



## Santa Cruz County Regional Transportation Commission

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### AGENDA

**Thursday, November 5, 2015  
9:00 a.m.**

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

NOTE

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

En Español

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

AGENDAS ONLINE

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

#### COMMISSION MEMBERSHIP

Caltrans (ex-officio)	Tim Gubbins
City of Capitola	Dennis Norton
City of Santa Cruz	Don Lane
City of Scotts Valley	Randy Johnson
City of Watsonville	Jimmy Dutra
County of Santa Cruz	Greg Caput
County of Santa Cruz	Ryan Coonerty
County of Santa Cruz	Zach Friend
County of Santa Cruz	John Leopold
County of Santa Cruz	Bruce McPherson
Santa Cruz Metropolitan Transit District	Karina Cervantez
Santa Cruz Metropolitan Transit District	Cynthia Chase
Santa Cruz Metropolitan Transit District	Ed Bottorff

*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.*

### **MINUTES**

4. Approve draft minutes of the October 1, 2015 Regional Transportation Commission meeting
5. Accept draft minutes of the October 13, 2015 Elderly & Disabled Transportation Advisory Committee meeting
6. Accept draft minutes of the October 19, 2015 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
8. Accept FY14-15 SCCRTC Annual Internal Financial Statements

### **ADMINISTRATION ITEMS**

9. Approve rejection of claim from Brenda Sheriffs

**INFORMATION/OTHER ITEMS**

10. Accept monthly meeting schedule
11. Accept correspondence log
12. Accept letters from RTC committees and staff to other agencies
  - a. Letter to Caltrans regarding Request for Removal of the Highway 1 Rumble Strips from the RTC Bicycle Advisory Committee
  - b. Letter to Santa Cruz County Health Services Agency regarding Support **of Santa Cruz County's Safe Routes to School** Planning Grant from the RTC Bicycle Advisory Committee
  - c. Letter to the commission regarding Support for Highway 9 – San Lorenzo Valley Corridor Transportation Plan Caltrans Planning Grant Application from the RTC Bicycle Advisory Committee
  - d. Letter to the City of Watsonville Public Works and Utilities Department regarding Support for funding City of Watsonville Complete Streets Plan from the RTC Elderly and Disabled Transportation Advisory Committee
13. Accept miscellaneous written comments from the public on RTC projects and transportation issues
14. Accept information items
  - a. **Article from the Santa Cruz Sentinel "To save money, states give up on repairing some rural roads" by Scott McFetridge**

**REGULAR AGENDA**

15. Commissioner reports – oral reports
16. **Director's report** – oral report  
*(George Dondero, Executive Director)*
17. Appoint nominating committee for 2016 RTC Chair and Vice Chair  
*(John Leopold, Commission Chair)*
18. Caltrans report and consider action items
  - a. **District Director's report**
  - b. Project Update – Santa Cruz County Fact Sheet

19. Highway 17 Access Management Plan (AMP) Update  
*(Caltrans, District 5)*
  - a. Staff report
  - b. Highway 17 AMP Fact Sheet
  - c. Highway 17 AMP Goals and Objectives
  - d. Detailed Summary
20. Project Updates from City of Watsonville Public Works – oral presentation  
*(City of Watsonville Public Works)*
21. Highway 1 Project – Tier I and Tier II Draft Environmental Impact Report/  
Environmental Assessment  
*(Kim Shultz, Senior Transportation Planner)*
  - a. Staff report
  - b. Executive Summary – Highway 1 Tier I/II Draft Environmental Impact  
Report/Environmental Assessment
22. Review of items to be discussed in closed session

#### **CLOSED SESSION**

23. CONFERENCE WITH LEGAL COUNSEL-EXISTING LITIGATION. (Paragraph (1) of subdivision (d) of Section 54956.9 of the Government Code) Santa Cruz Superior Court Case No. CV182123
24. CONFERENCE WITH LEGAL COUNSEL-ANTICIPATED LITIGATION. Significant exposure to litigation pursuant to paragraph (2) of subdivision (d) of Section 54956.9 of the Government code: one case
25. CONFERENCE WITH LEGAL COUNSEL-ANTICIPATED LITIGATION. Initiation of litigation pursuant to paragraph (4) of subdivision (d) of Section 54956.9 of the Government code: one case

#### **OPEN SESSION**

26. Report on closed session
27. Next meetings

The next RTC meeting is scheduled for Thursday, December 3, 2015 at 9:00 a.m. at the County Board of Supervisors Chambers, 701 Ocean Street, 5<sup>th</sup> floor, Santa Cruz, CA.

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

**HOW TO REACH US**

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

Watsonville Office

275 Main Street, Suite 450, Watsonville. CA 95076  
phone: (831) 768-8012  
email: [info@sccrtc.org](mailto:info@sccrtc.org) / website: [www.sccrtc.org](http://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](http://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](http://www.sccrtc.org)), and at the following public libraries:

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

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

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](mailto: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](http://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.*

**TITLE VI NOTICE TO BENEFICIARIES**

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**AVISO A BENEFICIARIOS SOBRE EL TITULO VI**

*La RTC conduce sus programas y otorga sus servicios sin considerar raza, color u origen nacional de acuerdo al Título VI del Acta Sobre los Derechos Civiles. Cualquier persona que cree haber sido ofendida por la RTC bajo el Titulo VI puede entregar queja con la RTC comunicándose al (831) 460-3212 o 1523 Pacific Avenue, Santa Cruz, CA 95060 o en línea al [www.sccrtc.org](http://www.sccrtc.org). También se puede quejar directamente con la Administración Federal de Transporte en la Oficina de Derechos Civiles, Atención: Coordinador del Programa Titulo VI, East Building, 5th Floor-TCR, 1200 New Jersey Avenue, SE, Washington, DC 20590.*



## Santa Cruz County Regional Transportation Commission

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### MINUTES

**Thursday, October 1, 2015  
9:00 a.m.**

**County Board of Supervisors Chambers  
701 Ocean Street, 5<sup>th</sup> floor  
Santa Cruz, CA**

1. Roll call

The meeting was called to order at 9:07 am:

Members present:

John Leopold	Randy Johnson
Cynthia Chase	Ed Bottorff
Jimmy Dutra	Greg Caput
Ryan Coonerty	Zach Friend
Bruce McPherson	Mike Rotkin (alt.)
Aileen Loe	

Staff present:

George Dondero	Jennifer Rodriguez
Luis Mendez	Ginger Dykaar
Yesenia Parra	Kim Shultz

2. Oral communications

**Jack Nelson**, Co-Chair Campaign for Sensible Transportation, asked that Commissioners not forget about the invisible carbon dioxide gas that continues to accumulate into the air for every mile a vehicle is driven.

**Diane Warren**, group leader for Santa Cruz Citizens Climate Lobby, discussed about working to collect a carbon fee.

**Peter Scott**, Campaign for Sensible Transportation, reiterated Mr. Nelson's point on carbon dioxide gas emitted by every vehicle.

**Howard Sosbee**, distributed packets to Commissioners with a proposal entitled "MetroLink", consisting of electric trolley cars and electric-powered shuttle buses running along the rail corridor.

3. Additions or deletions to consent and regular agendas

A replacement page for Item 13, a handout for Item 20, and add-on pages for Item 22 were distributed.

### **CONSENT AGENDA**

Commissioner Alternate Rotkin moved and Commissioner Chase seconded the consent agenda. The motion passed unanimously with Commissioners Leopold, Johnson, Chase, Bottorff, Dutra, Caput, Coonerty, Friend, McPherson, and Commissioner Alternate Rotkin **voting "aye"**.

### **MINUTES**

4. Approved draft minutes of the September 3, 2015 Regional Transportation Commission meeting
5. Accepted draft minutes of the September 16, 2015 SAFE on 17/Traffic Operations Systems meeting
6. Approved draft minutes of the September 17, 2015 Commissioner Retreat meeting
7. Approved draft minutes of the September 17, 2015 Budget and Administration/ Personnel Committee meeting

### **POLICY ITEMS**

No consent items

### **PROJECTS and PLANNING ITEMS**

No consent items

### **BUDGET AND EXPENDITURES ITEMS**

8. Accepted status report on Transportation Development Act (TDA) revenues
9. Approved easements for Murray Street Bridge Widening Project **(Resolution 02-16)**
10. Approved Article 8 Transportation Development Act (TDA) Allocation Request from the City of Scotts Valley for \$33,800 for the Scotts Valley Crosswalk Safety Improvement Project **(Resolution 05-16)**

11. Approved Fiscal Year (FY) 2015-16 Transportation Development Act (TDA) Claim for the RTC Administration, Planning, and Operations (**Resolution 03-16**)

### **ADMINISTRATION ITEMS**

12. Approved the Regional Transportation Commission meeting schedule for 2016
13. Approved CalPERS health benefit contribution rates for plan year 2016 (**Resolution 04-16**)

### **INFORMATION/OTHER ITEMS**

14. Accepted monthly meeting schedule
15. Accepted correspondence log
16. Accepted letters from RTC committees and staff to other agencies
17. Accepted miscellaneous written comments from the public on RTC projects and transportation issues
18. Accepted information items

### **REGULAR AGENDA**

19. Commissioner reports – oral reports

Chair Leopold noted that he appointed members for an ad hoc committee for the proposed tax measure .The committee members are: Commissioners McPherson, Friend, Lane, Norton, Dutra, and himself.

20. **Director's Report** – oral report

George Dondero, Executive Director, reported on:

- The public release of the Highway 1 Tier 1 and Tier 2 environmental documents is on schedule for the end of October. Mr. Dondero reported that Caltrans agreed to extend the comment period to 75 days. He announced and invited all to an Open House on the environmental documents scheduled for December 3, 2015 from 6:00 p.m. to 8:30 p.m. at the Live Oak Elementary School Multipurpose room;
- Mr. Dondero thanked the Land Trust of Santa Cruz County for providing the additional \$300K in matching funds required for a federal grant award and for contributing a total of \$3.3M for the Monterey Bay Sanctuary Scenic Trail Network. The previously approved RTC matching funds will not be

used; He also noted that staff will be applying for two Caltrans Sustainable Transportation Planning Grants: one for the Highway 9 San Lorenzo Valley Corridor Plan and the other for Phase 2 of the Unified Corridor Plan

- The January RTC meeting is being moved to January 21, 2016 and the Transportation Policy Workshop (TPW) meeting will be cancelled; he reported some staff changes at the RTC: Amy Naranjo applied and was offered the position of Temporary Transportation Planner I. Brianna Goodman accepted the position of Temporary (6- month) Transportation Planning Technician;
- Mr. Dondero announced several upcoming events including the 17<sup>th</sup> Annual Bike to School/Work Day on October 8<sup>th</sup>; Open Streets along Cliff Drive on October 11<sup>th</sup> and a rail line clean-up day hosted by Ecology Action on October 24<sup>th</sup>; Detailed information can be found on the RTC Facebook page;
- Staff is working with Iowa Pacific to place **"No Trespassing"** signs on the rail line trestles. **Other "No trespassing" and "No dumping" signs will be placed** along the 32 mile property; Iowa Pacific Holding has notified the RTC that they will be storing freight trains at the north end of the rail line and that freight trains will be operating on the rail line;

Mr. Dondero said that the current transportation funding situation continues to be bleak making it even more important for Santa Cruz County to become a self-help county.

Commissioner Alternate Rotkin moved and Commissioner McPherson seconded for the RTC to send a formal thank you letter to the Coastal Conservancy and the Land Trust of Santa Cruz County for their contribution to the north coast segment of the Monterey Bay Sanctuary Scenic Trial. The motion passed unanimously with Commissioners Leopold, Johnson, Chase, Bottorff, Dutra, Caput, Coonerty, Friend, McPherson, and Commissioner Alternate Rotkin **voting "aye"**.

## 21. Caltrans report and consider action items

Aileen Loe said the 3<sup>rd</sup> Mile Marker report is now available on-line. She noted that the California Transportation Coalition (CTC) released a report on the success of Proposition 1B, which allowed issuance of \$20B in bond funds specifically for transportation. Santa Cruz received over \$47M, which was invested into four programs: Corridor Mobility Improvement Account (CMIA), State Transportation Improvement Program (STIP), augmentation to the State Highway Operation and Protection Program (SHOPP) and money for transit. Ms. Loe also announced that Highway 9 is now open and the Highway Realignment Project will be delayed until spring.

Commissioners discussed: current projects in Watsonville and the complications of the Highway 9 project; and expressed their appreciation for **Caltrans' work in both Watsonville and** on the Highway 9 Corridor.

22. Rail Motorcar Excursion on the Santa Cruz Branch Rail Line

Luis Mendez, Deputy Director, presented his staff report noting that the RTC received several comments both against and in favor of the excursion.

**Pat McDonald**, Paradise Park motorcar speeder, said that people enjoyed watching the motorcars and invited those who wanted to go for a run to meet in Watsonville.

Commissioner Coonerty moved and Commissioner Alternate Rotkin seconded to approve:

1. A rail motorcar excursion on the Santa Cruz Branch Line for October 10, 2015 organized by the North American Railcar Operators Associations (NARCOA) for a fee of \$300.00;
2. Authorizing the Executive Director or his/her designee to approve licenses for future rail motorcar excursions to a maximum of two per year as long as the RTC is indemnified, appropriate insurance is provided, all appropriate safety requirements and practices are followed, approval is secured from SC&MB Railway and a reasonable fee for the license is paid.

The motion passed unanimously with Commissioners Leopold, Johnson, Chase, Bottorff, Dutra, Caput, Coonerty, Friend, McPherson, and Commissioner Alternate Rotkin **voting "aye"**.

23. 2040 Regional Transportation Plan and Environmental Impact Report

Ginger Dykaar, Transportation Planner, presented a PowerPoint presentation recommending that the RTC receive information and provide input on the development of the 2040 Regional Transportation Plan (RTP).

Commissioners asked if the STARS program goals and policies would be incorporated into the plan. Ms. Dykaar said that they would.

**Jack Nelson**, congratulated the Commission on the generational shift and being leaders to fix the current climate issues. Mr. Nelson said that the RTP is a great step forward and hopes the minor updates are an improvement.

Commissioner Caput moved and Commissioner Coonerty seconded to:

1. Authorize staff to coordinate with the Association of Monterey Bay Area Governments (AMBAG), Transportation Agency of Monterey County (TAMC), and the San Benito Council of Governments (SbCOG) on the 2040

Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) and RTPs;

2. Authorize the Executive Director to enter into agreements related to the 2040 MTP/RTPs including an agreement with AMBAG to contribute \$60,000 for environmental review of the 2040 MTP/RTPs.

The motion passed unanimously with Commissioners Leopold, Johnson, Chase, Bottorff, Dutra, Caput, Coonerty, Friend, McPherson, and Commissioner Alternate **Rotkin voting "aye"**.

#### 24. Amendments to the Fiscal Year (FY) 2015-16 Budget and Work Program

Luis Mendez presented his staff report.

Commissioners discussed: outreach and inclusion of South County; the fiscal impact of carryovers; federal and state money exchanging; Caltrans maintenance of freeway congestion detectors to regain revenues for the Freeway Service Patrol (FSP); and the decrease of federal planning funds from Association of Monterey Bay Governments (AMBAG).

Commissioner Dutra moved and Commissioner Friend seconded to adopt the resolution (**Resolution 06-16**) approving the amended FY 2015-16 budget and work program and to include the renewal of the lease for the RTC Watsonville office for 1 year and addition of \$29,744 in State Transit Assistance Funds for Santa Cruz Metro.

The motion passed unanimously with Commissioners Leopold, Johnson, Chase, Bottorff, Dutra, Caput, Coonerty, Friend, McPherson, and Rotkin voting "aye".

#### 25. Review of items to be discussed in closed session

Commissioners adjourned to closed session at 10:28 a.m.

### **CLOSED SESSION**

26. CONFERENCE WITH LEGAL COUNSEL-EXISTING LITIGATION. (Paragraph (1) of subdivision (d) of Section 54956.9 of the Government Code) Santa Cruz Superior Court Case No. CV182123
27. CONFERENCE WITH LEGAL COUNSEL-ANTICIPATED LITIGATION. Significant exposure to litigation pursuant to paragraph (2) of subdivision (d) of Section 54956.9 of the Government code: one case
28. CONFERENCE WITH LEGAL COUNSEL-ANTICIPATED LITIGATION. Initiation of litigation pursuant to paragraph (4) of subdivision (d) of Section 54956.9 of the Government code: one case

## OPEN SESSION

29. Report on closed session

No report

30. Next meetings

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

The next Transportation Policy Workshop meeting is scheduled for Thursday, October 15, 2015 at 9:00 a.m. at the RTC Offices, 1523 Pacific Avenue, Santa Cruz, CA.

The meeting adjourned at 10:51 a.m.

