FACT SHEET

In California, a rail renaissance is underway. Ridership is approaching record levels. Growing numbers of Californians find train travel to be a smart transportation option as gas prices climb and freeways become more congested. Exciting plans are in the works to improve train service throughout the state and construct our nation’s first dedicated high-speed train system. Currently, Caltrans is developing a plan that will present the vision and strategies for building California’s rail network for the future.

California State Rail Plan

The California State Rail Plan will establish a vision, set priorities, and present implementation strategies to enhance passenger and freight rail service in the public interest. The State Rail Plan will be the first planning document that fully integrates the planned California High-Speed Rail system with existing and proposed conventional rail systems. It will be a critical document for successful development and implementation of the California High-Speed Rail Authority’s “blended system” which will combine high-speed rail and improved conventional rail. The State Rail Plan will serve as a basis for federal and state investments for high-speed and intercity passenger rail in California. The vision, priorities, and strategies will support the State’s goal of an integrated multimodal transportation system.

Caltrans will produce Service Development Plans for the existing Pacific Surfliner and San Joaquin routes and the proposed Coast Daylight route. Service Development Plans for California High-Speed Rail and the Capitol Corridor will also be incorporated into the State Rail Plan. These Service Development Plans will identify capital projects, operations plans, proposed funding sources, and planning timeframes for each of the rail corridors. They will also provide the criteria for corridor improvements that will be proposed in the State Rail Plan.

The California State Rail Plan will:

- Describe the existing conditions of the State’s passenger and freight rail systems including infrastructure and service levels, needs, and deficiencies.
- Present a clear picture of the role rail plays in key passenger and freight markets.
- Describe the blended system concept for high-speed rail and conventional intercity and commuter rail, planned for implementation in 2018.
- Describe the planned rail system and the economic and environmental benefits of freight and passenger rail improvements.
- Incorporate plans from California commuter rail authorities.

The State Rail Plan will also be prepared in parallel with the California Interregional Blueprint Interim Report, which will present strategies for integrating all transportation modes throughout the State, including air travel, roads and highways, ports, transit, passenger trains, and freight rail.
Schedule
Preparation of the California State Rail Plan began in June 2011. A draft of the State Rail Plan will be available to the public for review in early 2013. Responses to public comments will be included in the final California State Rail Plan which will be issued in mid 2013.

How to Participate
The project website www.californiastaterailplan.com will be updated with the latest project information as it is developed. Please join the project e-mail list to receive future notifications and newsletters. Requests to join project mailing list, questions, and input can also be directed by email to:

California State Rail Plan
Caltrans Division of Rail
CSRP@dot.ca.gov
PREGUNTAS FRECUENTES

¿Qué es el Plan Ferroviario Estatal de California?
El Plan Ferroviario Estatal de California (California State Rail Plan) crea una visión que abarca todo el estado, establece prioridades y desarrolla estrategias de implementación para mejorar el servicio de trenes de pasajeros y de carga en pos del interés del público. Además, el Plan se tomará como referencia para las inversiones ferroviarias estatales y federales dentro del estado para los trenes de pasajeros interurbanos convencionales y de alta velocidad. La visión, las prioridades y las estrategias de implementación respaldarán los objetivos del Estado de promover una red de transporte multimodal integrada, compuesta por sistemas de autopistas, trenes de carga y de pasajeros, transporte público y aviación. El Plan será el primer documento de planificación que integre completamente el sistema de Tren de Alta Velocidad de California con la red ferroviaria convencional existente y propuesta.

¿Cómo se relaciona este Plan con el Anteproyecto Interregional de California?
El Plan Ferroviario Estatal de California complementará y se preparará al mismo tiempo que el Anteproyecto Interregional de California (California Interregional Blueprint). El Anteproyecto Interregional de California es un esfuerzo de planeamiento integral y de mayor envergadura que intenta articular la visión del Estado de contar con un sistema de transporte interregional multimodal integrado, que refleje el uso de la tierra y los planes de transporte en el ámbito local. El Anteproyecto Interregional de California sentará las bases para el Plan de Transporte de California 2040 (California Transportation Plan 2040), según exige la ley federal y estatal. Se prevé que el borrador del Plan Ferroviario Estatal de California se publicará a principios de 2013, justo después de la publicación del Informe Provisional sobre el Anteproyecto Interregional de California en diciembre de 2012. Las respuestas a los comentarios del público se incluirán en el Plan Ferroviario Estatal final que se presentará a mediados de 2013.

¿Cuáles son los requisitos legales del Plan Ferroviario Estatal de California?
La Sección 14036 del Código de Gobierno de California requiere que el Departamento de Transporte de California (Caltrans) prepare un documento de planificación ferroviaria a 10 años para trenes de carga y pasajeros y que lo actualice cada dos años. La Ley de Inversión y Mejora de los Trenes de Pasajeros (Passenger Rail Investment and Improvement Act) de 2008 es una ley federal que exige que los planes ferroviarios estatales se desarrollen y actualicen cada cinco años para poder recibir financiación del gobierno federal para trenes de pasajeros. La Ley exige que los planes ferroviarios estatales sean más exhaustivos e incluyan trenes de alta velocidad, cantidad de pasajeros y modelos de capacidad, planes de mejora para corredores y proyectos financiados por la Administración Federal de Ferrocarriles.

