and repair of (a) the portion of the Pacific Ave. Crossing lying between the rails of the tracks, (b) the area that lies two feet on the outside of each rail, and (c) any train activated automatic warning devices, gates, and lights, including any third party damage. Such maintenance work by RAILROAD shall be limited to what is reasonably required for the safe and efficient operation of its tracks and any other maintenance that RAILROAD agrees to perform at CITY’s request. RAILROAD, at its own expense, shall maintain the road crossing and crossing area at the Pacific Ave. Crossing. When damage to the road crossing and the crossing area at the Pacific Ave. Crossing is caused by a third party, RAILROAD, at its sole expense, will make a reasonable effort to collect the costs of the damage from the third party.

(2.2) CITY will ensure that all pavement markings and advance warning signs at the Pacific Ave. Crossing will conform to California Department of Transportation Manual of Uniform Traffic Control Devices. CITY, at its sole expense, will maintain all pavement markings and advance warning signs at the Pacific Ave. Crossing.

3.0 FULL COMPLIANCE WITH AGREEMENT

(3.1) The parties agree that CITY’s contractors, subcontractors, officers, agents, and employees, and others acting under its or their authority shall comply with this Agreement.

(3.2) The parties agree that RAILROAD’s parent corporation, contractors, subcontractors, officers, agents, and employees, and others acting under its or their authority shall comply with this Agreement.

(3.3) The parties agree that SCCRTC’s contractors, subcontractors, officers, agents, and employees, and others acting under its or their authority shall comply with this Agreement.

4.0 TERM AND TERMINATION

This Agreement shall continue in full force and effect until all obligations incurred are performed, or until this Agreement is terminated as provided herein. Any obligation incurred under this Agreement by the parties prior to the termination of this Agreement shall be preserved until satisfied.

5.0 NOTICES

All correspondence, notices, and other papers shall be delivered either in person or by certified or registered mail, postage prepaid, to the parties at the following addresses:
6.0 ENTIRE AGREEMENT

This Agreement, along with its exhibits, constitutes the entire agreement between the parties. All oral agreements are merged herein, and any prior understandings with respect to this Agreement, whether oral or written, are cancelled and/or superseded.

7.0 MODIFICATION TO AGREEMENT

All modifications of, waivers of, and amendments to this Agreement, or any part hereof, must be in writing and signed by each of the parties. No failure or delay by either party in exercising any right, power, or privilege under this Agreement shall operate as a waiver of that right, power, or privilege. Nor shall any single or partial exercise of any right, power, or privilege under this Agreement preclude any other or further exercise of any right, power, or privilege hereunder.

8.0 CHOICE OF LAW AND VENUE

This Agreement shall be governed by and construed in accordance with the laws of the State of California, without reference to its conflicts of laws provisions.
Any and all disputes, controversies, or claims arising out of, relating to, or in connection with this Agreement shall be instituted and maintained in court of competent jurisdiction in Santa Cruz County, California. The parties hereby consent to the jurisdiction of the Santa Cruz County Superior Court and to service of process by any means authorized under California law.

9.0 ATTORNEYS’ FEES

The prevailing party in any claim or action arising out of or connected with this Agreement shall be entitled to recover all reasonable attorneys’ fees and related costs, in addition to any other relief that may be awarded by any court or other tribunal of competent jurisdiction.

10.0 PREPARATION OF AGREEMENT

For purposes of construction, this Agreement shall be deemed to have been drafted by all parties, and no ambiguity shall be resolved against any party by virtue of his, her, or its participation in the drafting of this Agreement.

11.0 SEVERABILITY

In the event that any of the provisions of this Agreement are held by a court or other tribunal of competent jurisdiction to be invalid or unenforceable, the remaining portions hereof shall remain in full force and effect. Any invalid or unenforceable provisions shall be enforced to the maximum extent possible so as to effect the intent of the parties and shall be reformed to the extent necessary to make such provisions valid and enforceable. Any determination, in one jurisdiction, that one or more provisions of this Agreement are invalid or unenforceable shall not render that provision (or provisions) invalid or unenforceable in any other jurisdiction. To the extent permitted by applicable law, the parties hereby waive any provision of law that renders any provision of this Agreement invalid or unenforceable.

12.0 EFFECT OF HEADINGS

The headings or titles of the provisions hereof shall be solely for convenience of reference and shall not affect the meaning, construction, or effect hereof.

13.0 LIAISON, COORDINATION, AND PROBLEM RESOLUTION

(13.1) It is the intent of the parties that any disputes which may arise between them, or between employees of each, be resolved as quickly as possible to ensure the prompt construction, installation, operation, and maintenance of the Project and for the safe and uninterrupted operation of the Santa Cruz Branch Rail Line. If the parties are unable to promptly resolve any disagreement or dispute arising under or related to this Agreement, the following dispute resolution procedure shall be used:

(13.1.1) The parties shall attempt to settle such dispute by mutual discussion amongst RAILROAD’s General Manager (or any corporate officer with the authority to resolve such matters), CITY’s Public Works Director or counsel (or any other
CITY representative with authority to resolve such matters), and SCCRTC's Executive Director (or any other SCCRTC representative with authority to resolve such matters)

(13.1.2) If, within 30 days after the date on which the dispute arose, the matter has not been resolved by mutual discussion, as required above, then any party to this Agreement may seek any appropriate legal or equitable relief to which it is entitled.

(13.2) Pending the resolution or settlement of a dispute between the parties, the parties expressly agree that the performance of their respective obligations under this Agreement shall not be delayed, suspended, impeded, or hindered.

14.0 AUTHORITY TO EXECUTE

Each party acknowledges that the person or officer executing this Agreement has the authority to enter into this agreement on behalf of the party and in so doing is authorized to bind the party on whose behalf he/she is signing, to the terms and conditions of this Agreement.

(Signature Page Follows)
The parties hereto have executed this agreement as of the day and year first above written.

CITY OF SANTA CRUZ

By: Martin Bernal
Its: City Manager

SANTA CRUZ AND
MONTEREY BAY
RAILWAY COMPANY

By:
Its: President

SANTACRUZ COUNTY REGIONAL
TRANSPORTATION COMMISSION

By: George Dondero
Its: Executive Director

Approved as to form:

juries
John G. Barisone, City Attorney

8-21-14
Santa Cruz County Regional Transportation Commission  
THREE MONTH MEETING SCHEDULE  

September 2014 
Through 
November 2014  

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/  

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Commission Offices-1523 Pacific Ave- Santa Cruz, CA  
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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### September 4, 2014

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Rosemary Menard
City of Santa Cruz Water Department
212 Locust Street
Santa Cruz, CA 95062

August 3, 2014

The Santa Cruz County Regional Transportation Commission (SCCRTC) staff has reviewed the Mitigated Negative Declaration for the North Coast System Rehabilitation Project. As explained in the document a section of the proposed pipeline replacement would be located within the Santa Cruz Branch Rail Line Right-of-Way. The Santa Cruz County Regional Transportation Commission acquired the Santa Cruz Branch Rail Line Right-of-Way in 2012 with State Proposition 116 funds for rail projects “which facilitate recreational, commuter, intercity and intercounty travel.” All other activities within the Santa Cruz Branch Rail Line Right-of-Way must not interfere with the requirements of Proposition 116, and be consistent with the policies of the California Transportation Commission (CTC) and the funding agreement between the SCCRTC and the State of California. In addition, the SCCRTC has decided to also use the rail line right-of-way for a bicycle and pedestrian trail alongside the active railroad line.