Respectfully submitted

Jennifer Rodriguez, Staff

Attendees:

Howard Sosbee

Jack Nelson

Heather Adamson

**Chris O'Connell**

Peter Scott

Diane Warren

Brett Garrett

Eric Child

Pat McDonald

Carl Arnett

Robert Frank

MetroLink

Campaign for Sensible Transportation

Association of Monterey Bay Area Governments

Santa Cruz Friends of the Rail Trail

Campaign for Sensible Transportation



## Santa Cruz County Regional Transportation Commission

### Elderly & Disabled Transportation Advisory Committee

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#### Draft Minutes

Tuesday, October 13, 2015

**Regional Transportation Commission Office  
1523 Pacific Avenue, Santa Cruz, CA 95060**

1. Call to Order – 1:32 pm
2. Introductions

***Members Present:***

Kirk Ance, CTSA, Community Bridges,  
Lift Line  
Pam Arnsberger, 2<sup>nd</sup> District  
Lisa Berkowitz, CTSA  
Debbi Brooks, Social Service  
Provider – Persons of Limited Means  
John Daugherty, Metro Transit  
Veronica Elsea, 3<sup>rd</sup> District  
Sally French, Social Services Provider-  
Disabled  
Clay Kempf, Social Service Provider for  
Seniors  
Cara Lamb, Potential Transit User

***Alternates Present:***

April Warnock, Metro ParaCruz

***Excused Absences:***

***Unexcused Absences:***

Michael Molesky, Social Service  
Provider Disabled

***Others Present:***

Kari Beuerman  
Kathy Digrazia, Caltrans  
Raymon Cancino, CTSA/Community/  
Bridges/Lift Line  
Bertha Roman, Caltrans

***RTC Staff Present:***

Cory Caletti  
Cathy Judd  
Karena Pushnik

3. Oral Communications
  - Latest Metro's *Headways*, good through June 2016, now available including a large print edition
  - Updated Metro ParaCruz Customer Guide available, including a Spanish version, with E&D TAC listed as an official advisory body
  - Metro Forward Transit Plan flyer distributed. The goals are to establish strategies and programs designed to make the area's bus system more efficient and cost effective, and to increase the number of bus riders
  - Metro provides, at no charge, yellow securement straps. Contact Metro Accessible Service Coordinator, John Daugherty, for information
  - ParaCruz Report in the Metro Board packet will now be included on a quarterly basis
  - Regarding E&D TAC terms ending in 2015, applications were provided to affected members and alternates
  - An updated Draft *Guide to Specialized Transportation Services* in both English and Spanish were circulated for final review. Printed editions will be available for distribution before the December E&D TAC

4. Additions or deletions to consent and regular agenda
  - Handout - Review of strategies for cost management in paratransit services throughout the Country
  - Monterey Bay Sanctuary Scenic Trail Network project status page and map hand-out for Agenda Item 14

### **CONSENT AGENDA**

*Action: The motion (Ance/Berkowitz) to approve the Consent Agenda, Item 5, with a correction to the minutes from the August 11, 2015 meeting for the Scotts Valley Transportation Development Act Claim (Item 16 in that agenda) that should state that having no audible pedestrian notification is unsafe for blind and visually-impaired pedestrians -- carries.*

*Ayes: Kirk Ance, Pam Arnsberger, Lisa Berkowitz, Debbi Brooks, John Daugherty, Veronica Elsea, Sally French, Clay Kempf, Cara Lamb*  
*Nays: None*  
*Abstain: None*

*Action: The motion (Brooks/Kempf) to approve the Consent Agenda Items 6-12 -- carries.*

*Ayes: Kirk Ance, Pam Arnsberger, Lisa Berkowitz, Debbi Brooks, John Daugherty, Veronica Elsea, Sally French, Clay Kempf, Cara Lamb*  
*Nays: None*  
*Abstain: None*

5. Approved minutes from August 11, 2015 meeting
6. Received Transportation Development Act Revenues Report
7. Received RTC meeting highlights
8. Received 08/19/15 letter from E&D TAC to Metro regarding Revisions to ParaCruz Customer Guide
9. Received CTC staff recommended Active Transportation Grant (subject to CTC Board approval on 10/27/15)
10. Received Information Item
11. Received Agency TDA Reports
12. Received Agency TDA Reports
  - a. Volunteer Center
  - b. Community Bridges
  - c. Santa Cruz Metro – September 25, 2015 packet

### **REGULAR AGENDA**

13. Caltrans Americans with Disabilities Act (ADA) Pedestrian Upgrades to Local Highways

Kathy Digrazia and Bertha Roman, Caltrans District 5, discussed the planned pedestrian components on local highways in Santa Cruz County. Ms. Digrazia mentioned that based on a lawsuit the State (Caltrans) is upgrading pedestrian crossing devices, and installing accessible push button pedestrian systems. All projects

must meet ADA compliance. Anytime there is a pavement rehabilitation or compliance project they must bring the pedestrian facilities up to ADA pedestrian compliance. Ms. Roman stated that curb ramps and pedestrian push button compliance projects will begin November 3<sup>rd</sup>.

Veronica Elsea reminded members to go on the Caltrans ADA site to log complaints and grievances, which are Caltrans first priority.

Members were assured that Caltrans will follow guidelines for pedestrian safety in construction zones and were informed that at times Caltrans does temporary construction accessibility for special cases.

Members asked if information regarding how and when Caltrans receives pedestrian injury and fatalities data and if these statistics are available. Karena Pushnik suggested that there could be a demonstration of UC Berkeley's Transportation Injury Mapping System (TIMS) at a future E&D TAC meeting. (More information is available here: <http://tims.berkeley.edu/>)

Members also asked for the best way to highlight pedestrian needs and Ms. Digrazia recommended writing a letter to Caltrans and they will investigate to determine safety issues and ADA compliance.

15. Class IV Bikeways (*this item was taken out of order*)

Veronica Elsea, E&D TAC Chair, explained the process for establishing statewide Class IV bikeways mentioning that Caltrans invited people to a summit to provide design input. Ms. Elsea is on the subcommittee to respond to Federal Highway Administration (FHWA) guidelines saying that Caltrans expects to have a plan in place by January 1, 2016. Ms Elsea wants to make sure that accessibility components are not afterthoughts, specifically how to traverse bikeways to get to bus stops. She doesn't feel that she has seen good designs yet, and that individuals with accessibility needs are not feeling like they are being heard. There are no specific guidelines yet to protect individuals to get through bikeways.

Ms. Elsea said that all input is due by December 31 and she will come back to the E&D TAC when the guidelines are drafted. Ms. Elsea also stated that she will not advocate for the safety of one group at the expense of another group. She returns to the subcommittee in Sacramento on November 6.

14. Monterey Bay Sanctuary Scenic Trail Update (*this item was taken out of order*)

Cory Caletti, RTC Senior Transportation Planner, provided an overview of the Monterey Bay Sanctuary Scenic Trail (MBSST) project and explained projects underway comprising about 25% of the trail sections on the rail line. Ms. Caletti also reviewed the new MBSST fact sheet and background information.

Members asked:

- What the E&D TAC can contribute to help move this project along
- How this project might impact Highway 1

Other discussion included member appreciation for the multi-modal approach and the health benefits of using trails.

16. Pedestrian Safety Workgroup Update

Veronica Elsea, Pedestrian Safety Work Group Chair said that distribution of the brochure for *What Pedestrians and Motorists Want Each Other to Know* continues and

that the next project for this committee is a brochure for *What Pedestrians and Bicyclists Want Each Other to Know*.

Ms. Elsea mentioned that the Pedestrian Safety Work Group is looking for another member with the next meeting scheduled for 10:00 am on October 21, 2015 in the RTC Conference Room.

17. Adjourned at 3:15 pm

Respectfully submitted, Cathy Judd, RTC Staff



**Santa Cruz County Regional  
Transportation Commission's**

**BICYCLE ADVISORY COMMITTEE**

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**Minutes - Draft**

**Monday, October 19, 2015**

**6:00 p.m. to 8:30 pm**

**RTC Office  
1523 Pacific Ave  
Santa Cruz, CA 95060**

1. Call to Order: 6:05 pm
2. Introductions

**Members Present:**

Kem Akol, District 1  
David Casterson, District 2, Chair  
Peter Scott, District 3  
Will Menchine, District 3 (Alt.)  
Amelia Conlen, District 4  
Rick Hyman, District 5  
Melissa Ott, City of Santa Cruz  
Andy Ward, City of Capitola  
Lex Rau, City of Scotts Valley  
Leo Jed, CTSC, Vice-Chair  
Jim Langley, CTSC (Alt.)  
Emily Glanville, Ecology Action/Bike to Work

**Staff:**

Cory Caletti, Sr Transportation Planner

**Vacancies:**

District 4 and 5 – Alternates  
City of Watsonville – Alternate

**Unexcused Absences:**

**Excused Absences:**

Holly Tyler, District 1 (Alt.)  
Jim Cook, District 2 (Alt.)  
Myrna Sherman, City of Watsonville  
Piet Canin, Ecology Action/Bike-to-Work (Alt.)  
Daniel Kostelec, City of Capitola (Alt.)  
Gary Milburn, City of Scotts Valley (Alt.)  
Bill Fieberling, City of Santa Cruz (Alt.)

**Guests:**

Doug Hessing, Caltrans District 5  
Kelly McClendon, Caltrans District 5  
Richard Masoner, Member of the Public  
Bill Cook, Santa Cruz Cycling Club  
Catherine Vanrhee, Santa Cruz Cycling Club  
Grace Voss, Santa Cruz Cycling Club

3. Announcements – Cory Caletti, RTC Senior Transportation Planner and staff to the Bicycle Advisory Committee made the following announcements: 1) Work has begun on the 2018 Regional Transportation Plan and input requests on goals, policies and projects will come before the committee in the coming year. 2) Women's Transportation Seminar (WTS) is hosting an event featuring a discussion regarding "A new Metric for a New Era: Vehicle Miles Traveled" on Thursday, October 29<sup>th</sup>, 2015. 3) Work on a new brochure regarding bicycle and pedestrian interactions has begun and a draft will come to the Committee for review when available. Emily

Glanville has previously volunteered to assist. 4) The Active Transportation Program grant staff recommendations will be coming to the California Transportation Commission for approval on October 21st, 2015. Among the projects recommended are funds for the RTC's County-wide Bicycle Route Signage Program, the City of Watsonville's remaining rail trail project, and the City of Santa Cruz's Branciforte bicycle/pedestrian bridge and Safe Routes to School project. 5) Release of the draft environmental document for the Highway 1 corridor improvement projects is expected for late October or early November with a 75 day public review period.

4. Oral communications – Emily Glanville announced that Ecology Action is organizing a rail corridor clean up for Saturday, October 24<sup>th</sup> from 10am to 12pm on the Westside of Santa Cruz. Amelia Conlen indicated that Caltrans approved the County of Public Works' request for green bike lanes at the Soquel Drive interchange near Dominican Hospital. The project is funded by the County and installation is scheduled for early next year.
5. Additions or deletions to consent and regular agendas – Cory Caletti provided handouts for items numbers 9 and 12.

### **CONSENT AGENDA**

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

6. Accepted draft minutes of the August 10, 2015 Bicycle Advisory Committee meeting
7. Accepted summary of Bicycle Hazard reports

### **REGULAR AGENDA**

8. Planned Projects on Highway 9 – Doug Hessing, Caltrans Project Manager and Kelly McClendon, Caltrans Transportation Planner and liaison to Santa Cruz County, presented an overview of upcoming projects on Highway 9 and Caltrans' shifting paradigm from an auto centric approach to providing a greater range of mobility choices and expanding active transportation. Doug Hessing described three upcoming projects focusing on a range of drainage improvements, shoulder paving, slope stabilization and rumble strips. Cory Caletti informed members that RTC staff is submitting a Caltrans planning grant to fund a comprehensive Complete Streets assessment for the Hwy 9 corridor. A motion was made (Hyman/Jed) to request RTC staff Cory Caletti to continue as liaison to Caltrans and monitor development of various projects and bring back to the Committee at appropriate times. The motion included a request to Caltrans that a Committee member be appointed to the Project Development Team. The motion passed unanimously with members Akol, Casterson, Scott, Conlen, Hyman, Ott, Ward, Rau, Jed and Glanville voting in favor. No votes were cast in opposition.
9. Highway 1 Rumble Strip Project – Committee member Leo Jed provided some background on the history and development of the Highway 1 rumble strip project and identified problem areas now that the strips have been installed. A motion (Hyman/Jed) was made to request removal of the rumble strips that were placed in error where less than a 5-foot usable shoulder exists and that are near the entrance to Wilder Ranch State Park where an informal dirt parking lot exists. The motion passed with Akol, Casterson, Scott, Conlen, Hyman, Ott, Rau, Jed and Glanville voting in favor. Ward voted in opposition. Another motion (Hyman/Ward) was made to form an ad-hoc committee composed of Akol, Langley, Jed and community member Grace Voss to work

with Caltrans on solutions. The motion passed with members Akol, Casterson, Scott, Conlen, Hyman, Ott, Ward, Rau, Jed and Glanville voting in favor. No votes were cast in opposition.

10. Silicon Valley Bicycle Coalition's Bicycle Summit and Vision Zero Report – Amelia Conlen and Melissa Ott, Bicycle Advisory Committee members, attended the Silicon Valley Bicycle Summit where a Vision Zero policy goal and toolkit were unveiled. They explained the Vision Zero goal of eliminating deaths and serious injuries from roadways by implementing policies, forming action committees, and employing the 5 E's (engineering, enforcement, education, encouragement, and evolution). Two more E's (engagement and equity) have also been identified as being critical additions to the framework. Local discussions are taking place about the possibility of jurisdictions in Santa Cruz County adopting Vision Zero goals and undertaking associated programs. More information will be available at future meetings.
11. Monterey Bay Sanctuary Scenic Trail/Coastal Rail Trail – Cory Caletti, RTC Senior Transportation Planner, provided an update on recent activities related to the Coastal Rail Trail project. She reported that the Land Trust of Santa Cruz County's commitment of an additional \$300,000 to the North Coast rail trail project and launched a Great Land and Trail Campaign to raise \$5M for various sections of the rail trail. The City of Watsonville adopted an amendment to the Final Environmental Impact Report for Segment 18 and is considering holding an Open House to receive public input into project design. An Open House for public review of the City of Santa Cruz's project design is tentatively scheduled for later this fall/early winter. Updated fact sheets with maps and the status of current projects are available on the RTC's website at [www.sccrtc.org/trail](http://www.sccrtc.org/trail).
12. Member update related to Committee functions – 1) Lex Rau provided an overview of the City of Scott Valley's Mt Mermon Road/Scotts Valley Dr/Whispering Pines Drive intersection improvement project and the various bicycle features that are being incorporated including green bike lanes and bike boxes. 2) Leo Jed provided legislative updates related to new classifications of electric bicycles, exemption of bridge tolls on state bridges or franchise bridges controlled by the state for bicyclists and pedestrians, rear reflector regulations, and traffic violation diversion programs. 3) Rick Hyman suggested that the Committee form an ad-hoc committee to review the Chanticleer crossing design after the Highway 1 environmental document is released later in October or early November and bring recommendations to the next Bike Committee meeting. A motion (Hyman/Ward) to form an ad-hoc committee made up of Will Menchine, Amelia Conlen and Rick Hyman passed with members Akol, Casterson, Scott, Conlen, Hyman, Ott, Ward, Rau, Jed and Glanville voting in favor. No votes were cast in opposition. 4) Peter Scott requested that staff agendize a discussion of the UCSC bike shuttle's financial woes for the next meeting and invite Transportation and Parking Services staff.
13. Adjourned – 8:43 p.m.

**NEXT MEETING:** The next Bicycle Committee meeting is scheduled for **Monday, December 14, 2015**, 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 2015-2016**

<b>MONTH</b>	<b>FY14 - 15 ACTUAL REVENUE</b>	<b>FY15 - 16 ESTIMATE REVENUE</b>	<b>FY15 - 16 ACTUAL REVENUE</b>	<b>DIFFERENCE DIFFERENCE</b>	<b>DIFFERENCE AS % OF PROJECTION</b>	<b>CUMULATIVE % OF ACTUAL TO PROJECTION</b>
JULY	591,100	602,922	601,300	-1,622	-0.27%	99.73%
AUGUST	788,200	803,964	801,800	-2,164	-0.27%	99.73%
SEPTEMBER	791,871	807,709	872,384	64,675	8.01%	102.75%
OCTOBER	616,700	629,034	617,500	-11,534	-1.83%	101.74%
NOVEMBER	822,300	838,746	0			
DECEMBER	719,449	733,838	0			
JANUARY	601,300	580,629	0			
FEBRUARY	801,800	758,764	0			
MARCH	739,331	835,900	0			
APRIL	524,400	524,826	0			
MAY	699,200	699,732	0			
JUNE	853,689	812,340	0			
<b>TOTAL</b>	<b>8,549,340</b>	<b>8,628,404</b>	<b>2,892,984</b>	<b>49,355</b>	<b>0.57%</b>	<b>34%</b>

**Note:**

I:\FISCAL\TDA\MonthlyReceipts\FY15 - 16.xlsx\FY2016

**TO:** Regional Transportation Commission  
**FROM:** Daniel Nikuna, Fiscal Officer  
**RE:** FY14-15 SCCRTC Annual Internal Financial Statements

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## **RECOMMENDATIONS**

Staff recommends that the Regional Transportation Commission review and accept the FY14-15 Annual Financial Statements.

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## **BACKGROUND**

The objective of these internal financial statements is to provide an overview of the financial position of the Regional Transportation Commission (RTC) more frequently than does the annual audit report. The annual financial reporting is also an opportunity to fully analyze the financial position at year end, and guide management as they make financial decisions for the new fiscal year.

## **DISCUSSION**

The RTC currently has 12 funds, equally divided between Governmental (Operating) and Trust Funds types. The trust funds are used to accumulate funds pending payment to third parties. The In Lieu of Social Security Trust Fund was meant to be temporary and will become inactive by FY2016 year end; and the fund balance will revert to the General Fund with the successful reconciliation of the required social security contribution with the IRS and the Social Security Administration. The Miscellaneous Deduction Trust Fund is becoming less important as we are moving toward electronic payment through the payroll account at Santa Cruz County Bank. The remaining three trust funds (TDA, STA, and STP Exchange) are used to pass through funds to local jurisdictions.

In the detail sections of the financial report, current year actual revenues and expenditures are compared to the budget. The financial highlights are included in the transmittal. The statements are intended for internal use; however, they are available for review by the general public.

## **SUMMARY**

The FY14-15 annual internal financial statements have been completed and staff recommends review and acceptance by the Commission.

### **Attachment:**

FY14-15 SCCRTC annual Internal Financial Statements

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION  
(SCCRTC)

**FINANCIAL REPORTS**

FY2014-2015

Period Ending June 30, 2015  
(12 Months)

October 28, 2015

To the Commissioners  
Santa Cruz County Regional  
Transportation Commission

Santa Cruz, California

Staff is pleased to present the FY2015 annual internal financial statements of the Regional Transportation Commission (RTC). The largest project completed by the RTC in FY2015 was the Santa Cruz Branch Rail Line bridge rehabilitation project. This construction project was funded with \$5.35 million in State Transportation Improvement Program (STIP) funds. The RTC also completed the Cruz511.org traveler information website, which used \$50,000 in Service Authority for Freeway Emergencies (SAFE) funds.

The RTC commenced or continued work on the Monterey Bay Sanctuary Scenic Trail, Passenger Rail Study, and Unified Corridor Investment Plan. The SCCRTC funded **the Ecology Action's Bike to Work (\$50,000) and the County's Community Traffic Safety Coalition (\$100,000)** at the same level as in FY2014 (Page 9). The RTC also funded the Open Street project \$35,565). The revenue sources of these pass through funding is a mix of TDA and RSTP Exchange funds.