El Anteproyecto Interregional de California permitirá que Caltrans responda a los requisitos legislativos del Proyecto de Ley del Senado 391, que requiere que el Plan de Transporte de California cumpla con los objetivos de cambio climático del Estado en virtud del Proyecto de Ley de la Asamblea 32 y el Proyecto de Ley del Senado 375. Algunas de las principales estrategias para alcanzar la máxima reducción posible de las emisiones están para cumplir con los objetivos de gases de efecto invernadero de California incluyen la construcción de un tren de alta velocidad y la ampliación del transporte público, el tren de cercanías y los sistemas de trenes interurbanos. De esta manera, el Plan Ferroviario Estatal de California se llevará
a cabo con la expresa finalidad de crear un vínculo directo con el Plan de Transporte de California 2040 para determinar de qué manera el futuro sistema ferroviario del Estado cumplirá con los requisitos del Proyecto de Ley del Senado 391 y proporcionar una evaluación de las emisiones de los gases de efecto invernadero para los sistemas actuales y futuros.

¿Por qué es importante el Plan Ferroviario Estatal de California en este momento y qué resultados brindará?

El rápido crecimiento de la población en California ejerce presión en la infraestructura cada vez más anticuada del Estado. El Plan Ferroviario Estatal de California ayudará a definir un sistema de transporte más sostenible para el futuro, para hacer frente a los desafíos del crecimiento de la población y evitar las ramificaciones negativas. Además, identificará alternativas de transporte ferroviario que permitan aliviar la congestión en autopistas y en el transporte aéreo. Entre 2001 y 2007, la cantidad de pasajeros aumentó un 43.3 por ciento en California, lo cual es aún más impresionante si se lo compara con el crecimiento de la población del Estado (8.6 por ciento). El mantenimiento y la ampliación del sistema de trenes de California tendrán un efecto positivo en la movilidad futura y en la calidad del medioambiente del estado. Se prevé que un mayor uso del sistema de trenes hará que millones de automóviles y camiones dejen de circular por las autopistas, lo que evitaría una mayor polución del aire. La cantidad de pasajeros aumenta cada año, y un mayor uso de los trenes contribuirá a mejorar la calidad del aire, al reducir las millas que viajan los vehículos y sus respectivas emisiones. Asimismo, disminuirá el consumo de combustible y posiblemente reduzca la necesidad de construir nuevas autopistas.

¿Cuál es el cronograma?

La preparación del Plan Ferroviario Estatal de California comenzó en junio de 2011. Un borrador de dicho Plan se pondrá a disposición del público a comienzos de 2013 para su revisión. Las respuestas a los comentarios del público se incluirán en el Plan Ferroviario Estatal final que se presentará a mediados de 2013.

¿Quién está a cargo del Plan Ferroviario Estatal de California?

La División de Trenes de Caltrans es la agencia principal encargada del Plan Ferroviario Estatal de California y ha logrado recibir financiamiento del gobierno federal para realizar estudios de planificación ferroviaria dentro de un proceso de subsidios muy competitivo. Caltrans firmó un contrato de consultor con AECOM y Cambridge Systematics para ayudar a desarrollar el Plan Ferroviario Estatal de California y los Planes de Desarrollo de Servicios para las rutas de trenes de Amtrak de San Joaquín, Pacific Surfliner North, Pacific Surfliner South y Coast Daylight.

¿Cuáles son los objetivos del Plan Ferroviario Estatal de California?

Los objetivos del Plan Ferroviario Estatal de California son:

- Respaldar el objetivo del Estado de promover un sistema de transporte multimodal integrado.
- Ofrecer transporte ferroviario como alternativa a otras formas de transporte.
- Aliviar la congestión en las autopistas y en el tráfico aéreo.
- Mejorar la calidad del aire, ahorrar combustible y contribuir a un uso de la tierra más eficiente y provechoso para el medioambiente.
- Integrar el sistema planificado de Tren de Alta Velocidad de California a los sistemas ferroviarios convencionales actuales y propuestos.
- Preparar Planes de Desarrollo de Servicios para las rutas de trenes de Amtrak a San Joaquín, Pacific Surfliner North, Pacific Surfliner South y Coast Daylight.
- Tener en cuenta las necesidades y beneficios de los trenes de carga como parte de las inversiones del Estado en infraestructura ferroviaria.

¿Cuáles son los principales componentes del Plan Ferroviario Estatal de California?

El Plan Ferroviario Estatal de California incluirá los siguientes componentes principales:

- Establecer la visión general para el sistema de trenes estatal.
- Describir la manera en que los diferentes componentes ferroviarios (aquellos a cargo de Caltrans y los que sean administrados por otras entidades) se complementarán para ofrecer un conjunto integral de servicios ferroviarios que esté bien integrado con el sistema de transporte multimodal del Estado.
- Proporcionar un inventario del sistema actual que identifique necesidades y deficiencias.
- Identificar mejoras y una estrategia de inversión detallada.

Última actualización: 01.30.13
• Evaluar las opciones de financiación.
• Describir cómo esas mejoras respaldarán y reflejarán otras actividades de planificación estatales, regionales y locales en toda California.

¿Cómo pueden participar las partes interesadas en este proceso?
Las agencias federales, estatales y regionales, y también las agencias de trenes de carga y de pasajeros han sido invitadas a participar en el Comité Asesor del Plan Ferroviario Estatal de California para garantizar que un grupo amplio y diverso de las distintas partes interesadas esté representado. Las partes interesadas y los ciudadanos también pueden participar en el proceso asistiendo a reuniones públicas que comenzarán a principios de 2013.