Please consider the following comments regarding the proposed location of new pipeline within the Santa Cruz County Branch Rail Line Right-of-Way.

- As owner of the Santa Cruz County Branch Rail Line Right-of-Way, any activities within the Right-of-Way must be approved by SCCRTC. Please consult with SCCRTC staff to discuss the mechanism which may allow for use of the Right-of-Way for the purposes proposed in the North Coast System Rehabilitation Project. Since the rail line right-of-way was purchased using state funds, the State may also need to approve any uses that are not directly covered by the funding provided by the State.
- An agreement between the City of Santa Cruz Water Department and the SCCRTC for all activities within the Santa Cruz Branch Rail Line Right-of-Way must be completed prior to initiation of all construction activities. Please work with the SCCRTC staff to discuss schedule, scope and required approvals.
- All construction activities within the Santa Cruz Branch Rail Line must be closely and carefully coordinated with SCCRTC and the Santa Cruz & Monterey Bay Railway.
- All construction activities on a rail line must meet the requirements of the Federal Railroad Administration (FRA), the Surface Transportation Board
(STB) and the California Public Utilities Commission (CPUC) and be consistent with the design standards of the American Railway Engineering and Maintenance-of-Way Association (AREMA).

- The SCCRTC has an approved Monterey Bay Sanctuary Scenic Trail Master Plan which identifies an 8’ to 12’ paved multi use path adjacent to a 2’ to 6’ decomposed granite path on the coastal side of the railroad tracks within the Santa Cruz Branch Rail Line Right-of-Way in the proposed location of the new pipeline. Any approved construction of a pipeline in this location must be completed at a depth that will not interfere with this trail facility or other transportation uses.
- SCCRTC staff request that engineering maps of the new pipeline proposed for construction be provided to the SCCRTC and the Santa Cruz & Monterey Bay Railway.
- SCCRTC requires that all mitigation activities designed to address potential environmental impacts as discussed in the Mitigated Negative Declaration be consistent with the mitigation activities described in the 2014 Regional Transportation Plan Final Environmental Impact Report and the Monterey Bay Sanctuary Scenic Trail Plan Environmental Impact Report.
- SCCRTC requires that all impacts to groundwater, sediment and drainage caused by construction activities such as, but not limited to drill pits and abandoned pipeline, be returned to existing or better than existing conditions.
- During construction, SCCRTC request that special attention be given to providing access to emergency fire services to prevent opportunities for impacts to SCCRTC property and the environmental surroundings by fire.
- SCCRTC requires that all activities conducted within the Santa Cruz County Branch Rail Line are consistent with the Phase II Environmental Investigation and Human Health Risk Assessment for Arsenic completed by Amec Geomatrix Inc in 2009.

Thank you for considering these comments. Please contact Luis Mendez, SCCRTC Deputy Director for questions regarding the Santa Cruz Branch Rail Line Right-of-Way.

Sincerely,

George Dondero
Executive Director

I:\ENVIREVU\NorthCoastRehab_SCBRL_ROW\NCR_SCBRL_SCCRTE_Comments_Updated.docx
August 14, 2014

California State Coastal Conservancy
Chair Douglas Bosco
1330 Broadway, 13th Floor
Oakland, CA 94612

RE: Twin Lakes Beachfront Improvement Project

Dear Chair Bosco and Conservancy Members:

The Santa Cruz County Regional Transportation Commission (RTC) and its Bicycle Advisory Committee strongly supports the Twin Lakes Beachfront Improvement Project and I urge you to approve a $250,000 grant to this important coastal access project. In December of last year, the RTC allocated funding towards the multi-million dollar project as part of the Monterey Bay Sanctuary Scenic Trail Network funding distribution. The Twin Lakes Beachfront project will serve bicyclists and pedestrians and is part of the Trail Network Master Plan. The project will also serve as the California Coastal Trail and will provide essential safety improvements, accessibility and coastal enhancements.

Twin Lakes State Beach currently serves more than 500,000 visitors per year, has deficient parking and has no bicycle and pedestrian facilities. Public access to Twin Lakes State Beach in Santa Cruz County will be greatly improved through this project. Additionally, bike lanes, a pedestrian path, formalized parking off the sand, and ADA access to the beach will preserve and enhance the natural character of this popular beach. The improvements will provide numerous benefits for hundreds of thousands of people who enjoy Twin Lakes State Beach each year--residents and visitors alike.

I thank you for your consideration.

Sincerely,

George Dondero
Executive Director

cc: Trish Chapman, Project Manager, California Coastal Conservancy
Neal Coonerty, Santa Cruz County Supervisor, 3rd District
Santa Cruz County Regional Transportation Commission’s Bicycle Advisory Committee
August 14, 2014

Regional Transportation Commission (RTC)
1523 Pacific Ave
Santa Cruz, CA 95060

RE: Appreciation for Rail Trail project

Dear Commissioners and RTC staff:

On behalf of the Santa Cruz County Regional Transportation Commission’s Bicycle Committee, I wish to thank you for your efforts in moving the Coastal Rail Trail towards reality. The Monterey Bay Sanctuary Scenic Trail Network (MBSST) Master Plan is an excellent document and the Bicycle Committee is eagerly looking forward to the construction of the initial segments that have been approved. In addition, we are delighted by your efforts to collaborate with local fund raising groups like the Land Trust of Santa Cruz County and Friends of the Rail Trail. The more funding that is available and the greater the public and private buy-in, the sooner our collective dream can become a reality.

The completed MBSST Network will be the single most important project the RTC undertakes this century. It will link the people of Santa Cruz County in both geography and vision. Thank you for your continued efforts in making this happen.

Sincerely,

David Casterson
Chair, SCCRTC Bicycle Committee

cc: Santa Cruz County Regional Transportation Commission
Santa Cruz County Regional Transportation Commission’s Bicycle Committee
August 14, 2014

Keith Boyle  
Community Development Department  
City of Watsonville  
PO Box 50,000  
Watsonville, CA 95077  

RE: Notice of Intent to Adopt a Negative Declaration for  
Downtown Main Street Lane Reconfiguration  

Dear Mr. Boyle:  

Thank you for the opportunity to comment on the Notice of Intent to Adopt a Negative Declaration (Neg. Dec.) for the proposed Downtown Main Street Lane reconfiguration. Santa Cruz County Regional Transportation Commission (RTC) staff would like to express its strong support for this proposed “road diet” which is consistent with the Monterey Bay Area Complete Street Guidebook. This project also advances the Santa Cruz County Regional Transportation Plan target to improve multimodal network quality (MMNQ) for walk and bicycle trips to and within key destinations. This project will add bicycle lanes, filling a critical gap in the bicycle network, and improve the quality of pedestrian facilities.  

The level of use of bicycle and pedestrian facilities is highly dependent on the quality of the facility. Greater use of active transportation also helps reduce greenhouse gas emissions, reduce congestion, and improve health. These types of projects benefit all users of the roadway by providing a smoother road for drivers, decreasing conflicts between bicyclists and motorists, and creating greater separation between automobile traffic and pedestrians on sidewalks.  

Studies have shown this type of treatment will also not have a significant impact on traffic. The project includes appropriate transitions at intersections, the addition of turn lanes, and removal of split phase traffic signals to ensure no notable change to the Level of Service at intersections as a result of the project.  