New depreciable fixed assets in FY2015 totaled \$12,679 and they consisted of a new TV (\$1,552) and the new phone system (\$11,127). The audited financial statements will reconcile and capitalize the non depreciable rail related assets. Due From (\$254,988) and Due To (\$254,989) Other Funds arise mainly because of payroll costs first borne by the General Fund (Admin, Planning & Rideshare), which are later reimbursed by other funds. The General Fund shows a healthy cash balance due to restricted reserves, which rose to \$607,302 from \$435,141 in the prior year (page 5). The restricted reserves cannot be expended without prior Board approval. The Highway 1 Aux Lanes Construction Fund shows a significant decrease in Deferred Revenues from \$850,000 the prior year to \$344,573 (page 20). Any significant accounts payable balance is offset by adequate accounts receivable and/or cash. Still on the balance sheet, the TDA and RSTP Exchange funds continue to reflect high cash balances due to unclaimed allocations by local jurisdictions, unallocated funds and the reserve funds maintained by the TDA Fund.

The TDA Revenues increased by \$261,750 (3.2%) to a record new high of \$8,549,340; however they came \$81,203 below budget. The reserves were used to backfill the shortfall in order to maintain the allocations as budgeted. The FY2015 STA receipts are \$27,526 above budget and these funds have been allocated to the Santa Cruz Metro. The total payroll, excluding Temp Worker (\$22,025), was \$2,066,904 or 92% of the budget (\$2,235,948).

The RTC was financially healthy in FY2015 and the prospects are good in FY2016 despite new funding challenges.

Sincerely,  
Daniel Nikuna, Fiscal Officer

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## SUMMARY

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION  
 COMBINED BALANCE SHEET  
 FY 2014-2015  
 AS OF 6-30-2015

	SPECIAL REVENUE (GOVERNMENTAL) FUNDS							TRUST (FIDUCIARY) FUNDS						
	ADMIN PLANNING RIDESHARE	RAIL/TRAIL AUTHORITY	HIGHWAY 1 PA/ED	HIGHWAY 1 AUX LANES CONSTRUCTION	SAFE	FSP	TOTAL	TDA	STP EXCHANGE	PERS HEALTH	IN LIEU OF SOCIAL SECURITY	MISC DEDUCTION	STA	TOTAL
1 <b>ASSETS:</b>														
2 Cash	1,013,226	838,609	589,403	332,910	550,288	86,371	3,410,807	2,054,845	6,837,316	29,053	9,397	6,716	2,219	8,939,545
3 Accounts Receivable	63,280	375,444					438,724		2,927,837	9,465		712		2,938,014
4 Prepaids	11,667				4,000	4,000	19,667					-		-
5 Due From Other Funds	250,988	-	-		4,000	-	254,988							-
6 Due From Other Agencies	484,656	-		36,310	70,676	-	591,643						626,021	626,021
7 Fixed Assets	16,213	14,200,000					14,216,213							-
8 <b>TOTAL ASSETS</b>	<b>1,840,031</b>	<b>15,414,053</b>	<b>589,403</b>	<b>369,220</b>	<b>628,964</b>	<b>90,371</b>	<b>18,932,042</b>	<b>2,054,845</b>	<b>9,765,153</b>	<b>38,518</b>	<b>9,397</b>	<b>7,427</b>	<b>628,240</b>	<b>12,503,580</b>
9														
10 <b>LIABILITIES &amp; EQUITY:</b>														
11 Accounts Payable	170,527	298,223	57,645	9,992	17,122	44,739	598,247	782	38,292	-		695		39,768
12 Salaries Payable	60,014						60,014							-
13 Due to Other Funds	-	63,231	71,034	8,296	82,862	29,566	254,989							-
14 Due to Other Agencies	47,190	-			32,749		79,939						598,496	598,496
15 Deferred Revenues	153,370	560,064		344,573			1,058,006							-
16 Investment in Fixed Assets	16,213	14,200,000					14,216,213							-
17 Fund Balance:							-							-
18 Reserved (1)	607,302	-	-	-	-	-	607,302	-	-	-	-	-	-	-
19 Available	785,415	292,536	460,724	6,360	496,231	16,066	2,057,332	2,054,063	9,726,861	38,518	9,397	6,732	29,744	11,865,315
20 <b>Fund Balance</b>	<b>1,392,717</b>	<b>292,536</b>	<b>460,724</b>	<b>6,360</b>	<b>496,231</b>	<b>16,066</b>	<b>2,664,634</b>	<b>2,054,063</b>	<b>9,726,861</b>	<b>38,518</b>	<b>9,397</b>	<b>6,732</b>	<b>29,744</b>	<b>11,865,315</b>
21 <b>TOTAL LIABILITIES &amp; EQUITY</b>	<b>1,840,031</b>	<b>15,414,053</b>	<b>589,403</b>	<b>369,220</b>	<b>628,964</b>	<b>90,371</b>	<b>18,932,042</b>	<b>2,054,845</b>	<b>9,765,153</b>	<b>38,518</b>	<b>9,397</b>	<b>7,427</b>	<b>628,240</b>	<b>12,503,580</b>

S:\RTC\TC2015\TC1115\Budget & Expenditure Items\FY2015 Annual Financials\FY2015AnnualFinancial Final.xlsx\_Revenues and Expenditures

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**  
**COMBINED REVENUES, EXPENDITURES, AND CHANGE IN FUND BALANCE**  
**FY 2014-2015**  
 PERIOD ENDING 6-30-2015

	SPECIAL REVENUE (GOVERNMENTAL) FUNDS													TOTAL
	ADMIN PLANNING RIDESHARE	RAIL/TRAIL AUTHORITY	HIGHWAY 1 PA/ED	HIGHWAY 1 AUX LANES CONSTRUCT	SAFE	FSP	TOTAL	TDA	STP EXCHANGE	PERS HEALTH	IN LIEU OF SOCIAL SECURITY	MISC DEDUCTION	STA	
<b>1 REVENUES</b>														
2 Interest	2,332	2,923	3,279	3,327	2,649	531	15,042	10,275	41,221	-	43	-	849	52,389
3 Transportation Development Act (TDA)	1,221,350						1,221,350	8,549,340						8,549,340
4 State Transit Assistance (STA)							-					2,717,442		2,717,442
5 Department of Motor Vehicle (DMV) Fee					246,387		246,387							
6 Caltrans					9,681	204,240	213,921							
7 CMIA				888,994			888,994							
8 STP Exchange	188,775	58,325				135,000	382,099							-
9 STIP	177,470	3,388,185		3,684			3,569,339							
10 FHWA	65,171						65,171							
11 Federal Earmark	182,260						182,260							
12 Fed 5304 Partnership Planning (Unified Corridor)	119,551						119,551							
13 State Partnership (Passenger Rail Study)	199,097						199,097							
14 Rural Planning Assistance Funds	337,000						337,000							
15 Leases		56,948					56,948		2,927,837					2,927,837
16 Local Financial Assistance					50,000		50,000							
17 Operating Transfers In	50,000	110,000					160,000			366,656				366,656
18 Other Revenues	7,346	22,791			2,636	100	32,873					26,874		26,874
<b>19 TOTAL REVENUES</b>	<b>2,550,352</b>	<b>3,639,172</b>	<b>3,279</b>	<b>896,005</b>	<b>311,353</b>	<b>339,871</b>	<b>7,740,032</b>	<b>8,559,615</b>	<b>2,969,058</b>	<b>366,656</b>	<b>43</b>	<b>26,874</b>	<b>2,718,291</b>	<b>14,640,538</b>
<b>20</b>														
<b>21 EXPENDITURES</b>														
22 Salaries & Benefits	1,423,846	195,386	181,601	71,265	120,000	70,000	2,062,099							
23 Services and Supplies	399,256	3,445,937	118,273	830,722	211,607	7,383	5,013,177							
24 SCCRTC (Transportation Commission)							-	1,221,350	158,933					1,380,283
25 SCMTD (Transit District)							-	6,444,515	15,358			2,869,116		9,328,989
26 Specialized Transit (CTSA/Community Bridges)							-	633,145						633,145
27 Volunteer Center							-	75,374						75,374
28 City of Santa Cruz							-	102,638	390,000					492,638
29 City of Scotts Valley							-		225,000					225,000
30 City of Watsonville							-							-
31 County of Santa Cruz							-	283,293	2,732,919					3,016,212
32 Towing						257,037	257,037							-
33 Unified Corridor	96,188						96,188							
34 Passenger Rail Study	170,568						170,568							
35 Bike to Work	50,000						50,000							
36 Community Traffic Safety Coalition	100,000						100,000							-
37 Boltage	28,540						28,540							
38 Trail Master Plan Consultant (MBSST)	12,916						12,916							
39 Operating Transfer Out	110,000						110,000							
40 PERS - Health							-			349,045				349,045
41 Other Expenses	12,987						12,987			29,999		25,525		55,524
<b>42 TOTAL EXPENDITURES</b>	<b>2,404,302</b>	<b>3,641,323</b>	<b>299,873</b>	<b>901,987</b>	<b>331,607</b>	<b>334,419</b>	<b>7,913,511</b>	<b>8,760,315</b>	<b>3,522,210</b>	<b>379,044</b>	<b>-</b>	<b>25,525</b>	<b>2,869,116</b>	<b>15,556,211</b>
<b>43</b>														
<b>44 EXCESS OF REVENUES OVER EXPENDITURES</b>	<b>146,050</b>	<b>(2,152)</b>	<b>(296,594)</b>	<b>(5,982)</b>	<b>(20,254)</b>	<b>5,451</b>	<b>(173,479)</b>	<b>(200,700)</b>	<b>(553,152)</b>	<b>(12,388)</b>	<b>43</b>	<b>1,349</b>	<b>(150,825)</b>	<b>(915,673)</b>
45 Beginning Balance	1,246,669	294,688	757,318	12,341	516,486	10,616	2,838,120	2,254,763	10,280,014	50,906	9,354	5,383	180,569	12,780,989
46 Rounding Adjustment	(2)	-	-	-	-	-	(2)	-	(1)					(1)
<b>47 ENDING FUND BALANCE</b>	<b>1,392,717</b>	<b>292,537</b>	<b>460,724</b>	<b>6,359</b>	<b>496,233</b>	<b>16,068</b>	<b>2,664,638</b>	<b>2,054,063</b>	<b>9,726,861</b>	<b>38,518</b>	<b>9,397</b>	<b>6,732</b>	<b>29,744</b>	<b>11,865,315</b>

GOVERNMENTAL (OPERATING) FUNDS

**ADMINISTRATION, PLANNING, AND RIDESHARE**  
**COMBINED BALANCE SHEET**  
**FY 2014-2015**  
AS OF 6-30-2015

	FY 2013-2014	FY 2014-2015
<b>1 ASSETS:</b>		
2 Cash - County Account	986,622	992,134
3 Cash with Santa Cruz Community Bank	9,272	20,591
4 Petty Cash	500	500
5 Prepays	13,108	11,667
6 Accounts Receivable	26,998	63,280
7 Due From Other Funds	222,103	250,988
8 Due From Other Agencies	453,668	484,656
9 Fixed Assets (Net)	3,534	16,213
<b>10 TOTAL ASSETS</b>	<b>1,715,805</b>	<b>1,840,031</b>
<b>11</b>		
<b>12 LIABILITIES &amp; EQUITY:</b>		
13 Accounts Payable	22,801	170,527
14 Salaries Payable	47,289	60,014
15 Due to Other Funds	11,133	-
16 Due to Other Agencies	86,506	47,190
17 Deferred Revenues	297,874	153,370
18 Investment in Fixed Assets	3,534	16,213
19 Fund Balance:		
20   Reserved (1)	435,141	607,302
21   Available	811,526	785,415
22 <b>Fund Balance</b>	<b>1,246,667</b>	<b>1,392,717</b>
<b>23 TOTAL LIABILITIES &amp; EQUITY</b>	<b>1,715,805</b>	<b>1,840,031</b>

**ADMINISTRATION, PLANNING, AND RIDESHARE**  
 COMBINED REVENUES, EXPENDITURES AND CHANGE IN FUND BALANCE  
**FY 2014-2015**  
 PERIOD ENDING 6-30-2015

	FY 2013-2014 ACTUAL	FY 2014-2015 ACTUAL	FY 2014-2015 BUDGET	FY 2014-2015 ACTUAL % OF Budget
<b>1 REVENUES</b>				
2 Interest	1,445	2,332	0	
3 FHWA	100,000	65,171	65,000	100
4 Federal Earmark (FHWA)	280,632	182,260	170,000	107
5 Rural Planning Assistance Funds	315,341	337,000	337,000	100
6 Fed 5305 Partnership Planning (Unified Corridor)	50,680	119,551	144,924	82
7 RSTP Exchange	64,889	188,775	402,608	47
8 Transportation Development Act (TDA)	1,309,799	1,221,350	1,221,350	100
9 STIP	163,537	177,470	153,537	116
10 CMAQ	174,733	0	0	
11 Fed 5304 Transit Planning Grant	5,457	199,097	212,459	94
12 Coastal Conservancy	47,497	0	0	
13 AB2766 Grant (Car Pool and EV Charging Station)	0	0	38,670	-
14 Transit for Sustainable Communities			25,000	-
15 SGC (AMBAG & SC County)	34,512	0	0	
16 County of Santa Cruz (Unified Corridor)			100,000	-
17 Transfer In		50,000	50,000	100
18 Other Revenues	1,563	7,346	0	
<b>19 TOTAL REVENUES</b>	<b>2,550,085</b>	<b>2,550,352</b>	<b>2,920,548</b>	<b>87</b>
20				
<b>21 EXPENDITURES</b>				
22 Salaries & Benefits (Planning Services)	1,384,474	1,423,846	1,585,948	90
23 Services and Supplies	425,303	399,256	1,172,443	34
24 Bike to Work	50,000	50,000	50,000	100
25 Community Traffic Safety Coalition	100,000	100,000	100,000	100
26 Boltage	21,459	28,540	28,541	100
27 Unified Corridor Investment	0	96,188	250,000	38
28 Passenger Rail Study	0	170,568	50,000	
29 Trail Master Plan Consultant (MBSST)	198,677	12,916	15,000	86
30 Transfer Out	110,000	110,000	110,000	100
31 Other Expenses	26,486	12,987		
<b>32 TOTAL EXPENDITURES</b>	<b>2,316,399</b>	<b>2,404,302</b>	<b>3,361,932</b>	<b>72</b>
33				
<b>34 EXCESS OF REVENUES OVER EXPENDITURES</b>	<b>233,685</b>	<b>146,050</b>	<b>(441,384)</b>	
35 Beginning Fund Balance	1,012,981	1,246,669		
36 Adjustment	3	0		
<b>37 ENDING FUND BALANCE</b>	<b>1,246,669</b>	<b>1,392,719</b>		

**PAYROLL**  
REVENUES, EXPENDITURES, AND CHANGE IN FUND BALANCE  
**FY 2014-2015**  
PERIOD ENDING 6-30-2015

	FY 2013-2014 ACTUAL	FY 2014-2015 ACTUAL	FY 2014-2015 BUDGET	FY 2014-2015 ACTUAL % OF Budget
<b>1 REVENUES</b>				
2 Interest		113		
<b>3 TOTAL REVENUES</b>	-	113	-	-
<b>4</b>				
<b>5 EXPENDITURES</b>				
6 Regular pay - permanent	1,396,149	1,399,102	1,449,119	97
7 OASDI - Social Security	68,329	67,490	72,553	93
8 PERS - Retirement	228,025	229,858	248,478	93
9 Employee Medical Insurance	350,171	328,382	353,631	93
10 Unemployment Insurance & Workers Comp	7,707	8,709	75,002	12
11 Other Benefits	28,168	30,305	30,969	98
12 Intrafund Transfer	(2,078,549)	(2,063,845)	(2,229,752)	93
13 Other Expenses	17,800	1,747		
<b>14 TOTAL PAYROLL</b>	17,800.40	1,746.88	-	
<b>15</b>				
<b>16 TEMPORARY CONTRACT SERVICES</b>				-
<b>17 TOTAL EXPENDITURES</b>	17,800.40	1,746.88	-	-
<b>18</b>				
<b>19 EXCESS OF REVENUES OVER EXPENDITURES</b>	(17,800.40)	(1,633.97)	-	

**RIDESHARE**  
REVENUES, EXPENDITURES, AND CHANGE IN FUND BALANCE  
**FY 2014-2015**  
PERIOD ENDING 6-30-2015

	FY 2013-2014 ACTUAL	FY 2014-2015 ACTUAL	FY 2014-2015 BUDGET	FY 2014-2015 ACTUAL % OF Budget
1 <b>REVENUES</b>				
2				
3 CMAQ	174,733			
4 RSTP Exchange	29,941	151,882	301,556	50
5 AB2766 Grant (EV Charging Station Project)			38,670	-
6 Transfer In (From SAFE)		50,000	50,000	100
7 Other Revenues				
8 <b>TOTAL REVENUES</b>	<b>204,674</b>	<b>201,882</b>	<b>390,226</b>	<b>52</b>
9				
10 <b>EXPENDITURES</b>				
11 Telephone			500	-
12 Membership			600	-
13 Postage			1,000	-
14 Office Expenses/Supplies	483		2,000	-
15 Salaries & Benefits	195,000	189,175	200,000	95
16 Legal Fees		392		
17 Advertisement & Promotion			10,000	-
18 Travel / Education and Training	214	1,074	2,000	54
19 Park & Ride Lot Project			98,377	-
20 Bicycle Map Production & Printing			15,000	-
21 511 Implementation Services			15,000	-
22 EV Charging Station Project			38,670	-
23 Other Expenses	25,355	11,240		
24 <b>TOTAL EXPENDITURES</b>	<b>221,052</b>	<b>201,882</b>	<b>383,147</b>	<b>53</b>
25				
26 <b>EXCESS OF REVENUES OVER EXPENDITURES</b>	<b>(16,378)</b>	-	<b>7,079</b>	

**TRANSPORTATION COMMISSION OPERATIONS**  
REVENUES, EXPENDITURES, AND CHANGE IN FUND BALANCE  
**FY 2014-2015**  
PERIOD ENDING 6-30-2015