¿Qué se puede esperar de la participación en el Comité Asesor del Plan Ferroviario Estatal de California?
El Comité Asesor fue creado por la División de Trenes de Caltrans en 2012 para ofrecer su opinión y conocimiento especializado para la creación del Plan Ferroviario Estatal de California y de los Planes de Desarrollo de Servicios individuales. El propósito del Comité Asesor es proporcionar a Caltrans información técnica y pautas relacionadas con políticas sobre todos los aspectos del plan, entre ellos los diferentes tipos de servicios de trenes (por ejemplo, trenes de pasajeros interurbanos, trenes de cercanías, tren de alta velocidad y trenes de carga), políticas, operaciones del sistema, consideraciones medioambientales y estrategias de financiación. Los miembros del Comité Asesor son representantes de las siguientes instituciones:
• Amtrak
• BNSF Railway Company
• Autoridad del Tren de Alta Velocidad de California (California High-Speed Rail Authority)
• Asociación de Trenes de Tramo Corto de California (California Short Line Rail Association)
• Comisión de Transporte de California (California Transportation Commission)
• Autoridad Conjunta del Corredor Capitol (Capitol Corridor Joint Powers Authority)
• Consejo de Coordinación del Tren Costero (Coast Rail Coordinating Council)
• Administración Federal de Ferrocarriles (Federal Railroad Administration)
• Agencia del Corredor de Trenes Los Ángeles-San Diego-San Luis Obispo (LOSSAN, por sus siglas en inglés) Norte y Sur (Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN) North and South)
• Comité Ferroviario del Valle de San Joaquín (San Joaquin Valley Rail Committee)
• Agencia de Comercio, Transporte y Vivienda del Estado de California (State of California Business, Transportation and Housing Agency)
• Union Pacific Railroad

El Comité Asesor no es un organismo con derecho a voto formal; sin embargo, todas las contribuciones y conversaciones se documentarán para que Caltrans y el equipo consultor las tengan en cuenta. Los participantes del Comité Asesor podrán asistir a reuniones trimestrales para ofrecer continuidad y nuevas ideas sobre el Plan Ferroviario Estatal de California.

¿Qué son los Planes de Desarrollo de Servicios?
Los Planes de Desarrollo de Servicios formalizarán las visiones del Estado a corto, medio y largo plazo para los siguientes corredores de Amtrak: San Joaquín, Pacific Surfliner North, Pacific Surfliner South y Coast Daylight. Estos planes tomarán en cuenta el crecimiento previsto de la población, la necesidad de considerar el uso de trenes de alta velocidad y de pasajeros interurbanos como opciones de transporte futuras, la conectividad multimodal con otras formas de transporte y el financiamiento disponible para cumplir con las necesidades previstas.

El Plan de Desarrollo de Servicios incluye la identificación de proyectos alternativos para los cuatro corredores mediante un proceso de participación del público. Los proyectos alternativos se evaluarán en términos de factibilidad de construcción, mejoras en la eficiencia del servicio y beneficios e impactos para la comunidad y el medioambiente. Los planes de implementación para cada uno de los corredores se desarrollarán, incluidos los plazos de los proyectos recomendados, según el esfuerzo de selección. Los Planes de Desarrollo de Servicios identificarán las necesidades de capital, las fuentes de financiamiento propuestas y el posible cronograma de las mejores.

Los sistemas de Tren de Alta Velocidad y el Corredor Capital tienen sus propios planes, que fueron desarrollados por la Autoridad Conjunta del Corredor Capital y la Autoridad del Tren de Alta Velocidad de California respectivamente, y que se incluirán en el Plan Ferroviario Estatal. Los Planes de Desarrollo
de Servicios y los Planes de Negocios son una parte esencial del proceso de planificación y proporcionarán un criterio para las mejoras al corredor y permitirán evaluar las mejoras operativas y de capital para los trenes interurbanos propuestas en el Plan Ferroviario Estatal de California.

¿Cómo se implementará el Plan Ferroviario Estatal de California?
El Plan Ferroviario Estatal de California se utilizará como una herramienta de planificación para mejorar todo el sistema de trenes del estado. Ofrecerá una estrategia de largo plazo que permitirá que Caltrans, la Autoridad del Tren de Alta Velocidad, los operadores de los trenes de cercanías, los trenes de carga y las comunidades puedan hacer planes para el futuro. El Plan Ferroviario Estatal de California tiene como fin priorizar medidas que faciliten la prestación de servicios de trenes con una buena relación de costo-eficiencia en California, y que promuevan la estabilización del clima, el acceso a puestos de trabajo y mejoras en el medioambiente y en la movilidad. Cada uno de los operadores de trenes será responsable de implementar las mejoras identificadas en el Plan Ferroviario Estatal según la demanda demostrada del mercado, la disponibilidad de capital, el financiamiento operativo y la concreción de proyectos previstos relacionados. Asimismo, esas mejoras podrán estar sujetas a los permisos y a la revisión ambiental correspondientes antes de la construcción.

¿Qué es un “sistema integrado”? 
Los planes en los que se está trabajando pretenden integrar el sistema de Tren de Alta Velocidad de California con los sistemas actuales de trenes regionales e interurbanos mediante la coordinación de infraestructuras, horarios, emisión de billetes y otros medios. Con este enfoque integrador, se pueden introducir mejoras tempranas en los sistemas de trenes actuales como Altamont Commuter Express (ACE, por sus siglas en inglés), el sistema de trenes interurbanos respaldado por el Estacado, Caltrain y Metrolink, y, al mismo tiempo, crear la base para el futuro servicio de Tren de Alta Velocidad de California. Los pasajeros se beneficiarán de las inversiones tempranas en estos sistemas de trenes existentes, que servirán de sistema de enlace para el Tren de Alta Velocidad de California, una vez que este comience a funcionar.

¿Qué tipo de mejoras tempranas se prevé? La Autoridad del Tren de Alta Velocidad de California financiará las mejoras tempranas a los “extremos” del sistema de Tren de Alta Velocidad en California en el Área de la Bahía de San Francisco y en la Cuenca de Los Ángeles. Las mejoras consistirán en una actualización de los sistemas ferroviarios existentes, por ejemplo, electrificación del corredor de Caltrain en el penúlsima de San Francisco y actualizaciones a Metrolink en el área de Los Ángeles/Anaheim. La mejora de la confiabilidad, seguridad y eficiencia de estos sistemas de trenes beneficiará a los pasajeros actuales y atraerá a nuevos pasajeros en el futuro.