Thank you for the opportunity to comment. If you have any questions about these comments, please contact Rachel Moriconi of my staff at (831) 460-3203.  

Sincerely,  

George Dondero  
Executive Director  

CC: SCCRTC
August 18, 2014

Kathy Previsich, Director
County of Santa Cruz Planning Department
701 Ocean Street
Santa Cruz, CA 95060

Dear Ms. Previsich,

I’m writing on behalf of the Bicycle Advisory Committee (Committee) of the Regional Transportation Commission [RTC] to comment on the Draft Sustainable Santa Cruz County Plan (Plan). The Committee unanimously applauds the Plan’s mission to improve Santa Cruz County’s economic, environmental and community sustainability and vitality through coordinating land use and transportation uses. The Committee finds the Plan effective in identifying a broad vision for a wide range of sustainability goals adequately identified in the Plan.

The Committee also unanimously requests that the Plan be improved further through the following additions:

1) Place a greater emphasis on the Rail Trail as a mechanism by which to provide a safe, car-free, and accessible bicycle and pedestrian facility that will achieve many sustainable and active transportation goals identified in the Plan. Also, include a more prominent discussion of the Santa Cruz Branch Rail Line, recently purchased by the RTC from Union Pacific, and the expanded transit and passenger rail options it offers. Highlighting this tremendous community resource in the transportation section and throughout, as applicable, would showcase the myriad of benefits it offers.

2) The Committee applauds the plan’s prioritization of bicycling on Brommer St and inclusion of better bike facilities like on Brommer St and Soquel Drive. Innovative facilities like buffered bike lanes and cycle tracks and implementation wherever possible was especially appreciated.

3) Regarding Table 5:3, the Committee requests quantifying the listed attributes in order to provide a basis for future evaluation and assessment.

4) Beyond discussion of improving bicycle infrastructure, consider addressing “the 6 Es” of supporting expanded bicycle use and safety. The “Es” of engineering, education, enforcement, encouragement, and evaluation are discussed in detail on the League of American Bicyclists’ website (http://bikeleague.org/content/5-es). A 6th E, namely equality, has recently been added in the broader bicycle advocacy community to address the need for equitable distribution of resources and protections.

As you know, the RTC’s Committee serves to assist in the development and maintenance of a complete, convenient and safe regional bicycle network. The Committee thanks you for your ongoing work and for your consideration of these requests. Please feel free to contact the RTC’s staff to the Committee, Cory Caletti, at (831) 460-3201 or by email at ccaletti@sccrtc.org, for this and any other bicycle related matters.

Sincerely,

David Casterson
Bicycle Advisory Committee Chair

cc: Santa Cruz County Regional Transportation Commission
    Santa Cruz County Regional Transportation Commission's Bicycle Committee
Taylor Bateman  
City of Scotts Valley/Planning Department  
One Civic Center Drive  
Scotts Valley, CA 95066...

RE: Mitigated Negative Declaration for the  
1440 Center project in the City of Scotts Valley

Dear Mr. Bateman:

Santa Cruz County Regional Transportation Commission (RTC) staff has reviewed the Mitigated Negative Declaration for the 1440 Center project. RTC staff offers the following comments for consideration.

- Highway 17 is impacted by visitor and commute traffic, particularly on weekends and during commute periods. The proposed 1440 Center project is expected to add over 1,000 new trips per day. To reduce the impacts of visitor and employee trips to the proposed project, RTC staff recommends that the staff of 1440 Center encourage visitors and employees to use the Highway 17 Express Bus to travel between San Jose and Scotts Valley. RTC staff also recommends that the Highway 17 bus route and schedule information be made available to visitors and staff. The 1440 Center should also consider establishing a shuttle from bus stops on Scotts Valley Drive or the Scotts Valley Transit Center to the proposed project location.

- Highway 17 was identified as a high collision corridor in 1998. Therefore, the CHP, Caltrans and the RTC established the Safe on 17 Program which employs enforcement, public information and safety improvements to reduce collisions on Highway 17 between Los Gatos and Scotts Valley. Visitors traveling to the 1440 Center will benefit from knowing more about safety on Highway 17. Enclosed is the Safe on 17 Fact Sheet. RTC recommends that the proposed 1440 Center provide visitors and employees with copies of the Highway 17 Safety Brochure, which can be obtained at the RTC Offices or online at www.sccrtc.org/meetings/tos-safe-on-17/.

- The proposed 1440 Center is located in a residential setting where neighbors may be sensitive to traffic speeds and volumes. In addition to the speed feedback signs identified in the Mitigated Negative Declaration, RTC suggests that the 1440 Center consider working with the City of Scotts Valley to install hazard warning signs for bends in the roadway, and pavement treatments to communicate to drivers that they are entering a neighborhood setting. RTC also recommends that the 1440 Center work with the City of Scotts Valley to install wayfinding signs at intersections on Scotts Valley Drive and Bethany Drive to prevent visitors from entering adjacent roadways.
RTC staff recommends that the 1440 Center staff work with the RTC's Commute Solutions Program staff to implement transportation demand management strategies that work towards the goal of reducing single-occupant vehicle trips to and from campus for employees. RTC staff also encourages the 1440 Center to join Ecology Action's Transportation Membership Program that provides emergency ride home and zero interest bicycle loan programs.

Thank you very much for the opportunity to provide input on the Mitigated Negative Declaration. If you have any questions or comments, please contact me or Grace Blakeslee of my staff at (831) 460-3219.

Sincerely,

George Dondero
Executive Director

Cc: SCCRTC
-----Original Message-----
From: Ann Benvenuti [mailto:annanana1956@gmail.com]
Sent: Wednesday, July 02, 2014 5:30 AM
To: info@sccrtc.org
Subject: Rail feasibility

Why are we wasting money when it has already been stated that if you filled every
train on a normal schedule which would never happen the system would still lose a
significant amount of money. There really isn't any feasibility to this program other
than just making it a walking / bike trail.

08/25/14

Dear Ms. Benvenuti,

Thank you for your comments. They will be made available to the Commission for
their review.

Please visit the SCCRTC website at www.sccrtc.org for information on the
Commission and its activities.

Thank you,

Cathy Judd, Administrative Assistant

Santa Cruz County Regional Transportation Commission

1523 Pacific Avenue | Santa Cruz, CA 95060

Main Office 831.460.3200 | Watsonville 831.768.8012

Follow our social networks for the latest RTC news
Dear Passenger Rail Study group,

I just completed your online survey on 'Passenger Rail Goals & Scenario' and have a couple of comments.

"Over 1250 people have completed the survey"...hardly a representative sample of county residents who currently, or in the future, drive cars. So the numbers will not ensure a study that reflects everyone in the community. I realize that you might have problems with meetings and online attendance however, it might also be a clue as to the disinterest in this county regarding a train service. Especially one that would delay the completion of bike/walk trail that could be completed in far less time at a fraction of the cost.

Your survey did not include questions that would help residents prioritize funding a train service against other types of transportation improvements. If a respondent didn't know better, based on how your questions were written, you would get positive/supportive answers even if the respondent was generally against train service in the county. It would appear that the train has left the station, but no one understands cost, ridership, ongoing funding, etc.

I understand that there are some vocal supporters, but sustained support and long term funding of a project can be elusive. Too bad the RTC can't take a long, hard look at Monterey county and how they've integrated bike/walk trails through-out the county.

08/25/14

Dear Ms. Whiting,

Thank you for your comments. They will be made available to the Commission for their review.