	FY 2013-2014 ACTUAL	FY 2014-2015 ACTUAL	FY 2014-2015 BUDGET	FY 2014-2015 ACTUAL % OF Budget
<b>1 REVENUES</b>				
2 Interest	1,445	2,220		
3 STP Exchange	34,947	36,893	101,052	37
4 Transportation Development Act (TDA)	1,309,799	1,221,350	1,221,350	100
5 STIP	163,537	177,470	153,537	116
6 FHWA Earmark (MBSST)	280,632	182,260	170,000	107
7 County of Santa Cruz - Unified Corridor	0	0	100,000	-
8 FTA 5304 (Unified Corridor)	50,680	119,551	144,924	82
9 Fed 5304 Transit Planning Grant (Passenger Rail Study)	5,457	199,097	212,459	94
10 Transit for Sustainable Communities	0	0	25,000	-
11 Coastal Conservancy	47,497	0	0	
12 SGC (AMBAG & SC County)	34,512	0	0	
13 Other Revenues (1)	1,563	7,346	0	
<b>14 TOTAL REVENUES</b>	<b>1,930,069</b>	<b>1,946,186</b>	<b>2,128,322</b>	<b>91</b>
<b>15</b>				
<b>16 EXPENDITURES</b>				
17 Telephone	9,104	7,001	13,000	54
18 Other Insurance (Liability)	10,334	13,205	14,000	94
19 Maintenance - Office Equipment	3,380	2,625	6,500	40
20 Membership	9,654	12,293	9,500	129
21 Sponsorship			1,000	-
22 Duplicating Services	5,956	8,193	6,000	137
23 Computer Software	1,290	10,220	15,500	66
24 Postage	3,699	3,300	5,500	60
25 Supplies/Office Expense	13,413	14,983	30,000	50
26 Accounting and Auditing Fees (County & Payroll Services)	9,147	8,323	15,000	55
27 Custodial Services	4,700	5,204	7,500	69
28 County Mainframe (Data Processing)	3,384	3,322	6,000	55
29 Director's Fees	8,250	7,500	11,000	68
30 Legal Fees	3,950	9,350	45,000	21
31 Salaries & Benefits	774,101	832,465	983,948	85
32 Prof & Special Services	133,071	92,850	220,600	42
33 Rents & Leases - Offices	86,703	86,743	89,000	97
34 Advertising and Promotion	3,143	6,193	11,000	56
35 Special Expense/Contingencies	8,024	11,850	135,000	9
36 Auto Rental/RTC Vehicle Maintenance	133	507	4,000	13
37 Travel / Education / Training	13,768	22,709	26,000	87
38 Utilities	7,867	8,282	9,000	92
39 Bike to Work	50,000	50,000	50,000	100
40 Boltage-Ecology Action	21,459	28,540	28,541	100
41 Community Traffic Safety Coalition	100,000	100,000	100,000	100
42 Office Equipment	950	17,179	40,000	43
43 Traffic Monitoring	0	0	15,000	-
44 MBSST Outreach/Network Plan Consultant	198,677	12,916	15,000	86
45 Unified Corridor Investment	0	96,188	250,000	38
46 Bike Signage Program	0	0	50,000	-
47 South County Bike Safety Training (Ecology Action)	6,067	23,933	30,000	80
48 SC Metro for Passenger Rail Study	1,730	0	0	
49 Passenger Rail Study - Consultant	0	170,568	198,000	86
50 Transfer Out - (Rail/Trail Authority)	110,000	110,000	110,000	100
51 Environmental Document for MTP/RTP (Paid to AMBAG)	57,500	0	0	
52 Printing RTP, RTIP & Other Documents	1,591	0	20,000	-
53 Temporary Contract Services		22,025	6,196	355
54 Other Expenses	1,131	0	0	
<b>55 TOTAL EXPENDITURES</b>	<b>1,662,174</b>	<b>1,798,467</b>	<b>2,576,785</b>	<b>70</b>
<b>56</b>				
<b>57 EXCESS OF REVENUES OVER EXPENDITURES</b>	<b>267,895</b>	<b>147,719</b>	<b>(448,463)</b>	

**FHWA**  
 REVENUES, EXPENDITURES, AND CHANGE IN FUND BALANCE  
**FY 2014-2015**  
 PERIOD ENDING 6-30-2015

	FY 2013-2014 ACTUAL	FY 2014-2015 ACTUAL	FY 2014-2015 BUDGET	FY 2014-2015 ACTUAL % OF Budget
1 <b>REVENUES</b>				
2				
3 FHWA	100,000	65,171	65,000	100
4				
5 <b>TOTAL REVENUES</b>	<b>100,000</b>	<b>65,171</b>	<b>65,000</b>	<b>100</b>
6				
7 <b>EXPENDITURES</b>				
8				
9 Salaries & Benefits	100,000	65,206	65,000	100
10 <b>TOTAL EXPENDITURES</b>	<b>100,000</b>	<b>65,206</b>	<b>65,000</b>	<b>100</b>
11				
12 <b>EXCESS OF REVENUES OVER EXPENDITURES</b>	-	(35)	-	

**RURAL PLANNING ASSISTANCE FUNDS**  
**REVENUES, EXPENDITURES, AND CHANGE IN FUND BALANCE**  
**FY 2014-2015**  
**PERIOD ENDING 6-30-2015**

	FY 2013-2014 ACTUAL	FY 2014-2015 ACTUAL	FY 2014-2015 BUDGET	FY 2014-2015 ACTUAL % OF Budget
1 <b>REVENUES</b>				
2				
3 Rural Planning Assistance Funds	315,373	337,000	337,000	100
4				
5 <b>TOTAL REVENUES</b>	<b>315,373</b>	<b>337,000</b>	<b>337,000</b>	<b>100</b>
6				
7 <b>EXPENDITURES</b>				
8				
9 Salaries & Benefits	315,373	337,000	337,000	100
10				
11 <b>TOTAL EXPENDITURES</b>	<b>315,373</b>	<b>337,000</b>	<b>337,000</b>	<b>100</b>
12				
13 <b>EXCESS OF REVENUES OVER EXPENDITURES</b>	-	0	-	

**SERVICE AUTHORITY FOR FREEWAY EMERGENCIES (SAFE)**

BALANCE SHEET

**FY 2014-2015**

AS OF 6-30-2015

		<b>FY 2013-2014</b>	<b>FY 2014-2015</b>
1	<b>ASSETS:</b>		
2	Cash	554,295	550,288
3	Prepaid	3,366	4,000
4	Due From Other Funds		4,000
5	Due From Other Agencies	102,129	70,676
6	<b>TOTAL ASSETS</b>	<b>659,790</b>	<b>628,964</b>
7			
8	<b>LIABILITIES &amp; EQUITY:</b>		
9	Accounts Payable	3,400	17,122
10	Due to Other Funds	50,297	82,862
11	Due to Other Agencies	89,609	32,749
12	Fund Balance:		
13	Reserved (1)		
14	Available	516,485	496,231
15	<b>Fund Balance</b>	<b>516,485</b>	<b>496,231</b>
16	<b>TOTAL LIABILITIES &amp; EQUITY</b>	<b>659,790</b>	<b>628,964</b>

Note:

**SERVICE AUTHORITY FOR FREEWAY EMERGENCIES (SAFE)**  
**REVENUES, EXPENDITURES, AND CHANGE IN FUND BALANCE**

**FY 2014-2015**

PERIOD ENDING 6-30-2015

	<b>FY 2013-2014 ACTUAL</b>	<b>FY 2014-2015 ACTUAL</b>	<b>FY 2014-2015 BUDGET</b>	<b>FY 2014-2015 ACTUAL % OF Budget</b>
<b>1 REVENUES</b>				
2 Interest	2,112	2,649	3,000	88
3 Department of Motor Vehicle (DMV) Fee	243,837	246,387	238,000	104
4 Local Financial Assistance (MTC)	50,000	50,000	50,000	100
5 Caltrans Grant - 511 Monterey Bay	19,395	9,681	0	
6 Other Revenues	3,293	2,636	0	
<b>7 TOTAL REVENUES</b>	<b>318,637</b>	<b>311,353</b>	<b>291,000</b>	<b>107</b>
<b>8</b>				
<b>9 EXPENDITURES</b>				
10 Other Insurance (Property)	4,316	5,950	5,000	119
11 Supplies/Office Expense	22	564	2,000	28
12 Legal Fees	163	900	1,000	90
13 Salaries & Benefits	165,000	120,000	120,000	100
14 Special Misc Expense - Service (Contingencies)			2,500	-
15 Travel / Education / Training	557		2,000	-
16 Call Answering (Connections Communication)	2,742	2,598	3,000	87
17 Utilities	642	483	1,200	40
18 CHP Operations	392	533	600	89
19 Network Access Fees (AT&T)		920	1,000	92
20 System Maintenance	43,070	47,321	46,000	103
21 Safe on 17	115,615	102,337	102,317	100
22 TAMC - 511 System	6,412		0	
23 Callbox Upgrade			120,000	-
24 Transfer Out to Rideshare 511		50,000	50,000	100
25 Other Costs	1,597		0	
<b>26 TOTAL EXPENDITURES</b>	<b>340,528</b>	<b>331,607</b>	<b>456,617</b>	<b>73</b>
<b>27</b>				
<b>28 EXCESS OF REVENUES OVER EXPENDITURES</b>	<b>(21,891)</b>	<b>(20,254)</b>	<b>(165,617)</b>	
29 Beginning Fund Balance	538,377	516,486		
30 Prior Year Adjustment				
<b>31 ENDING FUND BALANCE</b>	<b>516,486</b>	<b>496,233</b>		

**FREEWAY SERVICE PATROL (FSP)**  
**BALANCE SHEET**  
**FY 2014-2015**  
AS OF 6-30-2015

		<b>FY 2013-2014</b>	<b>FY 2014-2015</b>
1	<b>ASSETS:</b>		
2	Cash	53,712	86,371
3	Prepaid	3,366	4,000
4	Due From Other Funds	10,765	
5	Due From Other Agencies		
6			
7	<b>TOTAL ASSETS</b>	<b>67,843</b>	<b>90,371</b>
8			
9	<b>LIABILITIES &amp; EQUITY:</b>		
10	Accounts Payable	25,831	44,739
11	Due to Other Funds	31,398	29,566
12	Fund Balance:		
13	Reserved		
14	Available	10,615	16,066
15	<b>Fund Balance</b>	<b>10,615</b>	<b>16,066</b>
16	<b>TOTAL LIABILITIES &amp; EQUITY</b>	<b>67,843</b>	<b>90,371</b>

**FREEWAY SERVICE PATROL (FSP)**  
 COMBINED REVENUES, EXPENDITURES, AND CHANGE IN FUND BALANCE  
**FY 2014-2015**  
 PERIOD ENDING 6-30-2015

	FY 2013-2014 ACTUAL	FY 2014-2015 ACTUAL	FY 2014-2015 BUDGET	FY 2014-2015 ACTUAL % OF Budget
<b>1 REVENUES</b>				
2 Interest	272	531	1,000	53
3 Caltrans	200,330	204,240	205,000	100
4 STP Exchange		135,000	270,000	
5 Other Revenues		100		
<b>6 TOTAL REVENUES</b>	<b>200,602</b>	<b>339,871</b>	<b>476,000</b>	<b>71</b>
<b>7</b>				
<b>8 EXPENDITURES</b>				
9 Telephone	1,627	967	2,000	48
10 Other Insurance (Property)	3,366	4,000	4,000	100
11 Supplies/Office Expense		2,066	4,000	52
12 Legal Fees	100	350	1,000	35
13 Salaries & Benefits	70,000	70,000	70,000	100
14 Special Misc Expense - Service (Contingencies)	383		5,000	-
15 Transportation/Travel/Education & Training	356		1,000	-
16 Towing	260,540	257,037	285,000	90
17 Other				
<b>18</b>				
<b>19 TOTAL EXPENDITURES</b>	<b>336,372</b>	<b>334,419</b>	<b>372,000</b>	<b>90</b>
<b>20</b>				
<b>21 EXCESS OF REVENUES OVER EXPENDITURES</b>	<b>(135,771)</b>	<b>5,451</b>	<b>104,000</b>	
22 Beginning Fund Balance	146,387	10,616		
23 Adjustment				
<b>24 ENDING FUND BALANCE</b>	<b>10,616</b>	<b>16,068</b>		

**RAIL/TRAIL AUTHORITY**  
**BALANCE SHEET**  
**FY 2014-2015**  
AS OF 6-30-2015

		<b>FY 2013-2014</b>	<b>FY 2014-2015</b>
1	<b>ASSETS:</b>		
2	Cash	453,688	838,609
3	Accounts Receivable	0	
4	Due From Other Funds	368	
5	Due From Other Agencies	1,445,279	375,444
6	Fixed Assets	14,200,000	14,200,000
7	<b>TOTAL ASSETS</b>	<b>16,099,334</b>	<b>15,414,053</b>
8			
9	<b>LIABILITIES &amp; EQUITY:</b>		
10	Accounts Payable	907,923	298,223
11	Due to Other Funds	77,310	63,231
12	Due to Other Agencies	1,025	
13	Deferred Revenues	618,388	560,064
14	Investment in Fixed Assets	14,200,000	14,200,000
15	Fund Balance:		
16	Reserved (1)		
17	Available	294,687	292,536
18	<b>Fund Balance</b>	<b>294,687</b>	<b>292,536</b>
19	<b>TOTAL LIABILITIES &amp; EQUITY</b>	<b>16,099,334</b>	<b>15,414,053</b>

**RAIL/TRAIL AUTHORITY**  
REVENUES, EXPENDITURES, AND CHANGE IN FUND BALANCE  
**FY 2014-2015**  
PERIOD ENDING 6-30-2015

	FY 2013-2014 ACTUAL	FY 2014-2015 ACTUAL	FY 2014-2015 BUDGET	FY 2014-2015 ACTUAL % OF Budget
<b>1 REVENUES</b>				
2 Interest	817	2,923		
3 Prop 116				
4 STIP	1,830,572	3,388,185	4,197,307	81
5 Leases	57,318	56,948	50,000	114
6 RSTP/RSTPX Exchange		58,325		
7 Transfer In	110,000	110,000	110,000	100
8 Other Revenues	1,308	22,791		
<b>9 TOTAL REVENUES</b>	<b>2,000,015</b>	<b>3,639,172</b>	<b>4,357,307</b>	<b>84</b>
<b>10</b>				
<b>11 EXPENDITURES</b>				
12 Salaries & Benefits	180,759	195,386	200,000	98
13 Liability Insurance	30,960	32,389	30,000	108
14 Rail Line ROW Clean Up, Maintenance & Signage	24,182	5,688	40,000	
15 Hazardous Materials & Pollution Insurance			10,000	-
16 Construction Legal Counsel	7,773	21,523	55,000	39
17 Site Management			30,000	-
18 Construction Management Consultant	197,093	299,378	290,000	103
19 Construction Design Support	79,558	49,927	200,000	25
20 Consultant for Operations and Property Management			30,000	-
21 General Contingencies	26,672	33,368	5,871	568
22 Other Expenses		34,780		
23 Rail Line Rehabilitation	1,440,345	2,968,884	3,761,123	79
<b>24 TOTAL EXPENDITURES</b>	<b>1,987,342</b>	<b>3,641,323</b>	<b>4,651,994</b>	<b>78</b>
<b>25</b>				
<b>26 EXCESS OF REVENUES OVER EXPENDITURES</b>	<b>12,673</b>	<b>(2,152)</b>	<b>(294,687)</b>	
27 Beginning Fund Balance	282,015	294,688		
28 Prior Year Adjustment				
<b>29 ENDING FUND BALANCE</b>	<b>294,688</b>	<b>292,537</b>		

**HIGHWAY 1 PA/ED**  
**COMBINE BALANCE SHEET**  
**FY 2014-2015**  
AS OF 6-30-2015

		<b>FY 2013-2014</b>	<b>FY 2014-2015</b>
1	<b>ASSETS:</b>		
2	Cash	808,110	589,403
3	Due From Other Funds	15	
4			
5	<b>TOTAL ASSETS</b>	<b>808,126</b>	<b>589,403</b>
6			
7	<b>LIABILITIES &amp; EQUITY:</b>		
8	Accounts Payable	6,762	57,645
9	Due to Other Funds	44,046	71,034
10	Fund Balance:		
11	Reserved (1)		
12	Available	757,318	460,724
13	<b>Fund Balance</b>	<b>757,318</b>	<b>460,724</b>
14	<b>TOTAL LIABILITIES &amp; EQUITY</b>	<b>808,126</b>	<b>589,403</b>

Note:

**HIGHWAY 1 PA/ED**  
**(HOV Lane and Aux Lane Combined)**  
**HIGHWAY 1 PA/ED HOV LANE**  
**FY 2014-2015**  
 PERIOD ENDING 6-30-2015

	FY 2013-2014 ACTUAL	FY 2014-2015 ACTUAL	FY 2014-2015 BUDGET	FY 2014-2015 ACTUAL % OF Budget
<b>1 REVENUES</b>				
2 Interest	3,192	3,279		
3 RSTP Exchange			1,069,825	-
4				
<b>5 TOTAL REVENUES</b>	<b>3,192</b>	<b>3,279</b>	<b>1,069,825</b>	<b>-</b>
6				
<b>7 EXPENDITURES</b>				
8 Salaries & Benefits	110,000	181,601	185,000	98
9 PA/ED Public Information-Materials and Postage	35	171	30,000	1
10 PA/ED on Call Consultants (Dale)			3,500	-
11 Nolte Associates	57,140	115,018	812,175	14
12 ROW Consultant (Bender Rosenthal)		3,083	1,500	206
13 Legal Fees - Aux Lanes			185,000	-
14 Reserve for Future Years			609,968	-
15				
<b>16 TOTAL EXPENDITURES</b>	<b>167,175</b>	<b>299,873</b>	<b>1,827,143</b>	<b>16</b>
17				
<b>18 EXCESS OF REVENUES OVER EXPENDITURES</b>	<b>(163,983)</b>	<b>(296,594)</b>	<b>(757,318)</b>	
19 Beginning Fund Balance	921,301	757,318		
20 Prior Year Adjustment				
<b>21 ENDING FUND BALANCE</b>	<b>757,318</b>	<b>460,724</b>		

Note:

**HIGHWAY 1 AUX LANES CONSTRUCTION**  
**COMBINE BALANCE SHEET**  
**FY 2014-2015**  
AS OF 6-30-2015

		<b>FY 2013-2014</b>	<b>FY 2014-2015</b>
1	<b>ASSETS:</b>		
2	Cash	851,823	332,910
3	Due From Other Agencies	109,993	36,310
4	<b>TOTAL ASSETS</b>	<b>961,816</b>	<b>369,220</b>
5			
6	<b>LIABILITIES &amp; EQUITY:</b>		
7	Accounts Payable	80,407	9,992
8	Due to Other Funds	19,067	8,296
9	Due to Other Agencies		
10	Deferred Revenues	850,000	344,573
11	Fund Balance:		
12	Reserved (1)		
13	Available	12,342	6,360
14	<b>Fund Balance</b>	<b>12,342</b>	<b>6,360</b>
15	<b>TOTAL LIABILITIES &amp; EQUITY</b>	<b>961,816</b>	<b>369,220</b>

Note:

**HIGHWAY 1 AUX LANES CONSTRUCTION**  
**REVENUES AND EXPENDITURES**  
**FY 2014-2015**  
 PERIOD ENDING 6-30-2015

		<b>FY 2013-2014</b>	<b>FY 2014-2015</b>	<b>FY 2014-2015</b>	<b>FY 2014-2015</b>
		<b>ACTUAL</b>	<b>ACTUAL</b>	<b>BUDGET</b>	<b>ACTUAL</b>
					<b>% OF Budget</b>
1	<b>REVENUES</b>				
2	Interest	2,350	3,327		
3	STIP		3,684	150,000	2
4	CMIA	3,534,560	888,994	1,099,087	81
5	OTHER	1,400			
6	<b>TOTAL REVENUES</b>	<b>3,538,310</b>	<b>896,005</b>	<b>1,249,087</b>	<b>72</b>
7					
8	<b>EXPENDITURES</b>				
9	Salaries & Benefits	150,687	71,265	75,000	95
10	On Call Consultants			120,000	-
11	Construction Design Support (Nolte)	56,701	1,426	40,000	4
12	Construction Management Consultant (Parsons)	460,832	65,473	140,000	1
13	Construction Contract & Supplemental Construction Activity	2,811,417	677,925	677,925	100
14	Traffic Enforcement		59,359	65,510	91
15	General Contingencies	52,272	26,539	130,652	20
16	<b>TOTAL EXPENDITURES</b>	<b>3,531,909</b>	<b>901,987</b>	<b>1,249,087</b>	<b>72</b>
17					
18	<b>EXCESS OF REVENUES OVER EXPENDITURES</b>	<b>6,401</b>	<b>(5,982)</b>	<b>-</b>	
19	Beginning Fund Balance	5,940	12,341		
20	Adjustment				
21	<b>ENDING FUND BALANCE</b>	<b>12,341</b>	<b>6,359</b>		

TRUST/FIDUCIARY FUNDS

**TRANSPORTATION DEVELOPMENT ACT (TDA)**  
**BALANCE SHEET**  
**FY 2014-2015**  
AS OF 6-30-2015

		<b>FY 2013-2014</b>	<b>FY 2014-2015</b>
1	<b>ASSETS:</b>		
2	Cash	2,254,763	2,054,845
3			
4	<b>TOTAL ASSETS</b>	<b>2,254,763</b>	<b>2,054,845</b>
5			
6	<b>LIABILITIES &amp; EQUITY:</b>		
7	Account Payable (a)		782
8	Fund Balance:		
9	Reserved (1)	1,435,509	
10	Available	819,254	2,054,063
11	<b>Fund Balance</b>	<b>2,254,763</b>	<b>2,054,063</b>
12	<b>TOTAL LIABILITIES &amp; EQUITY</b>	<b>2,254,763</b>	<b>2,054,845</b>

Notes:

(a) Due to the Volunteer Center

**TRANSPORTATION DEVELOPMENT ACT (TDA)**  
**REVENUES, EXPENDITURES, AND CHANGE IN FUND BALANCE**  
**FY 2014-2015**  
 PERIOD ENDING 6-30-2015

	<b>FY 2013-2014 ACTUAL</b>	<b>FY 2014-2015 ACTUAL</b>	<b>FY 2014-2015 BUDGET</b>	<b>FY 2014-2015 ACTUAL % OF Budget</b>
<b>1 REVENUES</b>				
2 Interest	9,503	10,275	10,000	103
3 Transportation Development Act (TDA)	8,287,590	8,549,340	8,630,543	99
4				
<b>5 TOTAL REVENUES</b>	<b>8,297,093</b>	<b>8,559,615</b>	<b>8,640,543</b>	<b>99</b>
6				
<b>7 EXPENDITURES</b>				
8 City of Capitola			155,304	
9 City of Santa Cruz	108,133	102,638	435,723	24
10 City of Scotts Valley			75,427	-
11 City of Watsonville	160,017		273,386	-
12 SCCRTC	1,309,799	1,221,350	1,221,350	100
13 SCMTD	6,244,316	6,444,515	6,444,515	100
14 County of Santa Cruz		283,293	879,978	32
15 Specialized Transit (CTSA/Community Bridges)	613,477	633,145	633,145	100
16 Volunteer Center	73,033	75,374	75,374	100
17				
<b>18 TOTAL EXPENDITURES</b>	<b>8,508,775</b>	<b>8,760,315</b>	<b>10,194,202</b>	<b>86</b>
19				
<b>20 EXCESS OF REVENUES OVER EXPENDITURES</b>	<b>(211,682)</b>	<b>(200,700)</b>	<b>(1,553,659)</b>	
21 Beginning Fund Balance	2,466,445	2,254,763		
22				
<b>23 ENDING FUND BALANCE</b>	<b>2,254,763</b>	<b>2,054,063</b>		

**STP EXCHANGE**  
**BALANCE SHEET**  
**FY 2014-2015**  
AS OF 6-30-2015

		<b>FY 2013-2014</b>	<b>FY 2014-2015</b>
1	<b>ASSETS:</b>		
2	Cash	7,383,198	6,837,316
3	Accounts Receivable	2,929,567	2,927,837
4	<b>TOTAL ASSETS</b>	<b>10,312,766</b>	<b>9,765,153</b>
5			
6	<b>LIABILITIES &amp; EQUITY:</b>		
7			
8	Accounts Payable	32,753	38,292
9	Fund Balance:		
10	Reserved (1)	3,090,096	
11	Available	7,189,917	9,726,861
12	<b>Fund Balance</b>	<b>10,280,013</b>	<b>9,726,861</b>
13	<b>TOTAL LIABILITIES &amp; EQUITY</b>	<b>10,312,766</b>	<b>9,765,153</b>

**STP EXCHANGE**  
 COMBINED REVENUES, EXPENDITURES, AND CHANGE IN FUND BALANCE  
**FY 2014-2015**  
 PERIOD ENDING 6-30-2015

	FY 2013-2014 ACTUAL	FY 2014-2015 ACTUAL	FY 2014-2015 BUDGET	FY 2014-2015 ACTUAL % OF Budget
<b>1 REVENUES</b>				
2 Interest	31,423	41,221	30,000	137
3 Contribution From Other Funds	2,929,392	2,927,837	2,927,837	100
<b>4 TOTAL REVENUES</b>	<b>2,960,815</b>	<b>2,969,058</b>	<b>2,957,837</b>	<b>137</b>
<b>5</b>				
<b>6 EXPENDITURES</b>				
7 City of Capitola			538,000	-
8 City of Santa Cruz	1,187,000	390,000	578,000	67
9 City of Scotts Valley	0	225,000	571,000	39
10 City of Watsonville	0	0	900,000	-
11 County of Santa Cruz	257,620	2,697,354	4,799,655	56
12 County of Santa Cruz Open Streets	14,433	35,565	47,637	75
13 SCCRTC - Park & Ride Lot	0	0	130,000	-
14 SCCRTC - FSP	0	135,000	270,000	50
15 SCCRTC - Bike Route Signage	0	0	60,906	-
16 SCCRTC - Commute Solutions	200,000	0	0	
17 SCCRTC - Santa Cruz Rail Branch Acquisition	615,000	0	0	
18 SCCRTC - Hwy 1 (HOV & Aux Lanes)	0	0	1,055,000	-
19 SCCRTC - Ecology Action South Couty Youth Bike Safety Trainin	6,067	23,933	30,000	80
20 SCCRTC - Ecology Action Boltage	25,000	0	25,000	-
21 Santa Cruz Metro Maintenance Routes Runtimes	14,615	15,358	30,000	51
<b>22 TOTAL EXPENDITURES</b>	<b>2,319,735</b>	<b>3,522,210</b>	<b>9,035,198</b>	<b>39</b>
<b>23</b>				
<b>24 EXCESS OF REVENUES OVER EXPENDITURES</b>	<b>641,080</b>	<b>(553,152)</b>	<b>(6,077,361)</b>	
25 Beginning Fund Balance	9,638,934	10,280,014		
26 Adjustment		(1)		
<b>27 ENDING FUND BALANCE</b>	<b>10,280,014</b>	<b>9,726,861</b>		

**STATE TRANSIT ASSISTANCE (STA)**  
**BALANCE SHEET**  
**FY 2014-2015**  
AS OF 6-30-2015

		<b>FY 2013-2014</b>	<b>FY 2014-2015</b>
1	<b>ASSETS:</b>		
2	Cash	1,370	2,219
3	Due From Other Agencies	831,242	626,021
4	<b>TOTAL ASSETS</b>	<b>832,612</b>	<b>628,240</b>
5			
6	<b>LIABILITIES &amp; EQUITY:</b>		
7	Due to Other Agencies	652,043	598,496
8	Fund Balance:		
9	Reserved		
10	Available	180,569	29,744
11	<b>Fund Balance</b>	<b>180,569</b>	<b>29,744</b>
12	<b>TOTAL LIABILITIES &amp; EQUITY</b>	<b>832,612</b>	<b>628,240</b>

**STATE TRANSIT ASSISTANCE (STA)**  
 COMBINED REVENUES, EXPENDITURES, AND CHANGE IN FUND BALANCE  
**FY 2014-2015**  
 PERIOD ENDING 6-30-2015

	FY 2013-2014 ACTUAL	FY 2014-2015 ACTUAL	FY 2014-2015 BUDGET	FY 2014-2015 ACTUAL % OF Budget
1 <b>REVENUES</b>				
2				
3 Interest	276	849		
4 State Transit Assistance (STA)	2,938,468	2,717,442	2,869,116	95
5				
6 <b>TOTAL REVENUES</b>	<b>2,938,744</b>	<b>2,718,291</b>	<b>2,869,116</b>	<b>95</b>
7				
8 <b>EXPENDITURES</b>				
9				
10 SCMTD (Transit District)	2,759,269	2,869,116	2,869,116	100
11				
12 <b>TOTAL EXPENDITURES</b>	<b>2,759,269</b>	<b>2,869,116</b>	<b>2,869,116</b>	<b>100</b>
13				
14 <b>EXCESS OF REVENUES OVER EXPENDITURES</b>	<b>179,475</b>	<b>(150,825)</b>	-	
15 Beginning Fund Balance	1,094	180,569		
16 Adjustment				
17 <b>ENDING FUND BALANCE</b>	<b>180,569</b>	<b>29,744</b>		

**Note:**

**OTHER TRUST FUNDS**  
**BALANCE SHEET**  
**FY 2014-2015**  
AS OF 6-30-2015

	<b>PERS HEALTH FY 2014-2015 (Fund 636)</b>	<b>IN LIEU OF SOC. SECURITY FY 2014-2015 (Fund 637)</b>	<b>MISC DEDUCTIONS FY 2014-2015 (Fund 639)</b>
<b>1 ASSETS:</b>			
2 Cash	29,053	9,397	6,716
3 Accounts Receivable	9,465		712
4			
<b>5 TOTAL ASSETS</b>	<b>38,518</b>	<b>9,397</b>	<b>7,427</b>
6			
<b>7 LIABILITIES &amp; EQUITY:</b>			
8 Accounts Payable			695
9 Fund Balance:			
10 Reserved			
11 Available	38,518	9,397	6,732
<b>12 Fund Balance</b>	<b>38,518</b>	<b>9,397</b>	<b>6,732</b>
<b>13 TOTAL LIABILITIES &amp; EQUITY</b>	<b>38,518</b>	<b>9,397</b>	<b>7,427</b>

**OTHER TRUST FUNDS**  
 COMBINED REVENUES, EXPENDITURES, AND CHANGE IN FUND BALANCE  
**FY 2014-2015**  
 PERIOD ENDING 6-30-2015

	<b>PERS HEALTH FY 2014-2015 (Fund 636)</b>	<b>IN LIEU OF SOC. SECURITY FY 2014-2015 (Fund 637)</b>	<b>MISC DEDUCTIONS FY 2014-2015 (Fund 639)</b>
<b>1 REVENUES</b>			
2			
3 Interest		43	
4 Transfer In	366,656		
5 Other Revenues			26,874
<b>6 TOTAL REVENUES</b>	<b>366,656</b>	<b>43</b>	<b>26,874</b>
7			
<b>8 EXPENDITURES</b>			
9 PERS - Health	349,045		
10 Other Benefits, Deduction, & AFLAC/Flex Account	29,999		25,525
11			
<b>12 TOTAL EXPENDITURES</b>	<b>379,044</b>	<b>-</b>	<b>25,525</b>
13			
<b>14 EXCESS OF REVENUES OVER EXPENDITURES</b>	<b>(12,388)</b>	<b>43</b>	<b>1,349</b>
15 Beginning Fund Balance	50,906	9,354	5,383
16 Adjustment			-
<b>17 ENDING FUND BALANCE</b>	<b>38,518</b>	<b>9,397</b>	<b>6,732</b>

**TO:** Regional Transportation Commission (RTC)  
**FROM:** Yesenia Parra, Administrative Services Officer  
**RE:** Reject Claim from Brenda Sherriffs

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## **RECOMMENDATIONS**

Staff recommends that the Regional Transportation Commission (RTC) reject the claim from Brenda Sherriffs.

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## **BACKGROUND**

In October of 2012, the Regional Transportation Commission (RTC) acquired the Santa Cruz Branch Rail Line (Branch Line). With this acquisition, the RTC inherited all of the corresponding real estate rights, and property responsibilities.

## **DISCUSSION**

On October 15, 2015 the RTC received a claim from Ms. Brenda Sherriffs. Ms. Sherriffs is represented by Michelle Weiss Esq. Ms. Sherriffs has submitted a claim ([Attachment 1](#)) alleging injuries suffered while riding her bicycle at the roundabout located at the intersection of Beach Street and Pacific Avenue that cross the RTC rail line property in the City of Santa Cruz. This area was under construction by the City of Santa Cruz for the Wharf Roundabout project. The City of Santa Cruz had several signs alerting traffic, pedestrians and bicycle riders of the construction zone and traffic was being detoured away from the construction zone. The City of Santa Cruz has also received a claim from Ms. Sherriffs.

Staff has reviewed the claim with its insurance carrier, California Special District Association, and recommends that the Commission reject Ms. Sherriff's claim and direct staff to work with its insurance carrier and legal counsel on next steps on Ms. Sherriff's claim.

## **SUMMARY**

On October 15, 2015 the RTC received a claim from Brenda Sherriffs. Staff has reviewed the claim with its insurance carrier and recommends that the Commission reject the claim from Brenda Sherriffs.

### **Attachments:**

1. Claim from Brenda Sherriff

**CLAIM AGAINST THE SANTA CRUZ COUNTY REGIONAL  
TRANSPORTATION COMMISSION**

(Pursuant to Section 910 et seq., California Government. Code)

TO: SANTA CRUZ COUNTY REIONAL TRANPORTATION COMMISSION  
ATTN: Executive Director of the Commission  
1523 Pacific Avenue Santa Cruz, CA 95060  
phone - (831) 460-3200



1. Claimant's Name: Brenda Sherriffs  
Address: Redacted Aptos, CA 95003  
Phone No: Redacted  
P.O. Box to which notices are to be sent: please send all correspondence to attorney, Michelle Weiss
  
2. Occurrence: see attachment 1  
Date: 04/26/2015  
Location Of Accident/Loss: see attachment 1
  
3. Circumstances of occurrence or transaction giving rise to claim (attach pages as necessary):  
See attachment 1
  
4. General description of indebtedness, obligation, injury, damage or loss incurred so far as is now known: See attachment 1
  
5. Name(s) of public employee(s) causing injury, damage or loss, if known: See attachment 1
  
6. Amount claimed now .....\$ See attachment 1  
Estimated amount of future loss, if known .....\$ See attachment 1  
TOTAL \$ See attachment 1
  
7. Basis for above computations (Itemization): See attachment 1

CLAIMANT'S SIGNATURE: Michelle Weiss Date: 10/13/15  
Michelle Weiss, claimant's attorney signing on her behalf  
Please include all attachments which would support your claim (estimates, bills, receipts, photos, police reports, etc.)

**NOTICE: Section 72 of the Penal Code provides:**  
"Every person who, with intent to defraud, presents for allowance or for payment to any state board or officer, or to any county, city or district board or officer, authorized to allow or pay the same if genuine, any false or fraudulent claim, bill, account, voucher, or writing, is punishable either by imprisonment in the county jail for a period of not more than one year, by a fine of not exceeding one thousand (\$1,000), or by both such imprisonment and fine; or by imprisonment in the state prison, or by a fine not exceeding ten thousand (\$10,000), or by both such imprisonment and fine."

## **ATTACHMENT 1 TO CLAIM OF BRENDA SHERRIFFS AGAINST THE CITY OF SANTA CRUZ**

This claim is for a bicycle accident which was legally caused by a dangerous condition of public property that existed at the round about located at the intersection of Beach Street and Pacific Avenue in Santa Cruz, California, at a location between the round about exits for vehicles traveling east on Beach Street and north on Pacific Ave. The accident occurred specifically on the train tracks running through the subject round about. This location and the roadway including its paving, roadways, paved and unpaved shoulder, roadway surface, adjacent property, drainage, striping, traffic controls, warnings, railroad tracks, and/or other appurtenances thereto shall be known as the "accident site".