Se prevé que la construcción de la sección operativa inicial del Tren de Alta Velocidad se terminará en 2018. Esta sección inicial de vías comenzará a utilizarse de inmediato y ofrecerá beneficios tempranos al permitir que la actual ruta de San Joaquín opere en estas nuevas vías hasta que comience a funcionar a pleno el servicio del Tren de Alta Velocidad. Con la creación del “Servicio Unificado de California del Norte”, se mejorarán los trenes de la ruta de San Joaquín, ACE y del Corredor Capitol y se operarán de forma más integrada, creando una red mejorada que se extenderá de Bakersfield hasta el Área de la Bahía de San Francisco y Sacramento.

El plan de la Autoridad del Tren de Alta Velocidad de California conectará así las principales áreas metropolitanas del Norte y el Sur de California al aprovechar los sistemas actuales y vincularlos al eje del tren de alta velocidad en el Valle Central. La Fase 1 del sistema de Tren de Alta Velocidad conectará San Francisco, el Valle Central y Los Ángeles/Anaheim mediante una combinación de infraestructura ferroviaria exclusiva de alta velocidad integrada con los sistemas de trenes urbanos actuales. En el largo plazo, con la ampliación de la Fase 2, se prevé que el Tren de Alta Velocidad de California se extienda desde Sacramento a San Diego.

El Plan Ferroviario Estatal de California establece la visión, las estrategias y las inversiones para el sistema de trenes de California, sobre la base del futuro sistema de Tren de Alta Velocidad. Al conectar todas las nuevas estaciones del tren de alta velocidad con los sistemas de transporte público regionales y locales, el Tren de Alta Velocidad mejorará en gran manera el transporte de pasajeros en todo el estado.

¿Cuándo puedo expresar mi opinión?
Las reuniones públicas sobre el Plan Ferroviario Estatal de California comenzarán a principios de 2013. El sitio web del proyecto, www.californiaestaterailplan.com, se actualizará con la información más reciente del proyecto según este vaya avanzando. Allí podrá suscribirse a la lista de correo electrónico del proyecto para recibir futuras notificaciones y actualizaciones. También puede solicitar que se le incluya en la lista de distribución del proyecto, hacer preguntas o dar su opinión enviando un mensaje de correo electrónico.

Cómo comunicarse con nosotros:
California State Rail Plan
Caltrans, Division of Rail
Office of Planning and Policy
1120 N Street, MS 74
Sacramento, CA 95814
CSRPe DOT.CA.GO
www.californiaestaterailplan.com
Add on – RTC Meeting 2/7/13

ITEM 21 – Public Comments Received Via Email

Monterey Bay Sanctuary Scenic Trail Network – Draft Environmental Impact Report project alternatives

From: sheila Carrillo [mailto:escuelita@baymoon.com]
Sent: Tuesday, February 05, 2013 6:54 AM
Subject: trains and bikes

Dear Regional Transportation Commission,

Please do not consider removing the train from the MBSST plan. Our community has worked too hard to obtain funding to put this leap forward in place to squash it now!! I would also like to voice my support for the bike/ped project! I appreciate your ongoing support of these projects!

Sheila Carrillo
134 Miles ST
Santa Cruz 95060

From: paula b [mailto:pbarsamian426@gmail.com]
Sent: Monday, February 04, 2013 4:24 PM
Subject: railroad

Please do not consider removing the railroad tracks for service. I realize that the individuals who live near it, would like some peace, but they are a tiny part of the population of santa cruz. traffic to watsonville is so heavy, we may need those tracks in the future.
paula barsamian santa cruz,

From: Gary Harrold
Sent: Tuesday, February 05, 2013 12:43 PM
Subject: FW: kindly amelia forward this to RTC

As a 50 yr resident cyclist in SC Co., witnessing the horrific explosion of traffic and noise & toxic air pollution from vehicles, I know Santa Cruz County needs the rail tracks left in place. A commuter train & a bike & pedestrian path near the tracks would help relieve undesirable road conditions.

Gary Harrold
100 N. Rodeo Gulch Rd. #205
Soquel CA 95973 {462-1944}
Add on – RTC Meeting 2/7/13
ITEM 22 – Attachment 5: Public Comments
Adoption of 2013 Regional Surface Transportation Program (RSTP)

Comments Received Via Email

From: John Hibble [mailto:john@aptoschamber.com]
Sent: Friday, February 01, 2013 2:29 PM
Subject: Transportation Projects

No doubt, all of the proposed transportation projects deserve funding. However, The Aptos Village project has been ten years in the making. It leverages millions of dollars of private funding for an economic development project. The development can not proceed without funding for promised Aptos Village transportation modifications. These modifications are long over due, even without the development. The level of review of this development insures that these transportation improvements are essential and well planned. This must be one of the projects approved for funding.

John Hibble
Executive Director
Aptos Chamber of Commerce
831.688.1467

Part 2 From: John Hibble [mailto:john@aptoschamber.com]
Sent: Monday, February 04, 2013 12:01 PM
Subject: RE: Transportation Projects

After reading the staff report I noticed:
Bicycle Committee Recommendation: $0. Recommends the RTC not fund this project.
Individual committee members stated that the project does not add additional bicycle lanes and suggested the project should be funded by the developer.

Comments: This project has been in the planning process for over ten years with County Planning. The developer has allocated over 100 additional parking spaces to accommodate runners and bicyclists who wish to use Nisene Marks State Park and wish to park in the Village, as the State Park provides little parking. The transportation improvements requested are not part of the Village project. They are improvements that have been delayed for decades. Their installation at this time allows them to coordinate with the redevelopment of the Village and help to mitigate serious transportation deficiencies in Aptos Village. If this project is not fully funded in this cycle, then the balance must be included in the next funding cycle in order for the Aptos Village Project to be completed. Please fully fund this project.