Please visit the SCCRTC website at www.sccrtc.org for information on the Commission and its activities.

Thank you,

Cathy Judd, Administrative Assistant
Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue | Santa Cruz, CA 95060
Main Office 831.460.3200 | Watsonville 831.768.8012

Follow our social networks for the latest RTC news
From: robert burick [mailto:bob_burick@sbcglobal.net]
Sent: Tuesday, July 29, 2014 8:43 PM
To: Regional Transportation Commission; Interested Parties
Subject: Re: RTC: Passenger Rail Study - Survey closes 8/3

SCCRTC General Manager,

I attended the informational meeting a few weeks ago and watched the slobbering bike bunch expound on solar powered locomotives (the idiot had no clue as to how many acres of solar panels it would require to power a 3,600 HP locomotive) and a gondola line along the track to load your bike in and float to Santa Cruz. That's the breeding ground for nutcases that infect the County. What the hell is your mission? It appears that RTC is coddling the unrealistic and clueless mobs the believe that this is a real concept that will be more than expected.

Meanwhile, the one corridor (Highway 1) through the County that transports the working and tax paying population daily to gainful employment remains jammed from Watsonville to Scotts Valley due to inadequate capacity. You people seem to think a bike trail is going to solve highway congestion. You are totally and completely clueless in ridership demographics. For example, Watsonville is a agriculturally driven economy and Santa Cruz is a college oriented community with ancillary supporting activity. Where are the commuters?

Successful light and heavy rail systems have the common thread. POPULATION! The European and domestic systems such as BARTD, Washington DC Metro, Seattle Light Rail and Salt Lake City's dual use light rail commuter and heavy rail freight in non-commute hours, are just a few examples of what works,

UP Management in Omaha must have had a toast to themselves upon dumping (for 15 million bucks) a 33 mile toxic waste site to the clueless county throwing in 100 year old rotting timber trestles and rusted out hulks of relic steel bridges. Wow, what a bargain!

"Our consultants said it was a proper endeavor" Of course! You haven't yet figured out that consultants sell you the answer that you want.

Your capital and operating cost will far exceed any budget your consultants develop. The "low ball"estimate is, of course, is an integral portion of the "sell" package ensuring that their billing revenues continue until the client finally realizes he's been had.

To terminate the throwing of good money after bad, turn the overgrown linear dump ROW over to the various water agencies attempting furnish water to their districts for a distribution pipeline from the proposed Moss Landing Regional Desal Plant.

When that's done, fire the entire rail trail staff (ALL OF 'EM) then pay attention to formulating solutions for our current and future highway congestion issues. Dreaming of "Trails and Rails" sure as hell isn't getting done what you ought to be doing.

GET REAL!

Bob Burick

---

Dear Mr. Burick,

Thank you for your comments. They will be made available to the Commission for their review.

Please visit the SCCRTC website at www.sccrtc.org for information on the Commission and its activities.

Thank you,

Cathy Judd, Administrative Assistant
Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue | Santa Cruz, CA 95060

Main Office 831.460.3200 | Watsonville 831.768.8012

Follow our social networks for the latest RTC news
08/27/14

Hello Jerry Martin –

Thank you for your email. Regional Transportation Commission (RTC) staff and a board member attended the August 14 combined meeting of the Central Coast Rail Coordinating Council and the Los Angeles-San Diego-San Luis Obispo Rail Corridor. For the last few years, Staff has been participating in planning meetings for the proposed Amtrak Coast Daylight service and coordination with the Transportation Agency for Monterey County (TAMC), the lead agency for the Amtrak Capitol Corridor extension from San Jose to Salinas. Both planned services include a stop at the Watsonville/Pajaro Junction, the terminus of the 32-mile Santa Cruz Branch Line.

Based on your interest, you have been added you to the RTC’s eNews list to receive information about Rail Projects.

Thanks again.

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
From: Cheryl Devlin [mailto:cheryldevlin11@gmail.com]
Sent: Monday, August 18, 2014 4:04 PM
To: info@sccrtc.org
Subject: Capitola Rail pathway

To Whom It May Concern,
What are the immediate plans for Capitola? It would be fantastic to have a bike trail and pedestrian trail in place this Fall. I especially see it as a need for the Jr High School students. I would suggest starting with the tressel south to New Brighton State Park.
What is the next step?
Regards,
Cheryl Devlin

Hello Cheryl Devlin:

Thank you for your email to the Regional Transportation Commission (RTC) regarding your interest in the bike and pedestrian rail trail project that is part of the larger Monterey Bay Sanctuary Scenic Trail Network. Last December, the RTC allocated funding previously secured to design and build three sections of the Trail Network: 1) a rail trail segment from Natural Bridges to Pacific Ave in the City of Santa Cruz; 2) a rail trail segment from Lee Road east to the slough trail connection in the City of Watsonville; and 3) an on-road bike and pedestrian improvement project at Twin Lakes state beach. The RTC is pursuing funding for other sections and is working with private fundraising entities such as the Land Trust of Santa Cruz County and the Friends of the Rail & Trail who are soliciting private donations to serve as match for federal and state grants. There is no date for construction of a Capitola section at this time but we appreciate your input into segment need. We will keep it in mind as additional funding becomes available.

More information can be found on the project website. Your email will be added to the eNews list so you may receive periodic project updates.

Thanks again for checking in.

~ Cory

Cory Caletti, Senior Transportation Planner
Regional Transportation Commission
831.460.3201
### CONSTRUCTION PROJECTS

<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>1. Hwy. 1 Guardrail Upgrade, Concrete Barrier, and improvements (05-0R9104)</td>
<td>Highway 1 from S of South Aptos Underpass to 0.1 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. 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 overnight closures and one-way reversing traffic control.</td>
</tr>
<tr>
<td>3. 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-Winter 2014</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>Project completed and accepted February 28, 2014. One year of plant establishment will end in December 2014.</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>
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<th>Project Manager (Resident Engineer)</th>
<th>Contractor</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>4. Hwy. 9 Pollution Source Control (0Q590_)</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</td>
<td>TBD</td>
<td>The highway will be fully closed for up to 5 months 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. Bids open August 27.</td>
</tr>
</tbody>
</table>
AGENDA: September 4, 2014

TO: Regional Transportation Commission (RTC)
FROM: Rachel Moriconi and Karena Pushnik, Senior Transportation Planners
Steve Crosley, Fehr and Peers
RE: Passenger Rail Study: Goals, Evaluation Metrics, and Scenarios

RECOMMENDATION

Staff recommends that the RTC approve goals and objectives (Attachment 1), evaluation framework (Attachment 2), station locations and service scenarios (Attachments 3 and 4) for analysis in the Passenger Rail Study for the Santa Cruz Branch Rail Line.

BACKGROUND

The Regional Transportation Commission (RTC) received a transit planning grant from the California Department of Transportation (Caltrans) to analyze the feasibility of passenger rail service on the Santa Cruz Branch Rail Line. In May 2014, the RTC issued a contract with Fehr and Peers to conduct the study. The study will include technical analysis of up to five service scenarios, preliminary ridership projections, capital and operating cost estimates, evaluation of benefits and impacts, connectivity to other bus and rail service in region, and, if found feasible in the short and/or long term, recommendations for service implementation and funding. The RTC is seeking input from Santa Cruz METRO, members of the public, rail transit agencies, and community stakeholders at several points during development of the study.