As a legal result of the dangerous condition of public property, Claimant Brenda Sherriffs sustained multiple, permanent and severe personal injuries including but not limited to numerous pelvic fractures, including comminuted fractures to the right acetabulum and right ilium and a displaced fracture of the right inferior public ramus. Claimant also suffered significant internal muscular hematomas which resulted in considerable internal bleeding and blood loss, as well as anxiety and depression. Due to the severe nature of said fractures, Claimant required emergency surgery.

Furthermore, Claimant has incurred wage and income loss as well as the loss of future earning capacity, and has incurred medical expenses and is reasonably certain to incur future medical expenses.

The amount of this claim exceeds \$25,000.00. Personal injuries: \$2,500,000.00 for pain and suffering and loss of enjoyment of life. Special damages for past and future medical expenses and income loss: \$2,500,000.00. Property damage: \$5,000.00.

On or about April 26, 2015 at about \_\_\_\_, Claimant Brenda Sherriffs was legally riding her bike around the traffic circle controlling traffic at the intersection of Beach Street and Pacific Avenue in Santa Cruz, CA, when she encountered a dangerous condition of public property as defined by Government Code § 835, specifically, but not limited to substantial and dangerous defects or deviations in the surface of the traveled portion of the roadway running alongside train tracks, dangerous conditions existing within the roadway as a result of the ongoing construction project at the time, and insufficient signage and/or warnings of said hazards.

Specifically, at the time of the subject accident, the traffic circle in question was in the process of being constructed in an intersection that was previously a four way stop. As a result, rail road tracks that previously did not run parallel to the roadway now ran roughly parallel through a segment of the traffic circle existing between the exits for eastbound traffic on Beach Street and for northbound traffic on Pacific Avenue.

Railroad tracks pose a known hazard to bicyclists, as the divots in said tracks are both wide and steep enough to cause a bicycle tire to become trapped inside said divot. Where the tracks run roughly parallel to the roadway (instead of perpendicular), the hazard is greater.

Because the subject railroad tracks did not run alongside the roadway prior to construction of the round about, it was only after creation of said round about that the railroad tracks posed a serious threat to bicycle traffic. Furthermore, because construction was underway at the time of said accident, the roadway was partially obstructed by the construction project, causing the traffic circle lanes to become narrower in parts.

Unaware of the dangerous condition of the roadway, Claimant entered the traffic circle in order to turn onto northbound Pacific Avenue. As she traveled around the circle and to the left of the railroad tracks, Claimant was forced by construction and traffic to travel further to the right, pushing her bike into the tracks and causing her tire to become trapped inside the track divots. As a result, Claimant's bicycle fell over and Claimant landed directly onto her right hip.

Claimant's injuries were legally caused by the dangerous condition of public property which existed on the date of the accident and at all relevant times at the above accident site.

The dangerous condition created a reasonably foreseeable risk of the kind of injury which occurred to Brenda Sherriffs, and the dangerous condition was created by a negligent act or wrongful act or omission of an employee, servant, agent, contractor, or sub-contractor of the City of Santa Cruz, acting within the scope of their employment, service, agency, or contract.

Further, the City of Santa Cruz had actual and/or constructive notice of the dangerous condition of its property a sufficient time prior to the accident so that measures could have been taken to warn of and/or protect against the dangerous condition.

Claimant is presently unaware of the exact identity of the City of Santa Cruz employees involved and therefore will name them fictitiously as DOES in her subsequent complaint.

Claimant believes the round about was negligently designed, constructed, repaired, inspected, and/or maintained in relation to the location of the train tracks so that the round about's poor design caused, or contributed to causing, the defects in said round about as described herein.

Claimant believes that the City of Santa Cruz was responsible for the design, operation, construction, repair, inspection, and maintenance of the dangerous condition of public property at this location. Claimant is unaware of the exact identity of those persons or entities who designed, operated, constructed, repaired, inspected, or maintained the dangerous roadway and/or round about, and therefore will name them fictitiously as DOES in her subsequent complaint, as well.

At all relevant times this roadway constituted a public roadway, which is composed of roadways and streets within the city of Santa Cruz, in the State of California. Claimant believes that the City of Santa Cruz owned, controlled, and operated the roadway in question at the time of the accident and/or at all pertinent times.

The City of Santa Cruz either negligently or wrongfully created this dangerous condition or had actual and/or constructive notice of the dangerous condition a sufficient time prior to the time of Claimant's accident and injuries to abate the dangerous condition or to warn of the dangerous condition. Among other things, the roadway was improperly designed and/or in disrepair and was inadequately and/or poorly maintained and/or inspected so that the roadway would create a danger to people riding their bicycles to the extent that it caused riders to lose control of their bicycles.

Furthermore, bicycle riders riding on this roadway had inadequate warning of defects or deviations in the pavement or roadway surfaces, of the round about. The dangerous condition consisted of the improper care, maintenance, repair, inspection, and/or design of the roadway and the striking marking and regulatory and warning signs thereon. These dangerous conditions created a "trap" to users of the roadway, such as Claimant.

The dangerous condition was a condition that created substantial risk of injury when such property was used with due care and in a manner in which it was reasonably foreseeable it would be used.

Furthermore, the City of Santa Cruz negligently failed to post proper warning signs, signals, markers, etc., warning of the dangerous condition so that a concealed trap existed on the above mentioned roadway.

Furthermore, when they had actual and/or constructive notice of the dangerous condition of the roadway and the likelihood and/or possibility of serious accidents, and injuries, the City of Santa Cruz negligently failed to repair, inspect, eliminate, or abate the dangerous condition or to issue proper warnings against the dangerous condition so that accidents and injuries to bicycle riders would not occur.

All of the above acts and/or omissions directly and legally caused Claimant Brenda Sherriffs multiple, permanent, and severe injuries as set forth in this claim. The full nature and extent of Claimant's injuries and damages are presently unascertained, however, they are certain to exceed the jurisdiction limits of the Superior Court of California, Unlimited Jurisdiction.

**Santa Cruz County Regional Transportation Commission  
THREE MONTH MEETING SCHEDULE**

**November 2015  
Through  
January 2016**

**All meetings are subject to cancellation when there are no action items to be considered by  
the board or committee**

**Please visit our website for meeting agendas and locations  
[www.sccrtc.org/meetings/](http://www.sccrtc.org/meetings/)**

<b>Meeting Date</b>	<b>Meeting Day</b>	<b>Meeting Type</b>	<b>Meeting Time</b>	<b>Meeting Place</b>
11/5/15	Thursday	Regional Transportation Commission	9:00 am	Watsonville City Council Chambers
11/12/15	Thursday	Budget & Administration/Personnel Committee	3:00 pm	Commission Offices
11/19/15	Thursday	Transportation Policy Workshop	9:00 am	Commission Offices
11/19/15	Thursday	Interagency Technical Advisory Committee	1:30 pm	Commission Offices
12/3/15	Thursday	Regional Transportation Commission	9:00 am	County Board of Supervisors Chambers
12/8/15	Tuesday	Elderly & Disabled Transportation Advisory Committee	1:30 pm	Commission Offices
12/14/15	Monday	Bicycle Advisory Committee	6:00 pm	Commission Offices
12/17/15	Thursday	Transportation Policy Workshop	9:00 am	Commission Offices
12/17/15	Thursday	Interagency Technical Advisory Committee	1:30 pm	Commission Offices
1/21/16	Thursday	Regional Transportation Commission	9:00 am	County Board of Supervisors Chambers
1/21/16	Thursday	Interagency Technical Advisory Committee	1:30 pm	Commission Offices

**RTC Watsonville Offices – 275 Main St Ste 450 – Watsonville, CA**

**Board of Supervisors Chambers/CAO/RDA Conference room – 701 Ocean St-5<sup>th</sup> 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**

**Correspondence Log  
November 5, 2015**

Date Letter Rec'd/Sent	Format	Incoming/Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
09/19/15	Email	I				SCCRTC	Brian	Peoples		Commissioner Retreat
09/21/15	Letter	O		Mike	Wallace	Fehr & Peers	Ginger	Dykaar	SCCRTC	Santa Cruz Countywide Transportation modeling Tools Contract - Amendment #1
09/21/15	Email	I	LM 09/22/15	Luis	Mendez	SCCRTC	Marilyn	O'Rourke		Sumner Woods HOA Complete Frustration
09/24/15	Email	I	CJ 09/24/15			SCCRTC	David	Eselius		California's Chromium-6 and Drinking Water
09/24/15	Email	I	CJ 09/24/15			SCCRTC	David	Eselius		Saving Hydrocarbon Energy - Gasoline
09/25/15	Email	I	JR 09/28/15			SCCRTC	David	Eselius		A Single Point Failure - Automobile Engine Meltdown
09/25/15	Email	I	JR 09/28/15			SCCRTC	Catherine	Toldi		Opposition to Motorcar Excursions
09/25/15	Email	I	JR 09/28/15			SCCRTC	Bill	Gray		Rail Line

**Correspondence Log  
November 5, 2015**

Date Letter Rec'd/Sent	Format	Incoming/Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
09/25/15	Email	I	CJ 09/25/15			SCCRTC	Carma	Haston		Trail Over Rail
09/26/15	Email	I	JR 09/28/15			SCCRTC	Brian	Peoples		Rail-Trail Friends' News
09/26/15	Email	I	JR 09/28/15			SCCRTC	Gina	Colfer		Rail Cars
09/26/15	Email	I	JR 09/28/15			SCCRTC	Robert	Hull		Santa Cruz Transportation Projects
09/26/15	Email	I	JR 09/28/15			SCCRTC	Sinshu	Roberts		Motorcar Excursions
09/27/15	Email	I	JR 09/28/15			SCCRTC	Tim	Brattan		Motorcar Excursions
09/27/15	Email	I	JR 09/28/15			SCCRTC	Randa	Solick		Motorcar Excursions
09/27/15	Email	I	JR 09/28/15			SCCRTC	Joe	Morici		Motorcar Excursions

**Correspondence Log  
November 5, 2015**

Date Letter Rec'd/Sent	Format	Incoming/Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
09/27/15	Email	I	JR 09/28/15			SCCRTC	Patrick	Liu		Motorcar Excursions
09/27/15	Email	I	JR 09/28/15			SCCRTC	Martin	Engel		Motorcar Excursions
09/28/15	Letter	O		Alvaro	Marquez	Stacy and Witbeck, Inc.	Luis	Mendez	SCCRTC	Santa Cruz Branch Line Bridge Supports, Repairs, and Member Replacement Project; Contract Number 34039-01 - Final Payment
09/28/15	Email	I	JR 09/28/15			SCCRTC	Rick	Bar		Motorcar Excursions
09/28/15	Email	I	JR 09/28/15			SCCRTC	Ann	Hoholick		Motorcar Excursions
09/28/15	Email	I	JR 09/28/15			SCCRTC	Jack	Nelson		Highway 1
09/28/15	Email	I	JR 09/28/15			SCCRTC	Tim	Laskey		Motorcar Excursions
09/28/15	Email	I	JR 09/28/15			SCCRTC	Paul	Nolan		Motorcar Excursions

**Correspondence Log  
November 5, 2015**

Date Letter Rec'd/Sent	Format	Incoming/Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
09/28/15	Email	I	JR 09/28/15			SCCRTC	Erik	Hansen		Motorcar Excursions
09/28/15	Email	I	JR 09/28/15			SCCRTC	Jason	Bunter		Motorcar Excursions
09/28/15	Email	I	JR 09/28/15			SCCRTC	Jim	Greco		Motorcar Excursions
09/28/15	Email	I	JR 09/28/15			SCCRTC	Ken Andrea	Miller		Motorcar Excursions
09/28/15	Email	I	JR 09/28/15			SCCRTC	Jeff	Tolan		Motorcar Excursions
09/28/15	Email	I	JR 09/28/15			SCCRTC	Dave	Polson		Motorcar Excursions
09/28/15	Email	I	JR 09/28/15			SCCRTC	Barry	Scott		Motorcar Excursions
09/28/15	Email	I	JR 09/28/15			SCCRTC	John	Martin		Motorcar Excursions

**Correspondence Log  
November 5, 2015**

Date Letter Rec'd/Sent	Format	Incoming/Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
09/28/15	Email	I	JR 09/28/15			SCCRTC	Carol	Rust		Motorcar Excursions
09/28/15	Email	I	JR 09/28/15			SCCRTC	Cathy	Gamble		Motorcar Excursions
09/28/15	Email	I	JR 09/28/15			SCCRTC	Kevin	Nelson		Motorcar Excursions
09/28/15	Email	I	JR 09/28/15			SCCRTC	Bill	Ward		Motorcar Excursions
09/28/15	Email	I	JR 09/28/15			SCCRTC	Phil Karell	Reader		Motorcar Excursions
09/28/15	Email	I	JR 09/28/15			SCCRTC	Janie	Soito		Motorcar Excursions
09/28/15	Email	I	JR 09/28/15			SCCRTC	Jim	McGowan		Motorcar Excursions
09/29/15	Letter	O		Robert	Rich	MTC-SAFE	Ginger	Dykaar	SCCRTC	Safe on 17 Invoice: April 1, 2015-June 30, 2015

**Correspondence Log  
November 5, 2015**

Date Letter Rec'd/Sent	Format	Incoming/Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
09/29/15	Email	I	JR 09/29/15			SCCRTC	Gary	Plomp		Motorcar Excursions
09/29/15	Email	I	JR 09/29/15			SCCRTC	Howard	Cohen		Motorcar Excursions
09/29/15	Email	I	JR 09/29/15			SCCRTC	Pamela	Cox		Motorcar Excursions
09/29/15	Email	I	JR 09/29/15			SCCRTC	Tom	Padula		Motorcar Excursions
09/29/15	Email	I	JR 09/29/15			SCCRTC	Julia	Sauer		Motorcar Excursions
09/29/15	Email	I	JR 09/29/15			SCCRTC	Troye	Welch		Motorcar Excursions
09/30/15	Email	I	JR 09/30/15			SCCRTC	Jason	Gifford		Motorcar Excursions
09/30/15	Email	I	JR 09/30/15			SCCRTC	Bob	Courtemanche		Motorcar Excursions

**Correspondence Log  
November 5, 2015**

Date Letter Rec'd/Sent	Format	Incoming/Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
09/30/15	Email	I	JR 09/30/15			SCCRTC	Bruce	Hillard		Motorcar Excursions
09/30/15	Email	I	JR 09/30/15			SCCRTC	Mike	Mitchell		Motorcar Excursions
09/30/15	Email	I	JR 09/30/15			SCCRTC	Eileen	Keaveny		Motorcar Excursions
09/30/15	Email	I	JR 09/30/15			SCCRTC	George	Pepper		Motorcar Excursions
09/30/15	Email	I	JR 09/30/15			SCCRTC	Rick	Smith		Motorcar Excursions
09/30/15	Email	I	CJ 09/30/15			SCCRTC	Peter	Stanger		Rail Line
09/30/15	Email	I	CJ 09/30/15			SCCRTC	Wayne	Parsons		Motorcar Excursions
09/30/15	Email	I	JR 09/30/15			SCCRTC	Harry	Fischer		Motorcar Excursions

**Correspondence Log  
November 5, 2015**

Date Letter Rec'd/Sent	Format	Incoming/Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
09/30/15	Email	I	JR 09/30/15			SCCRTC	Patrick	McDonald		Motorcar Excursions
09/30/15	Email	I	JR 09/30/15			SCCRTC	Thomas Kathleen	Manoff		Motorcar Excursions
09/30/15	Email	I	JR 09/30/15			SCCRTC	John	Baldwin		Motorcar Excursions
09/30/15	Email	I	JR 09/30/15			SCCRTC	Daniel M	Phipps		Motorcar Excursions
09/30/15	Email	I	JR 09/30/15			SCCRTC	Ian G	Applegate		Motorcar Excursions
10/03/15	Email	I	CJ 10/05/15			SCCRTC	Andre	Neu		Motorcar Excursions
10/04/15	Email	I	LM 10/05/15			SCCRTC	Howard	Sosbee		Motorcar Excursions
10/05/15	Email	I	LM 10/09/15	Luis	Mendez	SCCRTC	Marilyn	O'Rourke		Sumner Woods HOA Pathway to Hidden Beach/Monterey Bay Issues with RTC

**Correspondence Log  
November 5, 2015**

Date Letter Rec'd/Sent	Format	Incoming/Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
10/05/15	Email	I	CJ 10/05/15			SCCRTC	David	Eselius		Global Warming Risk Investing
10/07/15	Email	I	CJ 10/07/15			SCCRTC	David	Eselius		Railway Operation Safety Improvements
10/08/15	Letter	O		Heather	Adamson	AMBAG	Ginger	Dykaar	SCCRTC	Agreement for the Preparation of the 2040 MTP/SCS/RTPs Environmental Impact Report
10/08/15	Email	I	CJ 10/08/15			SCCRTC	David	Eselius		Nuclear Radiation Decontamination
10/08/15	Email	I	CJ 10/09/15			SCCRTC	David	Eselius		The Decline of Ocean Coral
10/11/15	Email	I	CJ 10/12/15			SCCRTC	David	Eselius		California's Global Warming Water
10/12/15	Email	I	CJ 10/12/15			SCCRTC	David	Eselius		Interregional Roadway SR 152
10/13/15	Email	I	CJ 10/14/15			SCCRTC	David	Eselius		California Nuclear Power Plants

**Correspondence Log  
November 5, 2015**

Date Letter Rec'd/Sent	Format	Incoming/Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
10/15/15	Letter	O		Rogelio	Ponce, Jr	Land Trust of Santa Cruz County	George	Dondero	SCCRTC	Appreciate of Land Trust Partnership
10/19/15	Letter	I				SCCRTC	Amelia	Conlen	Bike Santa Cruz County	Sales Tax Measure
10/20/15	Email	I	CJ 10/20/15			SCCRTC	David	Eselius		Nuclear Bomb Attack Response
10/21/15	Email	I	CJ 10/22/15			SCCRTC	David	Eselius		Transportation Bill Deadline
10/21/15	Email	I	CJ 10/22/15			SCCRTC	David	Eselius		Alternatives to Fossil Fuels
10/22/15	Letter	O		Marsue	Morrill	Department of Transportation	George	Dondero	SCCRTC	FY 2016 Indirect Cost Plan
01/22/15	Letter	O		Doug	Hessing	Department of Transportation	David	Casterson	Bicycle Advisory Committee, Chair	Highway 1 Rumble Strips
10/22/15	Email	I	CJ 10/23/15			SCCRTC	David	Eselius		Transportation MAP 21 Act

**Correspondence Log  
November 5, 2015**

Date Letter Rec'd/Sent	Format	Incoming/Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
10/22/15	Email	I	CJ 10/23/15			SCCRTC	David	Eselius		the National Security Attitude
10/23/15	Letter	O		Maria Esther	Rodriguez	City of Watsonville	Veronica	Elsa	E&D TAC, Chair	Support for Funding City of Watsonville Complete Streets Plan
10/23/15	Email	I	JR 10/26/15			SCCRTC	David	Eselius		Recycle Water Health Standards
10/23/15	Email	I	JR 10/26/15			SCCRTC	David	Eselius		Values of Political Posturing
10/24/15	Email	I	JR 10/26/15			SCCRTC	David	Eselius		Electronics Reduces Transportation Accidents
10/24/15	Email	I	JR 10/26/15			SCCRTC	David	Eselius		National Defense Veto
10/25/15	Email	I	JR 10/26/15			SCCRTC	David	Eselius		Global Warming Exceeding +6.4°C
10/25/15	Email	I	JR 10/26/15			SCCRTC	David	Eselius		Prove Global Warming a Hazard

**Correspondence Log  
November 5, 2015**

Date Letter Rec'd/Sent	Format	Incoming/ Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
10/26/15	Email	I	JR 10/26/15			SCCRTC	David	Eselius		Train Operations Safety
10/26/15	Email	I	JR 10/26/15			SCCRTC	David	Eselius		Paris - United Nations Negotiators

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October 22, 2015

Doug Hessing, Caltrans Project Manager  
Caltrans District 5  
50 Higuera Street  
San Luis Obispo, CA 93401-5415

Regarding: Highway 1 Rumble Strips

Dear Mr. Hessing:

Thank you for attending the Santa Cruz County Regional Transportation Commission's (RTC) Bicycle Advisory Committee meeting and listening to members' concerns about Caltrans' Highways 9 and 1 projects. We understand that management will be meeting soon to discuss discrepancies between plans and actual installation of the rumble strips on Highway 1. As communicated at the meeting, the Bicycle Advisory Committee's position is to remove the rumble strips where the highway shoulder is less than 5 feet wide, per plans.