John Hibble
Executive Director
Aptos Chamber of Commerce
688-1467
From: Ruth Bates [mailto:ruth_bates56@yahoo.com]
Sent: Saturday, February 02, 2013 10:57 AM
To: info@sccrtc.org
Subject: Aptos Village - Road Improvements

Hello SCC RTC -

I have owned in the Village Glen Townhomes in Nicene Marks since 1995. (342 Village Creek Rd, Aptos, Ca 95003)

I have wholeheartedly supported the Aptos Village Plan from Day One. The Plan has been approved (June 13, 2012).

We all know the first step in the Plan is to set up the Transportation requirements. These Transportation requirements were approved in the Plan. (see excerpt below)

So, please, please implement them. At a minimum, the stop lights at the two FAILING intersections of Soquel and Trout Gulch and Soquel and Aptos Creek AND..... the potholes all over Aptos Creek Road that is used daily by hundreds of cars as they access Nisene Marks State Park.

By implementing the Aptos Village Plan, you will be helping to
- create jobs
- create housing
- create a safe and viable community space

Thank you.
Ruth Bates
342 Village Creek Road
Aptos, Ca 95003

Ruth Bates - REALTOR, MBA CA DRE#01799929
Thunderbird Real Estate - Serving Santa Cruz County
Direct: (831) 359-2212 FAX: (831) 475-0931
VISIT MY WEBSITE! http://www.ruthbates.com

Excerpt from Approved Aptos Village Plan: ROADWAY & TRAFFIC IMPROVEMENTS
As stated previously, this Plan requires the construction of new roadways to serve the Village, including a new east-west roadway north of Soquel Drive, a north-south roadway connecting Soquel Drive to the new east-west roadway, and changes to Granite Way and Aptos Creek Road. To address current traffic congestion and the additional traffic anticipated from new development in the Village, several traffic studies have been completed over the years to identify the proper level of traffic improvements that need to be included in the Plan to address traffic impacts. Those additional improvements include the following:

• The installation of traffic signals at the Soquel Drive-Trout Gulch intersection, including a left-turn lane on westbound Soquel Drive at Post Office Drive;
• Installation of traffic signals at the Soquel Drive-Aptos Creek Road intersection, including a left-turn lane on eastbound Soquel Drive at Aptos Creek Road;
• New traffic signals shall have the appearance of older style signals to be compatible with the historic nature of Aptos Village;
• Installation of a left turn lane on eastbound Soquel Drive at the new north-south street with a one-way stop sign with right-turn only onto Soquel Drive;
• Includes left turn and right turn lanes on the new east-west at the intersection with Trout Gulch Road;

22-20
• Modification of signal phasing to provide permissive left-turn phasing for Aptos Rancho Road, located outside of Aptos Village (required by the traffic study).

• Installation of an exclusive right-turn lane with storage length of at least 300 feet plus transition on eastbound Soquel Drive at the Soquel Drive-State Park-Sunset Way intersection, located outside of Aptos Village (required by the traffic study). Since the installation of a right-turn lane has right-of-way issues on the southwest corner of the intersection if ideal land widths are used, narrower lane widths are recommended (required as an environmental review mitigation measure).

Additionally, the County and future developers will need to work with the owner of the rail line through the Village as well as the California Public Utilities Commission to address safety concerns related to the current and proposed railroad at-grade crossings and safety barriers. These crossings and safety barriers are subject to the approval and conditions of the California Public Utilities Commission and if these cannot be met, the Plan will need revision.

While Soquel Drive is a major arterial in the Aptos area, it is only a 50-foot wide right-of-way. The narrowness of the right-of-way presents a challenge for providing the required and desired feature upgrades to this major road. As illustrated in Figure 13, it is envisioned that Soquel Drive will be improved with 10-11’ travel lanes, left turn pockets at Soquel-Aptos Creek Road, Soquel-Trout Gulch Road and at the Intersection of Soquel Drive and the new north-south street. Sidewalks will be provided on the southerly side of Soquel Drive and bike lanes on both sides. Parallel parking will be retained, to the extent feasible, on the north side of Soquel Drive.
From: Fred Thoits [mailto:ftlong@pacbell.net]
Sent: Sunday, February 03, 2013 8:26 AM
Subject: RTC Grant Program

In response to the RTC request for comments, and since I am not able to attend a week day meeting mid morning due to my job obligations which expect me to be at work, I offer the following comments.

I think the RTC should put every available dollar into the further widening on Highway 1, between Soquel Ave and Freedom Blvd. The all day delays caused by near gridlock is a huge loss to the business and commerce economy of Santa Cruz County, that outweighs any possible benefits from folding bicycles, community events, or a pedestrian/bicycle bridge over Branciforte Creek.

The second priority of RTC funding should be to roadway repairs and rehabilitation.

#1 Widening on Highway 1, between Soquel Ave and Freedom Blvd.

#2 Roadway repairs and rehabilitation on Scotts Valley Drive (Scotts Valley), Freedom Blvd (Watsonville), Laurel Street (Santa Cruz), 17th Ave/East Cliff Dr (Live Oak), Empire Grade (County), Green Valley Road (Freedom), Mt. Hermon Road (Felton), Porter Street (Soquel)

· Aptos Village transportation modifications = NO, Let this be funded by the Aptos Village Redevelopment NOT by RTC funds

· Bicycle/pedestrian bridge over Branciforte Creek at San Lorenzo River path (Santa Cruz) = NO

· Soquel Dr/Frederick St intersection modifications (Santa Cruz) = NO

· Freeway Service Patrol tow truck service on Highway 1 = NO

· Rideshare program for carpooling, vanpooling, transit, bicycle, walking = NO

· Folding bicycles for bus riders = Should be removed from any further consideration!

· Open Streets community events = Should be removed from any further consideration!