DISCUSSION

One of the initial steps in development of the study is to identify up to five passenger rail service scenarios to undergo detailed analysis and to refine the goals, objectives, and performance measures used to evaluate those scenarios. The consultant team will make a presentation on these first components of the study at this meeting.

Goals and Objectives

Based on input received from members of the public, technical stakeholders, rail peers, and the consultant team, RTC staff recommends that the RTC approve the goals and objectives for rail transit service shown in Attachment 1.

The recommended goals are:
- Goal 1 – Provide a convenient, competitive, and accessible travel option
• Goal 2 – Enhance communities, the environment, and support economic vitality
• Goal 3 – Develop a rail system that is cost effective and financially feasible

Evaluation Metrics

**Staff recommends that the RTC approve the evaluation framework (Attachment 2) to be used when evaluating the feasibility of transit service.** The framework includes evaluation criteria to be used to distinguish benefits and costs between scenarios (Table 1) and criteria that will be used to describe the overall project and alternatives (Table 2). These lists were developed based on review of typical and context-sensitive performance metrics, the unique character (land use, transportation, existing and long range needs) of the county, available data, model capability, the project type (rail corridor), the overall scope of the project, the consultant’s experience with similar feasibility studies, and items for consideration that have been identified by RTC, technical stakeholders and members of the community. Rail peers from other rail and transit agencies reviewed the criteria and found consistency with other feasibility studies based on their experience. Notably, some additional performance measures that were also considered cannot be used due to data limitations, model capabilities, and the project budget.

Station Locations and Service Scenarios

There are many service combinations that could be considered for the scenario analysis. These include where trains might travel between (routes/termini), location and number of stations, service span (e.g. weekend only or weekday peak periods), and vehicle types, among other factors. The number of miles of track that are used, train speeds, passing sidings, vehicle types, and the presence of freight trains are among some of the other factors that would influence schedules, potential ridership and overall feasibility.

The consultant team has prepared maps, a list of possible station locations (Attachment 3) and list of service scenarios that were initially analyzed (Attachment 4). While the actual number and exact location of station stops could change, primary and secondary stations have been identified based on areas that currently have high transit ridership potential. Primary stations are recommended for inclusion in all service scenarios between the start and end points of a specific scenario. Secondary stations would be included in local service scenarios. Tertiary stations are possible future/conditional stations that might be added to a rail system in conjunction with growth in ridership potential (jobs, housing, infrastructure development, land use changes, or transit connections) or may be utilized at special time periods (such as seasonal weekends or special events).

Based on the project budget and consistent with the contract, the consultant team will conduct detailed analysis of up to five service scenarios as part of the study. Based on input from technical stakeholders and the community, the following five scenarios are recommended for detailed analysis. *(Letters shown in parentheses reflect the ID shown in Attachment 4.)* They represent a range of
possible low and high cost, near-term and long-term service scenarios, and are
distinct enough to differentiate results:

1. Weekend Service: Santa Cruz ↔ Capitola – weekend only service to 6-8
   primary stations and key visitor destinations (B)
2. Peak Express Service: Santa Cruz ↔ Watsonville – peak weekday
   commute, plus seasonal weekends to 4-8 primary stations and key visitor
   destinations (D)
3. Local Service: Santa Cruz ↔ Cabrillo – seven day service to 6-8 primary
   and secondary stations (near-term) (E)
4. Expanded Local Service: Santa Cruz ↔ Watsonville – seven day service to
   10+ primary and secondary stations (longer-term) (G)
5. Regional Rail Connector Service: Santa Cruz ↔ Pajaro – service connecting
   11+ stations to Capitol Corridor/Amtrak at Pajaro to test potential ridership
   demand with regional rail accessibility (J)

The scenarios selected for further study will be evaluated based on the evaluation
measures. Ridership, cost, service hours, the presence of freight, and vehicle types
are among the factors to be analyzed. It should be noted that the final
recommendations may reflect a hybrid of these scenarios.

**Staff recommends that the RTC approve up to five service scenarios to
undergo detailed evaluation.**

**Public Input**

Draft goals, evaluation measures, and service scenarios have been developed based
on input received from the project team: Santa Cruz METRO, Santa Cruz and
Monterey Bay Railway, and Caltrans, as well as extensive input from the public,
technical stakeholders, community leaders, other rail transit agencies, and RTC
board members. Over 2,000 members of the community have provided input
through an online survey, a community meeting, and emails this summer. A
summary of public input was presented at the August 7 board meeting and is
available online.

**Next Steps**

Based on the final goals, evaluation framework and scenarios approved by the RTC
at this meeting, the consultant team will conduct its analysis and report back on
their technical analysis of different service options later this year. The consultant
team is also analyzing opportunities and constraints for various train technologies.
These include track classification, frequency of passenger trains, freight use of the
rail line, Federal Railroad Administration (FRA) compliance, short term capital costs and ongoing maintenance and operating costs, and other parameters. The draft study and final reports will be available for public review in Spring 2015.

SUMMARY

Initial steps for the Passenger Rail Study include identification of goals and objectives, evaluation measures, and service scenarios for detailed analysis. Staff recommends that the RTC receive a presentation from the consultant team and approve these items at this meeting.

Attachments

1. Draft Goals and Objectives
2. Draft Evaluation Metrics
3. Potential station locations and maps
4. Draft Service Scenarios

\rtcserv2\shared\rtc\tc2014\tc0914\railgoalsscenarioseval\sr_railgoalsscenarios.docx
## DRAFT Project Goals & Objectives

### Transportation Alternatives/Choices

**GOAL 1: Provide a convenient, competitive and accessible, travel option**

- **More Options**
  - Provide additional and competitive travel options to address the current and future needs of the community (including employment, school, visitor, shopping, recreational, neighborhood and other daily trips)

- **Ridership**
  - Increase the number of people using transit

- **Faster Travel Times**
  - Reduce how long it takes to get places

- **Transit Connections**
  - Connect to the existing (Metro) bus transit system

- **Bike & Walk Connections**
  - Ensure connectivity to sidewalks, bike lanes and Monterey Bay Sanctuary Scenic Trail or Rail-Trail

- **Non-Drivers**
  - Expand options for seniors, children, people with disabilities, low-income, and those who cannot or do not drive

- **Visitors**
  - Expand options for visitors and tourists to reduce traffic congestion

- **Reliability**
  - Make it easier to predict how long it will take to get places (improve reliability of transit travel times)

### Sustainability

**GOAL 2: Enhance communities & the environment, support economic vitality**

- **Reduce Traffic**
  - Reduce the number of cars on Highway 1 and local roads

- **Climate**
  - Reduce fuel consumption, greenhouse gas emissions, and air pollution

- **Other Car Impacts**
  - Reduce need for parking, road expansion and other land use effects of cars (preserve open space and reduce sprawl in other areas)

- **Serve Major Destinations**
  - Locate stations in areas with high concentrations of housing, jobs, services, visitors and activities

- **Economy**
  - Support access to jobs, shopping, tourist, and other economic activity centers/opportunities

- **Revitalization**
  - Stimulate sustainable development and revitalization of areas near stations

- **Minimize Impacts**
  - Minimize negative impacts of trains on neighborhoods, adjacent property owners, and the environment (including traffic, noise, parking, construction, etc)

- **Safety**
  - Provide safety measures to avoid conflicts between trains & cars, bicyclists or pedestrians

- **Consistency**
  - Ensure consistency with local, regional, state, and federal plans and policies