You will recall that the original rumble strip proposal was controversial. While rumble strips do alert drivers that they are veering across the center line or shoulder stripe, there are mixed feelings among the cycling community as to whether the strips are a net positive or negative for cyclists riding along the highway. As you know when cyclists ride into rumble strips, they can lose control and crash or end up in the path of a traveling motor vehicle.

Thus, the Bicycle Advisory Committee was generally relieved when, after close coordination with cyclists, Caltrans derived the rumble strip plan for Highway 1. The primary commitment was to install rumble strips only where there was at least a five foot wide shoulder. This would hopefully allow enough room for cyclist maneuverability without riding onto a rumble strip (or off the pavement). Many cyclists recently riding Highway 1 were very disappointed to notice rumble strips in locations where there is a shoulder narrower than 5 feet. You, too, expressed concerns at our meeting that the contractor did not follow Caltrans' plans and that it is important for the Department to maintain credibility with the public. The Bicycle Committee agrees and requests removal of the rumble strips where shoulders are less than 5 feet wide. Since this plan was already a compromise, we believe it should be adhered to in this important respect.

The Committee also requested that rumble strips be removed where there is informal parking near the Wilder Ranch State Park entrance. The amount of motor vehicle traffic crossing and parking at the shoulder requires cyclists to have as much maneuverability as possible. Rumble strips are a hindrance to safe cycling through this congested area and need to be removed.

As you heard, there was some concern that rumble strip removal would not result in an optimal surface for cycling. The Committee took no position on methods to remove the strips - we leave it to your expertise to ensure that the resulting surface is smooth and safe. Another satisfactory option would be to widen the shoulders to 5 feet where rumble strips were improperly installed.

There was also some discussion about another discrepancy between plans and installation regarding placement of some rumble strips just to the left of, instead of on, the shoulder stripe. Original plans called for rumble strips to be placed to the right of the shoulder strip, thus being in and

reducing the ride-able width of the shoulder. The final plans to move the strips toward the travel lane were thus welcome. The fact that the strips were placed even further from the shoulder does not conflict with cyclists' needs and the Committee took no position on this discrepancy. It was noted that placement of the strips on the shoulder line might limit their visibility and make the line more slippery. While it was recognized that the current strip placement does not meet standards, you also noted that Caltrans has been open to broadening the road treatments that are found acceptable and this might be such a case.

Also, as you heard, there were a number of other concerns expressed about the rumble strip installation in general and the shoulder use and condition in general. You were presented a list of these concerns and an ad-hoc committee was formed to meet with you about these matters and any details that arise with regard to removing the offending rumble strips. Feel free to contact us at any time. We appreciate your openness and look forward to working with you on both the short and long term measures to make bicycle riding on Highway 1 as safe, convenient and enjoyable an experience as possible.

The RTC's Bicycle Advisory Committee serves to assist in the development and maintenance of a complete, convenient and safe regional bicycle and pedestrian network. Such a network increases the opportunity and attractiveness of bicycle and pedestrian trips for transportation purposes. Please feel free to contact the Regional Transportation Commission's Bicycle Coordinator and staff to the Bicycle Advisory Committee, Cory Caletti at (831) 460-3201 or by email at [ccaletti@sccrtc.org](mailto:ccaletti@sccrtc.org), for this and any other Committee related matters.

Sincerely,



David Casterson  
Chair, SCCRTC Bicycle Advisory Committee

cc: Aileen Loe, Caltrans District 5 Deputy District Director  
Santa Cruz County Regional Transportation Commission  
Santa Cruz County Regional Transportation Commission's Bicycle Advisory Committee



## SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

1523 Pacific Ave., Santa Cruz, CA 95060-3911 • [831] 460-3200 FAX [831] 460-3215 EMAIL [info@scrtc.org](mailto:info@scrtc.org)

October 22, 2015

Giang Nguyen  
Health Services Agency Director  
Santa Cruz County Health Services Agency  
1080 Emeline Avenue  
Santa Cruz, CA 95060

Dear Ms. Nguyen:

I'm writing on behalf of the Santa Cruz County Regional Transportation Commission's (RTC) Bicycle Advisory Committee in support of Santa Cruz County's "Santa Cruz County Safe Routes to School Planning Grant" proposal to lay the groundwork for increasing the frequency and safety of bicycling and walking among county school students. Although we have many bike and pedestrian amenities and school-based efforts in our county, this planning effort will lay the groundwork for increasing safe multi-modal usage by school students.

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

We strongly support the County's proposal that will provide a thorough and well thought out plan to increase safe and equitable multi-modal access to our school communities, as well as contribute towards the additional benefits of reduced congestion around schools and improved air quality and greenhouse gas reduction. Thank you for your continued support of efforts to build a more livable community with all residents in mind.

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

Sincerely,

David Casterson  
Chair, SCCRTC Bicycle Advisory Committee

cc: Santa Cruz County Regional Transportation Commission  
Santa Cruz County Regional Transportation Commission's Bicycle Advisory Committee

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## SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

1523 Pacific Ave., Santa Cruz, CA 95060-3911 • [831] 460-3200 FAX [831] 460-3215 EMAIL [info@scrtc.org](mailto:info@scrtc.org)

October 22, 2015

George Dondero  
Executive Director, Regional Transportation Commission  
1523 Pacific Avenue  
Santa Cruz, CA 95060

Re: Support for Highway 9 - San Lorenzo Valley Corridor Transportation Plan  
Caltrans Planning Grant Application

Dear Director Dondero:

On behalf of the Regional Transportation Commission's Bicycle Advisory Committee, I wish to extend our support for the development of a Complete Streets Plan for the Highway 9 corridor in Santa Cruz County. The Committee has frequently expressed concerns about the lack of safe facilities for active transportation users, bicyclists in particular. In addition, the Committee has frequently heard from members of the public and has received petitions and dozens of hazard reports regarding safety issues on Highway 9 through the San Lorenzo Valley. A comprehensive plan for the corridor is greatly needed to improve traffic safety, reduce injuries to bicyclists and pedestrians and incentivize active transportation.

The Regional Transportation Commission's Bicycle Advisory Committee serves to assist in the development and maintenance of a complete, convenient and safe regional bicycle and pedestrian network. Such a network increases the opportunity and attractiveness of bicycle and pedestrian trips for transportation purposes. The Caltrans planning grant's objectives complement the Bicycle Advisory Committee's goals to increase the number of bicycle trips and provide an inviting atmosphere to bicyclists and pedestrians of all ages and abilities. Since Highway 9 serves as the main street for much of the San Lorenzo Valley, safe facilities for residents, visitors and students are critical. Currently, huge gaps exist in the pedestrian and bicycles network making it difficult to get around by walking or bicycling. A comprehensive planning effort is an important first step in advancing active transportation and expanding mobility choices in a portion of the county that has been relatively underserved.

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

Sincerely,

David Casterson  
Chair, SCCRTC Bicycle Advisory Committee

cc: Santa Cruz County Regional Transportation Commission  
Santa Cruz County Regional Transportation Commission's Bicycle Advisory Committee

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## SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

1523 Pacific Ave., Santa Cruz, CA 95060-3911 • (831) 460-3200 FAX (831) 460-3215 EMAIL [info@sccrtc.org](mailto:info@sccrtc.org)

October 23, 2015

Maria Esther Rodriguez, Assistant Director  
City of Watsonville Public Works & Utilities Department  
250 Main St  
Watsonville, CA 95076

### **RE: Support for funding City of Watsonville Complete Streets Plan**

Dear Mrs. Rodriguez:

On behalf of the Santa Cruz County Regional Transportation Commission's Elderly and Disabled Transportation Advisory Committee, I am writing to support the city's pursuit of a Caltrans' Planning Grant to develop a City of Watsonville Complete Streets Plan. The City of Watsonville Complete Streets Plan will focus on developing a safe and comfortable network of well integrated multimodal transportation facilities to accommodate and welcome the community's lifeblood, people including road users such as pedestrians, bicyclists, public transit riders and motorists.

### **Watsonville has one of the highest percentages of younger residents in the county, along with high obesity rates and large volumes of pedestrians.**

Safety and access to goods and services in downtown Watsonville can be challenging for senior and disabled pedestrians, as well as Watsonville's large youth population. New street designs that balance the needs of all users are needed to create safe, comfortable, and convenient pedestrian access. For example, reducing crossing distances and creating an integrated sidewalk network would address many of the local transportation challenges encountered by senior and disabled individuals. Improved pedestrian access to transit would also improve access for seniors and disabled individuals to goods and services available regionally.

As chair of both the Elderly and Disabled Transportation Advisory Committee and it's Pedestrian Safety Work Group, I urge approval of this funding request to design roadways to accommodate all users. Thank you for your support of this vital project for the City of Watsonville.

Sincerely,

Veronica Elsea, Chair  
Elderly and Disabled Transportation Advisory Committee

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-----Original Message-----

From: howard sosbee [mailto:hfs@sosbee.com]  
Sent: Sunday, October 04, 2015 2:13 PM  
To: SCCRTC General  
Subject: Motor car excursion, October 15

At the October 1 meeting, I learned about a motor car excursion on the rail corridor I have never had the pleasure of experiencing one of these excursions, nor have I ever travelled the rail corridor from beginning to end. I would be very grateful if you would tell me the proper contact person that could get me a ride on one of the motorcars, forever grateful.

---

10/05/15

Hello Mr. Sosbee,

The motorcar excursion is being organized and coordinated by Bill Schertle. These are private motorcars owned by hobbyists and it seems that they generally have some room for people who might be interested in joining them but not a lot of room for many people. You may contact Bill Schertle about the possibility of joining them. His email address is [bschertle@sbcglobal.net](mailto:bschertle@sbcglobal.net). You may also get more information about the motorcar hobby on the website of the North American Railcar Operators Association (NARCOA) at <http://www.narcoa.org/>.

. . . . .  
Luis Pavel Mendez, Deputy Director  
Regional Transportation Commission  
831.460.3212 | 408.838.2392

**From:** David Eselius [mailto:deselius@gmail.com]  
**Sent:** Monday, October 12, 2015 12:10 PM  
**To:** Bruce McPherson, 5th SC Supervisorial District; Greg Caput, Distric 4 SCC Supervisor; Leopold, Supervisor District 1, SCC; Ryan Coonerty, SCC District 3 Supervisor; Zach Friend, SCC District 2 Supervisor; SCCRTC members  
**Subject:** Interregional Roadway SR 152

Subject: **Interregional Roadway SR 152**

Since Highway 1 traffic jam creation, Watsonville has been increasingly isolated from essential economies of mid and north Santa Cruz County and economies of Silicon Valley.

With Santa Cruz County Regional Transportation Commission acquiring the 32-mile freight railway right of way, funding for repair and modification of the two RR trestles crossing Highway 1 became the responsibility SCCRTC, decreasing chances of soon securing funding Highway 1 widening.

To be rejected by the SCCRTC, in late 1990's Caltrans proposed improving Highway 1 traffic conditions by adding lanes. That proposal is still on the table but now transportation improvements require much more funding. Modification of the two RR trestles crossing Highway 1 alone will cost more than a \$100 million.

One improvement to Watsonville's transportation economic isolation is bypassing Highway 1 traffic by having SR 152 (Watsonville to Gilroy) a Caltrans designated "interregional roadway" to Highway 101. This would make SR 152 eligible to compete for Caltrans project funding in the Interregional Transportation Improvement Program.

---

Dear Mr. Eselius,

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](http://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 831.460.3205

***Follow our social networks for the latest RTC news***



## BIKE SANTA CRUZ COUNTY

703 Pacific Avenue • Santa Cruz, CA 95060  
(831) 425-0665 [www.bikesantacruzcounty.org](http://www.bikesantacruzcounty.org)

October 16, 2015

Dear Regional Transportation Commissioners,

Bike Santa Cruz County is following the developments around a possible sales tax measure for transportation in 2016. Our priority remains the Coastal Rail Trail, and we urge creative thinking on ways to fund the majority of the trail project within this tax measure.

We also see the benefits of passenger rail for people who ride bikes in Santa Cruz County. As expressed in our letter of June 3<sup>rd</sup>, passenger rail would allow people who use bikes as their primary mode of travel to extend their trips, making distant parts of the county, region and state more accessible. Rail service would also encourage transit-oriented development, which would encourage bicycling for daily trips by allowing more residents to meet their daily needs within close proximity to their home.

We understand that the conversation about passenger rail and the sales tax measure has changed, and would appreciate being updated on any significant changes to the tax measure proposal. We urge you to continue to plan for a multi-modal transportation system that serves all Santa Cruz County residents.

Sincerely,

Amelia Conlen, Director  
Bike Santa Cruz County  
[director@bikesantacruzcounty.org](mailto:director@bikesantacruzcounty.org)

## To save money, states give up on repairing some rural roads

By Scott Mcfetridge, Associated Press

POSTED: 10/26/15, 12:48 PM PDT



In this Sept. 28, 2015 photo, Duane Ohnermus drives his truck away from a closed bridge on a dirt road near his farm in Milo, Iowa. Iowa's transportation system is quietly giving up on maintaining many rural roads and bridges in favor of more essential projects. The same pattern is playing out across the country, provoking growing fears in rural areas and elsewhere that has caused communities to complain that they are being shortchanged in favor of cities. (AP Photo/Charlie Neibergall)

MILO, Iowa (AP) — When it comes to road building, Iowa has big ambitions. The state's largest city, Des Moines, is spending millions to repair or replace four downtown bridges. Planners also want to broaden the last section of U.S. Highway 20 into four lanes spanning the entire state.

But amid the orange traffic cones and construction signs, something surprising is happening to Iowa's transportation system. It's actually getting smaller as state and county agencies quietly give up on maintaining many rural roads and bridges to spend on bigger, more essential projects in busier areas. The same pattern is playing out across the country, provoking growing fears in rural areas and elsewhere that the trade-off could make it even harder to eke out a living in many places where opportunity is already limited.

"There's only so much money, so you need to prioritize," David Carroll, engineer for Warren County, just south of Des Moines, said of the roads and bridges built decades ago. "We're living off our grandparents and great-grandparents right now."

Now farmers have to drive miles out of their way to reach their fields, and once-simple errands have become cumbersome cross-country trips. In Louisiana, college students persist in using a closed bridge to get to campus, despite warnings that it could collapse. Rural communities complain that they are being shortchanged in favor of cities.

During the last five years, Warren County has permanently closed 20 bridges over small streams, with more likely to come. Current budgets can't possibly pay to maintain every road or bridge built over the last six decades, according to transportation officials. "Does that mean the system is going to shrink? Yes," said Paul Trombino, head of the Iowa Department of Transportation and president of the American Association of State Highway and Transportation Officials.

The county of 50,000 relies on farming for much of its economy. If farmers can't haul equipment to their fields or harvested crops to market, they can't make a living.

Duane Ohnemus and his wife, Mary Jo, raise cattle, corn and soybeans on 1,500 acres their family has owned for more than a century. But they are having trouble just getting around their land because of the closure of one small bridge and load limits on others. Ohnemus must take a 4-mile detour to check on cattle or take equipment to his crops. And since the bridge closed, the remaining dirt road has not been maintained. The weight limits mean he's tempting fate whenever he rumbles across other bridges in his three-quarter-ton pickup. When moving his tractor or combine, he has to choose routes carefully. "They need to come up with some sort of alternative," Ohnemus said. "You can't hardly run a business."

A similar situation has taken shape in King County, Washington, where more than \$3 billion is being spent to replace an elevated highway in Seattle with a tunnel carrying a double-deck roadway. In unincorporated areas, officials have closed three bridges and are struggling to maintain 1,500 miles of road.

Far from Seattle's skyscrapers, residents of the tiny mountain community of Skykomish are furious that the state and county opted not to rebuild a section of the Old Cascade Highway that washed away several years ago. Eventually, officials plan to remove the bridge and permanently close a section of the scenic road. Residents fear that will hurt a community that relies on tourism and force more residents onto a frequently clogged highway that is now the only way to reach the town.

Mayor Tony Grider said the closure has pushed more bicyclists onto the highway, cut off homes on the other side of the bridge and blocked the entire town for up to a half hour when one of the 20 daily trains needs to stop. He acknowledges the need for Seattle's massive tunnel project but said residents wonder why money is available for that project and not their bridge. "We're asking for nickels and dimes, and we're paying taxes like everyone else," he said.