· Boltage bike/walk to school program = Should be removed from any further consideration!

Fred Thoits
235 14th Ave, Santa Cruz

22-22
From: Kaitilin Gaffney [mailto:kaitilin.gaffney@gmail.com]
Sent: Sunday, February 03, 2013 3:07 PM
Subject: Support for Branciforte Creek Bike/Pedestrian Bridge project

Dear Regional Transportation Commission:

We are writing to express our strong support for funding the Branciforte Creek Bike/Pedestrian Bridge project. Our family, including two elementary school aged children, uses the San Lorenzo River bikeway several times each week for transportation and recreation. The levee is a tremendous amenity for our community but this one spot is simply not safe for children and prevents the levee from serving as a functional, continuous bike path. We urge you to do whatever you can to complete this project as soon as possible.

Thank you for your support.

Kaitilin Gaffney
David Carlson
West Carlson
Zoe Carlson

From: Peoples, Brian C [mailto:brian.c.peoples@lmcu.com]
Sent: Monday, February 04, 2013 6:26 AM
Subject: RTC public comment

Below are public comments to RTC plans.

Summary of Projects and Recommendations
2013 Regional Surface Transportation Program (RSTP)
Project applications, with expanded project descriptions, support letters and other information submitted by applicants, are online at: http://sccrtc.org/funding-planning/project-funding/
Summary of Staff Recommendations: Staff generally recommends funding a maximum number of projects, by partially funding many projects. In some instances project sponsors may need to reduce the project scope to match reduced funding if contractor bids do not come in below engineers’ estimates or additional funds are not secured. The staff recommendation takes into consideration project benefits, degree to which projects help achieve regional goals and targets, project sponsor priorities, geographic distribution, and committee recommendations.
Brian Peoples’ Recommendation: It is not advised projects are only partially funded. Do your job (RTC) and achieve detailed cost/budgets. Accurate project scope and estimates is key for RTC to maintain an overall budget!

Aptos Village Plan Improvements
Project Sponsor: County of Santa Cruz
Requested Funds: $920,000
Description: Modifications to pedestrian, bike, and auto traffic on Soquel Drive from 350 ft west of Apts Creek Rd to 150 ft east of Trout Gulch Rd (1230 ft); add pedestrian facilities on south side of Soquel Dr; maintain existing bike lanes; new bus pullout and shelter on north side. Trout Gulch from Soquel Dr to Valencia St (390 ft): replace sidewalks with standard sidewalks on east side, ADA upgrades to west side sidewalks. Install traffic signals at Soquel Dr/Apts Creek Rd and Soquel Dr/Trout Gulch intersections. Railroad crossing modifications - new crossing arms, concrete panels for vehicle and pedestrian crossings.
Key Benefits: Multimodal safety, circulation, access, facilitate infill development.
Brian Peoples’ Recommendation: $0 Do not completely fund. Do not purchase Railroad Crossings. Get waiver from the CPUC. If needed, shutdown tourist train. County should not fund new railroad crossing systems until RTC produces a viable plan to use the train system for rail service. There are 43 public rail crossings along the SC Branch Rail Line. The RTC is responsible for improving the crossings and if County funds Aptos Railroad crossing, we can expect CPUC to require funding of other 43 crossings. County can not afford cost for upgrading these
crossings. RTC should be required to produce a plan to upgrade all crossings prior to County spending tax dollars on one crossing. Plan should include how RTC will fund upgrades, i.e., tax revenue.

[RTC staff note: Reflects updates submitted by Mr. Peoples for Aptos Village project on 2/5/13]

**Branciforte Bike and Pedestrian Bridge (near Soquel Ave and Dakota St)**
**Project Sponsor:** City of Santa Cruz
**Requested Funds:** $400,000
**Description:** Construct bridge over Branciforte Creek and connect to existing San Lorenzo River multi-use trail.
**Key Benefits:** Fill gap in San Lorenzo River and Branciforte Creek path network. Improve bike/pedestrian safety by providing alternative access to Soquel Drive than through parking lot.
**Brian Peoples’ Recommendation:** $0 Do not fund. $300,000 for a design is not recommended until construction funds included.

**Rideshare Program**
**Project Sponsor:** Regional Transportation Commission (RTC)
**Requested Funds:** $550,000
**Description:** Transportation Demand Management (TDM) outreach, education and incentives. Includes ridematching for carpools, vanpools, and bicyclists. Provides services and information about availability and benefits of alternatives travel modes.
**Brian Peoples’ Recommendation:** $0. Focus on infrastructure improvements. Carpools / buspools need commuter lanes to make them work in any manner. Need clarification on what constitutes $550,000.

**Santa Cruz County Open Streets**
**Lead Agency:** Santa Cruz Hub for Sustainable Living (County Health Services Agency sponsor)
**Requested Funds:** $154,000
**Description:** Community events promoting behavior changes whereby citizens choose alternatives to driving alone as part of a sustainable, healthy and active life-style. Temporarily opens roadways to bicycles and pedestrians only, diverting automobiles to other roadways. Includes information booths, bike skills courses, foot races, dance and climbing.
**Key Benefits:** Public education and outreach aimed at increasing bicycling and walking, safety, and sustainable transportation.
**Brian Peoples’ Recommendation:** $0. Focus on infrastructure.

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**From:** Gary Harrold
**Sent:** Tuesday, February 05, 2013 12:43 PM
**Subject:** FW: kindly amelia forward this to RTC

As a 50 yr resident cyclist in SC Co., witnessing the horrific explosion of traffic and noise & toxic air pollution from vehicles...we need to encourage folding bikes on the buses as the bike racks are sometimes full. It's a no-brainer to span the B-40 concrete canal @ the San Lorenzo river with a bridge for cyclists and walkers. Kindly allow these ideas to incubate in your system.