### Cost Effectiveness

**GOAL 3: Develop a rail system that is cost effective and financially feasible**

- **Cost to Benefit (Cost Effectiveness)**
  - Develop a rail system that is cost effective

- **Cost per Rider**
  - Generate sufficient ridership to minimize per rider and system costs

- **Existing Resources**
  - Optimize use of existing infrastructure

- **Financially Feasible**
  - Develop a system that keeps operating and capital costs to a minimum

- **Funding Options**
  - Identify service options that are competitive for local, state, & federal funding sources

- **Efficiencies**
  - Maximize operational efficiencies, build partnerships with public and private agencies, groups and interests
## Table 1 - Proposed Evaluation Criteria

<table>
<thead>
<tr>
<th>Goal</th>
<th>Evaluation Measure</th>
<th>Evaluation Criteria</th>
<th>Methodology/Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Provide a convenient, competitive and accessible, travel option</strong></td>
<td>Transit Operations and Performance</td>
<td>Travel time</td>
<td>Train travel time vs. auto travel time for specified origin/destination pairs</td>
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<td></td>
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<td></td>
<td>Boardings per service mile or service hour</td>
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<td></td>
<td></td>
<td>Equity analysis</td>
<td>Serves low income/disadvantaged populations</td>
</tr>
<tr>
<td></td>
<td>Connectivity/Quality of access</td>
<td>Quality of access</td>
<td>Number of households accessible within a 15-minute walk from a station</td>
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<td></td>
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<td></td>
<td>Convenient, direct pedestrian/bicycle access between stations and adjacent land uses</td>
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<td></td>
<td>Transit Connectivity</td>
<td></td>
<td>Connectivity to local, regional, and state (intercity rail) transit services (e.g. METRO, Capitol Corridor, state rail, Hwy 17 Express bus)</td>
</tr>
<tr>
<td><strong>Enhance communities, the environment, and support economic vitality</strong></td>
<td>Livability and Commercial Vitality</td>
<td>Support/promote economic vitality</td>
<td>Economic benefits (ex. access to jobs and services, redevelopment and infill, attract visitors)</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>Number of jobs accessible within a 15-minute walk from a station</td>
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<tr>
<td></td>
<td>Neighborhood &amp; Environmental Impacts</td>
<td>Traffic Impacts</td>
<td>Potential for traffic impacts at grade crossings, stations, etc.</td>
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<td></td>
<td>Environmental Benefits</td>
<td>Reduced VMT and greenhouse gas emissions</td>
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<td>Noise &amp; Vibration</td>
<td>Noise/vibration impacts along corridor</td>
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<td></td>
<td>Parking</td>
<td>Parking demand and potential impact on areas near stations if not sufficient parking at station; land needed for park-and-ride/parking lots.</td>
</tr>
<tr>
<td></td>
<td>Construction Impacts</td>
<td>Minimize impacts to homes/local businesses</td>
<td>Construction period length/intensity</td>
</tr>
<tr>
<td><strong>Develop a rail system that is cost effective and financially feasible</strong></td>
<td>Capital and operating costs</td>
<td>Capital cost</td>
<td>Total construction cost (includes design, construction, construction management, right-of-way, vehicles, support facilities at stations, parking, crossings, safety features, track improvements, sidings, etc.; and assume trail present)</td>
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<tr>
<td></td>
<td></td>
<td>Operating and maintenance (O&amp;M)</td>
<td>O&amp;M cost per service mile or service hour</td>
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<td>Service efficiency and Cost effectiveness</td>
<td>Farebox recovery ratio (percent of operating costs paid for by passenger fares)</td>
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<td></td>
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<td></td>
<td>Annualized/life cycle cost per trip (annualized capital cost over useful life ÷ O&amp;M ÷ annual trips)</td>
</tr>
<tr>
<td></td>
<td>Funding Competitiveness</td>
<td>Funding potential of scenario</td>
<td>Ability to compete for local, state, federal funding sources (but not compete with METRO buses) for capital and O&amp;M</td>
</tr>
</tbody>
</table>

*Quantitative or qualitative analysis would result in a high, medium, or low ranking for each criterion for alternatives analysis*
<table>
<thead>
<tr>
<th>Evaluation Measure</th>
<th>Criteria</th>
<th>Methodology/Definition</th>
<th>Way to Address in Study</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit Operations and Performance</td>
<td>Travel Time</td>
<td>Travel time and speed</td>
<td>Include alternative travel time/speed data in description of each alternative</td>
</tr>
<tr>
<td></td>
<td>Reliability</td>
<td>Travel time reliability</td>
<td>Include discussion of auto, bus, and rail reliability</td>
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<tr>
<td></td>
<td>Ridership</td>
<td>Ridership (number of boardings)</td>
<td>Include alternative ridership data in description of each alternative</td>
</tr>
<tr>
<td>Connectivity/Quality of access</td>
<td>Local Transit</td>
<td>Impact on METRO bus system - Will this help or hurt METRO?</td>
<td>Covered under system connectivity and funding potential. Text will discuss where new bus connections would be needed and potential resource reallocation on parallel/redundant routes.</td>
</tr>
<tr>
<td></td>
<td>Non-Motorized</td>
<td>Connectivity with rail trail, any impacts on planned rail trail and trail users</td>
<td>Include discussion of connectivity to trail and potential issues (sidings, stations) in project description</td>
</tr>
<tr>
<td>Capital and operating costs</td>
<td>Service Efficiency and Cost Effectiveness</td>
<td>Operating expense per unlinked passenger trip</td>
<td>Evaluation criteria captured with farebox recovery but will be described in description of each alternative</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Subsidy per passenger</td>
<td>Evaluation criteria captured with farebox recovery but will be described in description of each alternative</td>
</tr>
<tr>
<td>Neighborhood &amp; Environmental Impacts</td>
<td>Safety</td>
<td>Avoid model conflicts, especially at railroad crossings. Ensure no increase in risk/transportation related fatalities and injuries. (e.g. train-car; train-bike/ped risk)</td>
<td>While this is a major issue of concern it would not differentiate between alternatives and text will include discussion of issues and how they can be addressed</td>
</tr>
<tr>
<td>Sustainable Communities</td>
<td>Regional, state, and federal goals</td>
<td>Ability to advance Regional Transportation Plan, local, state, and federal goals</td>
<td>Include discussion of ability to meet goals in project description</td>
</tr>
<tr>
<td>ID</td>
<td>Station Name</td>
<td>Station Type</td>
<td>Primary</td>
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<tr>
<td>1</td>
<td>Davenport</td>
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<tr>
<td>2</td>
<td>Westside Santa Cruz</td>
<td>X</td>
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<tr>
<td>3</td>
<td>Bay St./California (UC East)</td>
<td>ST</td>
<td>X</td>
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<tr>
<td>4</td>
<td>Downtown Santa Cruz</td>
<td>X</td>
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<tr>
<td>5</td>
<td>Santa Cruz Boardwalk</td>
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<tr>
<td>6</td>
<td>Seabright</td>
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<tr>
<td>7</td>
<td>Harbor/7th Avenue</td>
<td></td>
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<td>8</td>
<td>17th Avenue</td>
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<tr>
<td>9</td>
<td>41st Avenue</td>
<td>X</td>
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<tr>
<td>10</td>
<td>Jewell Box (Jade St Park/Cliff Dr.)</td>
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<tr>
<td>11</td>
<td>Capitola Village/Depot Hill</td>
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<tr>
<td>12</td>
<td>New Brighton/Cabrillo</td>
<td>ST</td>
<td>X</td>
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<tr>
<td>13</td>
<td>Seacliff Village</td>
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<td>14</td>
<td>Aptos Village</td>
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<tr>
<td>15</td>
<td>Seascape</td>
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<td>16</td>
<td>La Selva/Manresa State Beach</td>
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<td>17</td>
<td>Ohlone</td>
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<tr>
<td>18</td>
<td>Downtown Watsonville</td>
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<tr>
<td>19</td>
<td>Pajaro</td>
<td>X</td>
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</tbody>
</table>