Gary Harrold
100 N. Rodeo Gulch Rd. #205
Soquel CA 95973 {462-1944}

[RTC staff note: These are excerpts of email relevant to RSTP funding. Sections of email related to MBSST item included under that item]
From: Trician Comings [mailto:triciansc@mindspring.com]
Sent: Monday, February 04, 2013 7:11 PM
Subject: RTC Funding comments

Regional Transportation Commission:

As a Santa Cruz resident, I hope you will support funding for #2 the Branciforte Bike and Pedestrian Bridge, as it is the last link in our wonderful San Lorenzo River levee bicycle and pedestrian path. I have been using that path often since 1998 and have noticed a huge increase in users in recent years. People are so happy to discover that they can safely get downtown, to the Sports Arena, to Gateway Plaza or even the Tannery without navigating busy streets.

I also feel that funding for #4 the West Cliff Multi-Use Path Paving and Widening is very important. This path is used by ALL Santa Cruz County residents—not just the people who live nearby. It is a treasure and must be maintained so that it is safe for many users at the same time. As busy as it gets, it works fine if everyone keeps to their right and passes on the left, so those arrows and signage do help. Perhaps that should be done on the river levee path as well.

Eliminating the train tracks on the Monterey Bay Sanctuary Scenic Trail Network would be a big mistake. We need the Trail, but please don't eliminate our options!

I support the Open Streets events because it encourages folks to experience the joy and practicality of getting somewhere on their own power. Likewise, it is great to encourage kids to bike or walk to school and we should do all we can to make it safe for them. It makes for a healthier community all around.

Thanks for all you are doing to make Santa Cruz a great place to live without relying on a car to get places!

Trician

From: Geoffa Soukup [mailto:sgeoffa@hotmail.com]
Sent: Monday, February 04, 2013 8:54 PM
Subject: support for Branciforte Creek Bike/Pedestrian Bridge project

Dear Regional Transportation Commission:

We are writing to express our strong support for funding the Branciforte Creek Bike/Pedestrian Bridge project. My family, including my 10 year old daughter, uses the San Lorenzo River bikeway several times each week for transportation and recreation. The levee is a tremendous amenity for our community but this one spot is simply not safe for children and prevents the levee from serving as a functional, continuous bike path. We urge you to do whatever you can to complete this project as soon as possible.

Thank you for your support.

Sincerely,
Geoffa Soukup
Francisco Proa
Maya Proa-Gainsburg
From: Doug Deaver [mailto:drdeaver@gmail.com]
Sent: Tuesday, February 05, 2013 9:38 PM
Subject: Input on Transportation Projects

My understanding is that the RTC will be meeting Thursday morning to discuss funding allocation for approximately $5 million in local shares of state and federal transportation funding. I strongly recommend that the money be allocated to road improvement projects and to projects that support economic development since these are the two areas of most immediate need. Specifically I recommend that money be allocated to the Aptos Soquel Drive improvements since the road condition in this area is poor and since this work is critical to the construction of the Aptos Town Center project, a project approved by the county and one that will create numerous well paying jobs. We need to support the local economy by creating good paying jobs and the county needs to allocate money to the redevelopment of mid county, an area that hasn't received much redevelopment money historically.

Therefore I recommend that the money be used to improve road conditions to improve safety and for projects that specifically improve the economic condition of the county (e.g. the Aptos Town Center). I talk to business owners frequently and they all express a hope and a wish that the local economy will improve in the near future so that their businesses can be economically viable.

Sincerely,

Doug Deaver
615 Bay View Drive
Aptos, CA 95003

From: Bill Comfort [mailto:wcomfort@cruzio.com]
Sent: Wednesday, February 06, 2013 10:27 AM
Subject: Support for the Aptos Village Plan Improvement Funding

I support the Aptos Village Plan Improvement funding. Traffic signals at these two intersections will certainly improve the access and safety for everyone including bicyclists. This is a busy area during the day and traffic is often very heavy.

Sincerely,

Bill Comfort
From: talmadge9022 [mailto:talmadge9022@sbcglobal.net]
Sent: Wednesday, February 06, 2013 11:27 AM
Subject: RTC funds for Soquel improvements

I would like to put in my request that the RTC support the approval for funding of the Soquel improvements that are necessary to start the Aptos Village Project. My husband and I are business owners in Santa Cruz County for 29 years - and have been headquartered in Aptos Village since 2002. We own commercial property just outside the Village Plan area. I have seen the revitalization of the Village with the development of the old Terrible Herbst gas station property. This project cleaned up an eyesore vacant lot and has created jobs in our little village. The Starbucks, Quiznos and Warmth Company along with Bay Federal are a nice neighborhood hub where any day of the week people are gathering and connecting with each other. Of course, there has been increased traffic and even though we all try to be as tolerant at the 4 way stop at Trout Gulch as possible, the intersections are failing, so funding the improvements for safety and improved circulation wood be a great win for the area.

I am looking forward to the improvements (Aptos Village Project and Safeway Remodel) from the standpoint of a property owner, business owner and resident of Aptos.

Thank you,

Adele Talmadge
Talmadge Construction, Inc.

www.talmadgeconstruction.com
inbox@talmadgeconstruction.com
Phone 831-689-9133 Fax 831-689-9422

From: Steven Allen [mailto:steven@allenpginc.com]
Sent: Wednesday, February 06, 2013 11:32 AM
Subject: Letter in Support of SCCRTC Allocation of Funds towards Aptos Village

To Whom it May Concern – Santa Cruz County Regional Transportation Commission:

As a long standing resident and business owner here in Santa Cruz County, I am writing in support of SCCRTC allocating funds from state and federal transportation shares towards improvements allowing the approved Aptos Village Plan to proceed. The Aptos Village Plan is projected to create up to 500 jobs (direct and induced), generate approximately $1,400,000 in one time taxes and approximately $1,590,000 in annual taxes, not to mention the other public benefits accompanying a mixed-use project of this scope. Comparing the Aptos Village Modifications to the other projects described on the SCCRTC List generated January 31, 2013, it is my opinion that no other project would return the same community dividends as Aptos Village.

Sincerely,
Steven Allen
246 Augusta Lane
Aptos, CA 95003
Phone: (831) 688-5100
Fax: (831) 688-5102

22-27
As the RTC considers project funding, Barry Swenson Builder would like to highlight several benefits of the Aptos Village Plan roadway improvements, submitted by the County of Santa Cruz.

1. The project will improve existing roadway conditions that currently operate at unacceptable levels of service. This will benefit residents, commercial establishments, visitors to Aptos Village Park and the Forest of Nisene Marks State Park.

2. The project will improve safety for several modes of transportation including cycling, bus, walking, and rail.

3. Improvements will enable conditions for the Aptos Village Town Center project to move forward. (without improvements, the project cannot) The proposed mixed use Town Center not only offers significant economic growth in over 500 long term jobs, $1,590,000 annual tax generation, and sales, but furthermore, the combined roadway improvements are estimated by our transportation consultants to hold the following advantages relevant to the environment, affordability, health, and safety:

- 46% reduction in vehicle travel times
- CO emissions reduction of 8.6 ton
- 29% average fuel savings
- 56% reduction in collision costs
- Improved storm drainage infrastructure with reduction of harmful runoff to Aptos Creek
- Overall, the cost benefit ratio is 6:1. (for every $1 spent, the greater community has $6 of benefit in the 20 years following project completion)

The benefits outlined above are attributed to proposed roadway improvements and the mixed-use design of the project that encourages live / work lifestyles, connects existing networks, and saves overall trips. The figures were estimated as part of a cost-benefit analysis submitted for a TIGER grant.

Barry Swenson Builder has invested heavily in this project over the past 10 years and will be contributing toward transportation improvements through our TIA fees. We will also provide three new roads, a village green, an entry kiosk for Nisene Marks State Park, and County park land dedication as a part of our project.
We respectfully request that the RTC approve funding for the County's Aptos Village roadway improvements, so that existing conditions be improved and the Aptos Village mixed use project proceed.

Thank you,

Mary Gourlay

Mary Gourlay, LEED AP
Development Manager
Barry Swenson Builder
San Jose & Santa Cruz, CA
Cell: 415.302.4634
mgourlay@barryswensonbuilder.com
www.barryswensonbuilder.com

Please note our new address below:
5200 Soquel Avenue, Suite 202, Santa Cruz, CA 95062
Phone: 831.475.7100 | Fax: 831.475.4544

From: Kris Woolf [mailto:kwoolf@barryswensonbuilder.com]
Sent: Wednesday, February 06, 2013 3:19 PM
To: Rachel Moriconi
Subject: Aptos improvements

This is much needed work for our community.

Kris Woolf
Aptos resident

Sample of response sent by RTC staff to emails (above) related to the RSTP Item 22:

Thank you for your comments. They will be forwarded to the Regional Transportation Commission (RTC) for its consideration.

For the staff report for the February 7 meeting please visit:
http://sccrtc.org/meetings/commission/agendas/ - Item 22

For additional information on projects under consideration and recommendations visit:
http://sccrtc.org/funding-planning/project-funding/.
Other comment received, not directly related to projects under consideration

From: libonpy@aol.com [mailto:libonpy@aol.com]  
Sent: Thursday, January 31, 2013 3:04 PM  
To: Rachel Moriconi  
Subject: repaving requests

I would encourage you to repave Freedom Boulevard and make bike lanes as many cyclists do ride on that road, especially the area between Hames and Highway One. Also, Hames Road needs repaving as well. Thank you for asking for public input. 
Libby Huyck  
Aptos, CA

Dear Ms. Huyck:

Thank you for your comments. Your comments will be made available to the Regional Transportation Commission and have been forwarded to the County Public Works Department for consideration. Repaving these sections of Freedom Boulevard and Hames Road are currently included in the long range Regional Transportation Plan, which identifies transportation needs throughout the region.

Regarding the Regional Surface Transportation Program (RSTP) funding item on the RTC’s February 7 agenda, only projects for which the RTC received applications this funding cycle are under consideration. The County of Santa Cruz did not submit applications for repaving these sections of roadway this cycle. The staff report for the February 7 meeting is available online at: http://sccrtc.org/meetings/commission/agendas/ - Item 22. For additional information on projects under consideration and recommendations visit: http://sccrtc.org/funding-planning/project-funding/.

As you probably are aware, there is a significant backlog of road repairs and other transportation needs in Santa Cruz County. Unfortunately local, state, and federal transportation revenues have not kept pace with the cost to operate, maintain, and improve the transportation system. The RTC and County of Santa Cruz are investigating options address the funding shortfalls.

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

Thank you,  
Rachel Moriconi, Senior Transportation Planner  
Santa Cruz County Regional Transportation Commission  
1523 Pacific Ave, Santa Cruz, CA 95060  
831-460-3203; fax 460-3215
To the members of the Commission,

First, thank you for service to our county and community by giving your time to the Commission.

I have lived in Aptos since 1978. I have participated with the Aptos Village Plan since about 1994. We need the dollars committed to bring the Plan into reality. Our town needs the vitality, a way to move people efficiently and safely.

Please vote to allocate funds to the Aptos Village Plan.

Sincerely,

Barbara J Palmer, REALTOR® CRB
DRE #00777977
2012 President, Santa Cruz County Association of Realtors®
Federal Political Coordinator, CA 20th Congressional District - National Association of Realtors®
Business Manager
Bailey Properties Inc.
831-688-7434 x 603
Cell: 831-818-0422