ST = school term  BOLD = primary stations  
Fehr & Peers, 2014
Transit Likelihood is a variable that captures population per acre, jobs per acre, land use diversity, street intersection density, and number of zero car households per census block group.
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# SERVICE SCENARIOS INITIALLY CONSIDERED

<table>
<thead>
<tr>
<th>ID</th>
<th>Scenario</th>
<th>Service Type</th>
<th>Service Spans</th>
<th># of Stations</th>
<th>Preliminary Stations (#</th>
<th>Investment Levels</th>
<th>Connections</th>
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<tbody>
<tr>
<td>A</td>
<td>Santa Cruz ↔ Watsonville</td>
<td>Express</td>
<td>• Weekday</td>
<td>5-6</td>
<td>Westside Santa Cruz (2)</td>
<td>Medium</td>
<td>• San Jose Diridon via Highway 17 Express</td>
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<td>• Weekend</td>
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<td>Bay Street/California-ST (3)</td>
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<td>• Local Buses</td>
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<td>Downtown Santa Cruz (4)</td>
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<td>New Brighton/Cabrillo (12)</td>
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<td>Downtown Watsonville (18)</td>
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<tr>
<td>B*</td>
<td>Santa Cruz ↔ Capitola</td>
<td>Limited Express</td>
<td>• Weekend only</td>
<td>6-8</td>
<td>Westside Santa Cruz (2)</td>
<td>Low</td>
<td>• San Jose Diridon via Highway 17 Express</td>
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<td>Downtown Santa Cruz (4)</td>
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<td>• Local Buses</td>
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<td>Boardwalk (5)</td>
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<td>Seabright (6)</td>
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<td>Capitola Village (11)</td>
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<td>C</td>
<td>Santa Cruz ↔ Aptos</td>
<td>Limited Express</td>
<td>• Weekday Peak</td>
<td>6-8</td>
<td>Westside Santa Cruz (2)</td>
<td>Medium</td>
<td>• San Jose Diridon via Highway 17 Express</td>
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<td>• Seasonal Weekends</td>
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<td>Bay Street/California-ST (3)</td>
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<td>• Local Buses</td>
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<td>Downtown Santa Cruz (4)</td>
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<td>Capitola Village (11)</td>
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<td>New Brighton/Cabrillo (12)</td>
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<td>Aptos Village (14)</td>
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<td>D*</td>
<td>Santa Cruz ↔ Watsonville (Limited)</td>
<td>Limited Express</td>
<td>• Weekday Peak</td>
<td>4-8</td>
<td>Westside Santa Cruz (2)</td>
<td>Medium</td>
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<td>• Seasonal Weekends</td>
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<td>Bay Street/California-ST (3)</td>
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<td>• Local Buses</td>
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<td>Downtown Santa Cruz (4)</td>
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<td>41st Ave. (9)</td>
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<td>Watsonville (18)</td>
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<td>+Potential to add key visitor destinations on weekends</td>
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## SERVICE SCENARIOS INITIALLY CONSIDERED

<table>
<thead>
<tr>
<th>ID</th>
<th>Scenario</th>
<th>Service Type</th>
<th>Service Spans</th>
<th># of Stations</th>
<th>Preliminary Stations (#)</th>
<th>Investment Levels</th>
<th>Connections</th>
</tr>
</thead>
<tbody>
<tr>
<td>E*</td>
<td>Santa Cruz ↔ Cabrillo (Local)</td>
<td>Expanded Local</td>
<td>• Weekday • Weekends</td>
<td>6-8</td>
<td>Westside Santa Cruz (2) Bay Street/California-ST(3) Downtown Santa Cruz (4) Seabright (6) 17th Ave. (8) 41st Ave. (9) Capitola Village (11) New Brighton/Cabrillo (12)</td>
<td>Medium</td>
<td>• San Jose Diridon via Highway 17 Express • Local Buses</td>
</tr>
<tr>
<td>F</td>
<td>Santa Cruz ↔ Seascape</td>
<td>Expanded Local</td>
<td>• Weekday • Seasonal Weekends</td>
<td>8-10</td>
<td>Westside Santa Cruz (2) Bay Street/California-ST (3) Downtown Santa Cruz (4) Seabright (6) 17th Ave. (8) 41st Ave. (9) Capitola Village (11) New Brighton/Cabrillo (12) Aptos Village (14) Seascape (15)</td>
<td>Medium</td>
<td>• San Jose Diridon via Highway 17 Express • Local Bus</td>
</tr>
<tr>
<td>G*</td>
<td>Santa Cruz ↔ Watsonville</td>
<td>Expanded Local</td>
<td>• Weekday • Weekends</td>
<td>10+</td>
<td>Westside Santa Cruz (2) Bay Street/California-ST (3) Downtown Santa Cruz (4) Seabright (6) 17th Ave. (8) 41st Ave. (9) Capitola Village (11) New Brighton/Cabrillo (12) Aptos Village (14) Downtown Watsonville (18)</td>
<td>High</td>
<td>• San Jose Diridon via Highway 17 Express • Local Bus</td>
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</table>
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<th>Service Spans</th>
<th># of Stations</th>
<th>Preliminary Stations (#)</th>
<th>Investment Levels</th>
<th>Connections</th>
</tr>
</thead>
</table>
| H  | Santa Cruz ↔ Watsonville (Peak) | Expanded Local | • Weekday Peak  
   • Seasonal Weekends | 10+ | Westside Santa Cruz (2)  
    Bay Street/California-ST (3)  
    Downtown Santa Cruz (4)  
    Boardwalk (5 weekend only)  
    Seabright (6)  
    17th Ave. (8)  
    41st Ave. (9)  
    Capitola Village (11)  
    New Brighton/Cabrillo (12)  
    Aptos Village (14)  
    Downtown Watsonville (18) | High | • San Jose Diridon via Highway 17 Express  
   • Local Bus |
| I  | Davenport ↔ Pajaro (Full ROW) | Future Conditional ** | • Weekday Peak | 11+ | All stations between Davenport and Pajaro (primary and secondary) | High | • San Jose Diridon via Highway 17 Express  
   • Future Bay Area regional (HSR at Gilroy and Capital Corridor/ Amtrak Coast Starlight at Pajaro) |
| J* | Santa Cruz ↔ San Jose (via Pajaro) | Future Conditional ** | • Weekday Peak | 11+ | All stations between Santa Cruz and Pajaro (primary and secondary) | High | • Future Bay Area regional (HSR/Caltrain at Gilroy, Capital Corridor/ Amtrak Coast Starlight at Pajaro, other regional systems connecting at San Jose Diridon) |

Source: Fehr & Peers, 2014

Notes:
* IDs with an asterisk are recommended for detailed analysis
# Numbers next to “Preliminary Station” names reflect station numbers shown on maps and station list document
** Future Conditional: Includes stations to be added in-step with future demographic and economic growth
ST Bay/California would be School Term (ST) station with connections to UCSC
TO: Santa Cruz County Regional Transportation Commission
FROM: Veronica Elsea, Chair of the Pedestrian Safety Work Group
Karena Pushnik, Senior Transportation Planner
RE: Pedestrian Safety Work Group’s Pedestrian/Motorist Brochure

RECOMMENDATIONS

The Elderly & Disabled Transportation Advisory Committee (E&D TAC), their Pedestrian Safety Work Group subcommittee and Staff recommend that the Regional Transportation Commission:

1. Approve printing and release of the brochure developed by the Pedestrian Safety Work Group titled ‘What Pedestrians Want Motorist to Know/What Motorists Want Pedestrians to Know’ brochure; and
2. Provide distribution and outreach ideas.

BACKGROUND

A subcommittee of the Regional Transportation Commission’s Elderly & Disabled Transportation Advisory Committee works specifically on pedestrian safety issues. The mission of this subcommittee, called the Pedestrian Safety Work Group (PSWG), is to help ensure safe and accessible pedestrian travel throughout the county for the benefit of all residents.

DISCUSSION

The PSWG has been working on a brochure for motorist and pedestrians modeled on similar brochures for motorists and bicyclists, one of which was produced by the RTC’s Bicycle Committee. The five PSWG members – representing the Santa Cruz Metropolitan Transit District, ParaCruz, Hope Services, and citizens from the 3rd and 5th supervisorial districts -- developed the text, reviewed relevant statutes and provided initial formatting and design. The intent of the brochure is to help both motorists and pedestrians understand each other’s expectations and offer helpful tips, especially involving disabled pedestrians. The brochure was reviewed by the E&D TAC at their August 5, 2014 meeting, final edits were incorporated, and the committee recommended RTC approval.

The Elderly & Disabled Transportation Advisory Committee, Pedestrian Safety Work Group and Staff recommend that the Santa Cruz County Regional Transportation Commission approve for printing and distribution the attached brochure (Attachment 1).
In addition, the PSWG and E&D TAC brainstormed distribution and outreach ideas for the brochure. Ideas included:

- Senior Centers
- Doctor offices
- Department of Motor Vehicles (DMV)
- Community Centers
- Online – RTC & Metro websites
- Libraries
- Greybears
- In Home Health Services
- Senior Driving Classes
- Elementary School Parent Teacher Associations (PTA)
- Ecology Action
- Run/Bike groups (Wharf to Wharf, Santa Cruz Track, etc)
- Bike to Work/School Breakfast sites
- Commission on Disabilities/Seniors Commission
- Open Streets events
- County Fair (Metro Booth)

**Additional input from the RTC about outreach and distribution is welcomed and appreciated.**

Pedestrian Safety Work Group Chairperson Veronica Elsea will attend the meeting to present the materials.

**SUMMARY**

The final draft of the E&D TAC’s subcommittee, the Pedestrian Safety Work Group’s brochure titled “What Pedestrians and Motorists want each other to know” is ready for final approval, printing and distribution.

Attachment 1:  Motorist/Pedestrian Brochure - Final Draft

S:\RTC\TC2014\TC0914\ped brochure\SR_PedBrochure_2014Sep04.docx
PEDESTRIAN HAZARD REPORT

Report obstacles or hazards that may inhibit bike or pedestrian travel by using the RTC’s Online Hazard Report.

http://www.sccrtc.org/services/hazard-reports/

These reports are forwarded to the appropriate local jurisdiction for action. Reports may be submitted at any time.

LOCAL LAW ENFORCEMENT (831 AREA CODE)

Call 911 in the event of an emergency

City of Santa Cruz PD  471-1131
City of Capitola PD  471-1141
City of Watsonville PD  471-1151
City of Scotts Valley  440-5670
UCSC PD  459-2231
County Sheriff (unincorporated area)  471-1121
CHP (unincorporated Co/Highways)  796-2160

The mission of the Pedestrian Safety Work Group is to help ensure safe and accessible pedestrian travel throughout the county for the benefit of all residents.

SANTA CRUZ COUNTY
REGIONAL TRANSPORTATION COMMISSION
(831) 460-3200  www.sccrtc.org

Brochure developed by the Pedestrian Safety Work Group, a subcommittee of the Santa Cruz County Regional Transportation Commission’s Elderly & Disabled Transportation Advisory Committee.
**What Pedestrians Want Motorists to Know**

*Sometimes pedestrians do have the right-of-way!*
- Drivers are required to yield to pedestrians crossing in intersections with or without a marked crosswalk.
- Blind pedestrians, who are using a white cane or a guide dog, always have the right-of-way when they enter the street, regardless of the state of crosswalks or traffic signals. Respect their best efforts to cross safely.

*Not all pedestrians behave as you’d expect!*
- Watch out for shorter pedestrians including children and those using wheelchairs, scooters or strollers.
- One speed does not fit all! Pedestrians have varying physical abilities and may move slower or quicker than motorists expect.
- Blind pedestrians may not make eye contact with motorists, but may try to figure out what the motorist is doing by listening to traffic movement and engine noise.
- Be patient. Some pedestrians may need more time to make decisions. Those with some disabilities may be more easily intimidated or overwhelmed.

*Watch and be aware of pedestrians!*
- Pedestrians may encounter hazards when crossing the street, such as tripping over railroad tracks. Don't assume they’ll be out of your lane when you get there.
- Pedestrians may not hear your hybrid or electric vehicle.
- When you notice blind pedestrians, use your voice rather than your horn to let them know you’re there.
- Look before making right turns. Always yield to pedestrians.
- If the sidewalk is blocked or inaccessible, pedestrians may be forced into the street. Watch for pedestrians, including those using mobility devices in the bike lane.
- Please allow pedestrians a clear path. Don't block the crosswalk or the sidewalk.

*Operate your vehicle with care!*
- Don’t pass or go around another vehicle that may be stopped for a pedestrian.
- Remember that most cars weigh 20 times the average person and even at very slow speeds, a car can easily injure or kill a pedestrian.
- Put away your electronic devices. Distracted driving is especially hazardous for pedestrians.

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**What Motorists Want Pedestrians to Know**

*Learn and obey traffic laws!*
- Please don't jay walk. Motorists are expecting you to cross at intersections or in marked crosswalks.
- Be extra cautious when using a mid-block crosswalk. Motorists may not be expecting to stop.
- At signalized intersections, only walk when the walk signal is on.
- Do not cross a street where it is prohibited.

*Vehicles can’t stop as fast as you think!*
- Motorists may not be able to react to unpredictable or sudden moves, like darting out from between cars or starting to cross where visibility is limited.
- It takes about 11 car lengths or 150 feet for an average vehicle traveling at 25 mph to stop, including the driver’s reaction time.
- Know where you have the right-of-way but make smart choices. You are still responsible for your own safety. Never forget that in a collision the pedestrian will be the loser!

*Don’t assume that every motorist sees you!*
- Wear reflective and visible clothing, especially at night. Carry a flashlight or add lights to backpacks.
- Make eye contact or turn your head in motorists’ direction.
- Stop, look and listen before you enter a street.
- Stay predictable when crossing the street. Don’t turn around, stop or back up.

*Stay focused!*
- Put away your electronic devices. Distracted walking is especially hazardous for pedestrians.