Residents contest the estimate that reconnecting the bridge would cost \$19 million. But even if the bill were lower, county officials said, it would be hard to justify spending much money on a road that is typically used by only about 100 vehicles each day.

If a funding solution isn't found, more roads will probably close. "The money isn't there, and when things become unsafe, we'll close them," said Brenda Bauer, the county's road services director.

In Lafayette, Louisiana, Public Works Director Kevin Blanchard said he's closed three bridges. Another three are in "rough shape" and might not pass their next inspection.

One of the most troublesome closures has been a small bridge over a drainage canal that connects the University of Louisiana with student housing. The closure forces students to walk or drive an extra mile to campus, though many simply squeeze through an opening in a chain-link fence. The bridge is in such poor condition that "the whole thing could come down," Blanchard said. To save money, he said, agencies might consider turning some roads over to private users, no longer taking public ownership of new roads in housing subdivisions or even removing some roads.

Transportation officials have long known that state and local governments could not afford to maintain all the suburban growth that boomed after World War II, said Charles Marohn, a professional engineer who heads a Minnesota-based group called Strong Towns.

Today they must make tough choices about what to repair and what to abandon, he said. The key question is: What are they willing to pay for?

"We built the road network because that's what we needed at the time, and it cost a whole lot of money," said John Harvey, chairman of a transportation technology organization at the University of California-Davis. "Now we need to all be in agreement about what the future road network should do."

\_\_\_ Follow Scott McFetridge at: <https://twitter.com/smcfetridge> .



ROUTE 46 CORRIDOR IMPROVEMENT  
5-3-13



Looking east on Highway 46 in San Luis Obispo County

FALL 2015

## District Director's Report

A quarterly publication for our transportation partners

### Highway 46 Project Awarded Excellence

The second five-mile segment of the Highway 46 widening in San Luis Obispo County, also known as Whitley 1, was recently recognized with a Caltrans Excellence in Transportation Award in the rural category.

Over the years, several high-profile injury and fatal collisions occurred along Highway 46. To address safety, the route is being converted from a two-lane conventional highway to a four-lane divided expressway. In all, nearly 63 miles will be widened from US 101 near Paso Robles to Interstate 5 in Kern County with two lanes in each direction, separated by a wide, unpaved median.

A unique and innovative feature of Whitley 1 is the use of landform grading allowing the roadway to blend with the natural rolling topography and rural setting. A network of frontage and connector roads in the Whitley Gardens community was also constructed, eliminating conflicts with traffic crossing the highway. Caltrans' partners on the project include San Luis Obispo Council of Governments, Fix 46 Committee and Papich Construction Inc.



Sara von Schwind

### New Maintenance & Operations Leader

Sara von Schwind is now the Deputy District 5 Director of Maintenance and Traffic Operations. She has acted in this position since January 2015. Before that, she served as Deputy District Director of Program Project Management since 2012.

Von Schwind is a licensed civil engineer and has served 23 years in various Caltrans positions, including Project Management. She holds a Bachelor's degree in civil engineering and a Master's in the same field with coastal and geotechnical emphases. She previously worked in the

## Caltrans District 5



District Director

Timothy Gubbins

Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.

Geotechnical Division and is experienced in bridge foundations, retaining walls, slope stabilization, rock scaling and storm damage repairs.

### \$25K for Innovative Ideas



Caltrans is one of three state agencies offering \$25,000 each for the most innovative ideas addressing the following:

- Improving the state's transportation system (Caltrans).
- Improving sustainable government practices to address climate change (Department of General Services).
- Helping to prevent underage drinking (Department of Alcoholic Beverage Control).

All California residents are encouraged to apply. State employees and their immediate families are ineligible to compete. Applications are available online until **5 p.m. Tuesday, Oct. 13, 2015.**

<http://www.dot.ca.gov/hq/paffairs/news/pressrel/15pro80.htm>.

Please Submit Maintenance Service Requests at the Following Link: <http://www.dot.ca.gov/hq/maint/mrsrsubm>

## Connected Vehicles Pilot Program

An Integrated Pilot Approach of Unprecedented Scale to Accelerate National Deployment



Caltrans and its partners are working to improve transportation safety and mobility, and reduce environmental impacts using connected vehicle technology. This state-of-the-art system has the potential to transform the way Americans travel through a safe, interoperable wireless communication network connecting cars, buses, trucks, trains, traffic signals, smart phones and other devices. These vehicles would feature safety warnings alerting motorists of upcoming road hazards such as collisions, icy conditions and sharp curves. This technology has the potential to address crashes caused by non-impaired drivers, but more research is needed to determine effectiveness, according to the National Highway Traffic Safety Administration.

Caltrans, the Metropolitan Transportation Commission (MTC) of the San Francisco Bay Area, the Los Angeles County Metropolitan Transportation Authority (METRO), and the San Diego Association of Governments (SANDAG) together are proposing a robust connected vehicle pilot program in San Francisco, Los Angeles and San Diego. The program, titled, *One California*, focuses on safety, mobility, the environment, and agency efficiency. It also furthers

the *California Transportation Plan 2040* goals by creating a sustainable, interconnected transportation system encouraging economic vitality, protecting natural resources, and promoting the health and well-being of all Californians. More information is available at:

[http://www.dot.ca.gov/research/operations/one\\_california/](http://www.dot.ca.gov/research/operations/one_california/).

## Mile Marker Fall Edition Released



*The Mile Marker: A Caltrans Performance Report* edition is now available online. The plain language report addresses how well Caltrans is protecting and improving California's transportation system.

The latest issue discusses Caltrans' project delivery at 98 percent, greenhouse gas reductions, using greener pavements, daily hours of vehicle delay and incident clearance. It also features corporate efficiency efforts, high-technology pavement monitoring, and travel behavior and options. More information is available at:

<http://www.dot.ca.gov/MileMarker/2015-3/files/1.html>

## Proposition 1B – Good Investment Return

Since voters passed Proposition 1B in 2006, more than 2,000 projects statewide have improved California's transportation infrastructure, including roads, bridges, and rail and transit systems.

Proposition 1B, totaling nearly \$20 billion, represents the state's largest expenditures on transportation since the 1950s. These include:

- \$4.5 billion – 90 corridor projects to reduce congestion.
- \$2.5 billion – 87 projects improving freight movement on state highways, rail systems and ports.

- \$3.6 billion – Nearly 1,200 transit and rail system improvements, including upgraded transit services, modernized transit stations and cleaner-running buses.
- \$1 billion – 23 projects to improve SR 99 in the state's Central Valley.

In District 5, Proposition 1B provided \$96 million for widening 13 miles of Highway 46 East in San Luis Obispo County, and \$28 million for constructing the US 101/San Juan Road interchange in Monterey County. To date, this funding has provided more than \$18 billion to improve transportation statewide. More information is available at:

<http://www.dot.ca.gov/hq/paffairs/news/pressrel/15pro88.htm>.



# PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE NOVEMBER 5, 2015 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

CONSTRUCTION PROJECTS										
	Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Implementing Agency	Project Manager (Resident Engineer)	Contractor	Comments
1.	<b>Hwy. 1 North County Pavement Preservation and Rumble Strips (1C8604)</b>	Near City of Santa Cruz from Western Drive to San Mateo C/L (PM 20.2-37.4)	Pavement preservation and install rumble strips	May 13, 2015 – Fall 2015	\$10.7 Million	SHOPP	Caltrans	Doug Hessing (PD)	Granite Construction, Watsonville, CA	Anticipated completion in winter, 2016.
2.	<b>Hwy. 9 Pollution Source Control (0Q5904)</b>	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)	Construct retaining wall & viaduct structure. Replace drainage pipes. Rehab maintenance turnaround.	Winter 2014- Fall 2015	\$1.8 Million	SHOPP	Caltrans	Doug Hessing (KB)	Granite Rock Company, San Jose, CA	Full closure began February 10. The highway will be fully closed at Location 1 (PM 3.7, between Santa Cruz and Felton) until mid-October 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 is provided for autos. A signed detour route is also provided for bikes.
3.	<b>Monterey-Santa Cruz ADA (0R510)</b>	On SR 1 and SR 9 at various locations (other locations in Monterey County)	Construct curb ramps, sidewalks, and modify signal and lightings	Fall 2015 – Fall 2016	\$1.9 Million	SHOPP	Caltrans	Kathy DiGrazia (BR)	Pacific Infrastructure, Vacaville, CA	SCR County locations: SR 1 at Freedom Blvd SR 1 at Graham Hill Rd SR 9 at SLV High School



# PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE NOVEMBER 5, 2015 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

PROJECTS IN DEVELOPMENT										
	Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Implementing Agency	Project Manager (Resident Engineer)	Contractor	Comments
4.	<b>Hwy. 129 Curve Realignment (0T540)</b>	East of Watsonville between 0.4 mile west of Old Chittenden Rd and 0.1 mile east of Chittenden underpass (PM 9.5-10.0)	Curve realignment	Spring, 2016	\$5 Million	SHOPP	Caltrans	Doug Hessing (KB)	Granite Rock Company, San Jose, CA	Most of the roadwork will be done with one-way signal traffic control with about 7-10 days of full closures at the end of the project. Construction start delayed until spring due to weather.
5.	<b>Hwy. 1/17 Shoulder Widening (1A870)</b>	On Route 1 from the NB merge with Route 17 to the NB off-ramp to Ocean Street (PM 16.9-17.2)	Extend the SR 1 NB #1 lane to extend the merge with the SR 17 SB #2 lane	Fall, 2015	\$1.1 Million	SHOPP	Caltrans	Luis Duazo (BR)	Granite Construction, Watsonville, CA	Contract awarded on 9/8/15. Construction anticipated beginning November. Work may be delayed until spring if weather is an issue.
6.	<b>Hwy. 152 Accessible Pedestrian Signals (1G280)</b>	14 intersections in Santa Cruz County	Install accessible pedestrian signals	Winter, 2016	\$1.7 Million	SHOPP	Caltrans	Kathy DiGrazia	TBD	Locations: SR 1 in Santa Cruz (3) SR 17 in Scotts Valley (2) SR 129 in Watsonville (3) SR 152 in Watsonville (6)
7.	<b>Hwy. 152 ADA (1E020)</b>	Near Watsonville from Wagner Avenue to south of Holohan Road	ADA compliance (install sidewalks)	2018	\$3.5 Million	SHOPP	Caltrans	Kathy DiGrazia	TBD	On schedule for January, 2016 PA&ED.
8.	<b>Hwy. 129/Carlton Rd Intersection Improvements</b>	Near Watsonville at Carlton Rd	Construct accel/decel and 2-way left turn lanes	2018	\$2 Million	SHOPP	Caltrans	Doug Hessing	TBD	On schedule for July, 2016 PA&ED.

**TO:** Santa Cruz County Regional Transportation Commission

**FROM:** Kelly McClendon, Associate Transportation Planner, and Joe Erwin, Transportation Engineer, Caltrans District 5

**RE:** Highway 17 Access Management Plan Update

## **RECOMMENDATION**

Receive information from Caltrans about the current status of the Highway 17 Access Management Plan (17 AMP), and provide preliminary input.

## **BACKGROUND**

The study will develop a long-term plan that will address issues along Highway 17 relating to access, mobility, safety, and coordination. It will develop and analyze potential improvement concepts for the segment of Highway 17 between Granite Creek Road and Summit Road. Caltrans initiated the 17 AMP in summer, 2014 and it is scheduled for completion in summer, 2016.

## **DISCUSSION**

The plan will be used as an integral tool for managing the corridor to achieve the optimal safety and mobility for both regional and interregional travelers and promote environmental and economic sustainability for the communities along the corridor.

Partner and public engagement activities are essential components of the plan. Caltrans has initiated a project Charter with SCCRTC and the County of Santa Cruz to identify roles and responsibilities and document support for the project. These stakeholders constitute the core partners of the study and will serve as the Steering Committee throughout public engagement activities. In addition to collaboration with the Charter members, the scope includes outreach to other pertinent stakeholders including but not limited to the Association of Monterey Bay Area Governments, California Highway Patrol, Santa Cruz Metropolitan Transit District, and Santa Clara Valley Transportation Authority. Outreach with members of the public and environmental and community groups is also included in the scope. Activities are planned at major milestones throughout the study including project kickoff, goal identification, collection of existing needs and issues, development of concepts to address needs, and evaluating concepts for final recommendations.

## **SUMMARY**

Caltrans will provide an overview of the study history, purpose, status, and next steps.

### Attachments:

1. Hwy 17 AMP Fact Sheet
2. Hwy 17 AMP Goals and Objectives
3. Detailed Summary



## HWY 17 ACCESS MANAGEMENT PLAN

# SUMMARY

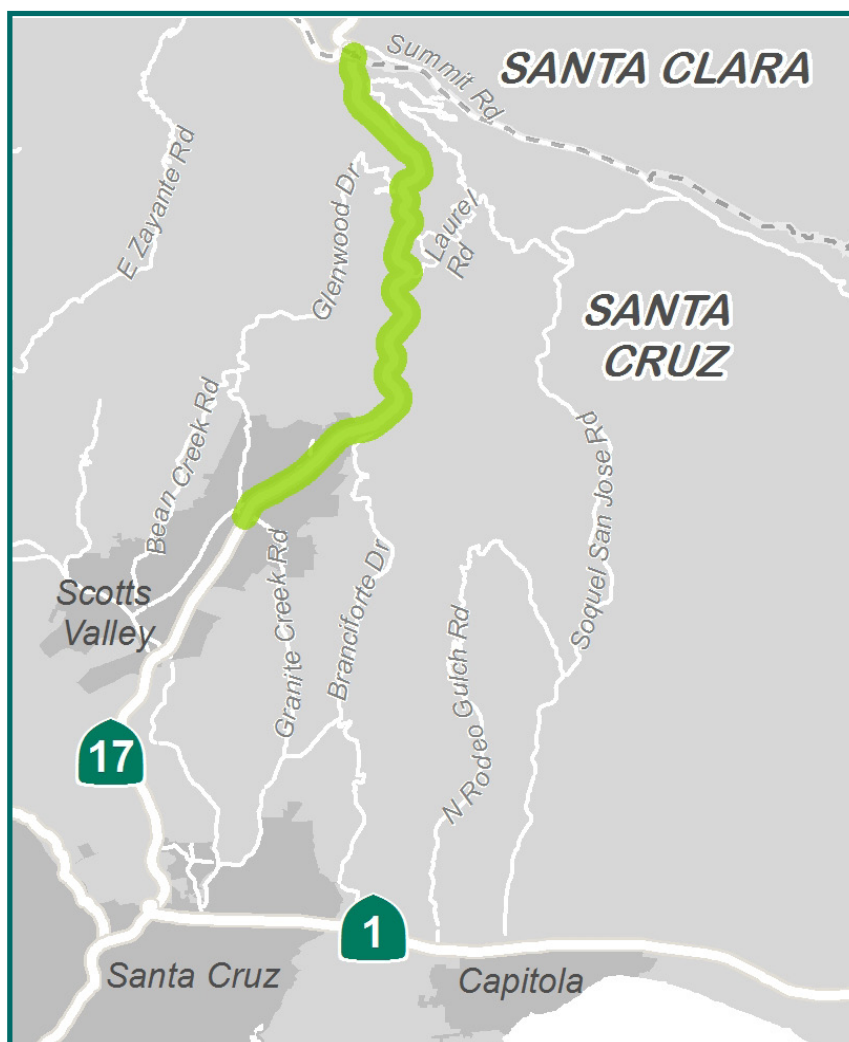
The purpose of the Highway 17 Access Management Plan (17 AMP) is to develop access management strategy recommendations to address access, mobility, and safety needs in the SR 17 corridor. These recommendations are intended to help preserve the functional integrity of the corridor as a safe and efficient interregional corridor.

### STUDY ROLE

The strategies, recommendations, and concepts identified in this plan are intended to be considered for inclusion in future fiscally-constrained Regional Transportation Plans. The strategies will include cost estimate ranges as well as a financial plan for implementation. This plan will allow Caltrans and its transportation planning partners to proactively manage the existing and future access along the corridor. The plan will also be used as an integral tool for promoting environmental and economic sustainability for the communities along the corridor.

### STUDY AREA LIMITS

The study area limits begin in the city of Scotts Valley at the Granite Creek Road interchange and extend north to the Santa Cruz-Santa Clara county line. This segment of the corridor is 7.1 miles in length. The study area covers the limits of SR 17 within Santa Cruz County designated as a conventional highway, meaning that it operates without control of access. Caltrans' draft future concept for this segment is to maintain the corridor as a conventional highway with strategic access management.



### study process

System and regional transportation planning analysis and studies precede initiation of studies of a specific transportation improvement project.



SR 17 AMP



Identify Project in Fiscally  
Constrained Regional  
Transportation Plan



Project  
Study Report

## PROJECT TEAM OVERVIEW

The success of a corridor-wide approach is dependent on partnerships with a variety of groups and local agency partners to develop recommended strategies for SR 17 AMP.

- **Lead Agency:** Caltrans, District 5
- **Key Local Partners:**
  - Santa Cruz County
  - Santa Cruz County Regional Transportation Commission (SCCRTC)

## STEERING COMMITTEE

The Steering Committee is a **high-level leadership group** that provides guidance on the overarching vision and direction of the plan.

- **Caltrans:** Aileen K. Loe, Deputy District Director, District 5
- **Santa Cruz County:** John Leopold, Supervisor, District 1
- **Santa Cruz County:** Bruce McPherson, Supervisor, District 5
- **SCCRTC:** George Dondero, Executive Director

The Steering Committee members have developed a **Study Charter**. The Charter establishes a shared commitment and identifies roles and responsibilities for the project. It also serves as a framework for cooperation and coordination beyond the study to ensure the long-term efficiency of the local and state transportation systems.

## PROJECT DEVELOPMENT TEAM

The Project Development Team (PDT) is a **staff-level** group of public agencies and Caltrans functional units to provide local and technical expertise, including:

- **Caltrans**
- **California Highway Patrol (CHP)**
- **County of Santa Cruz**
- **SCCRTC Transportation Planning**
- **City of Scotts Valley**

**69%**

of corridor management studies have used some kind of cooperative agreement (Transportation Research Board).

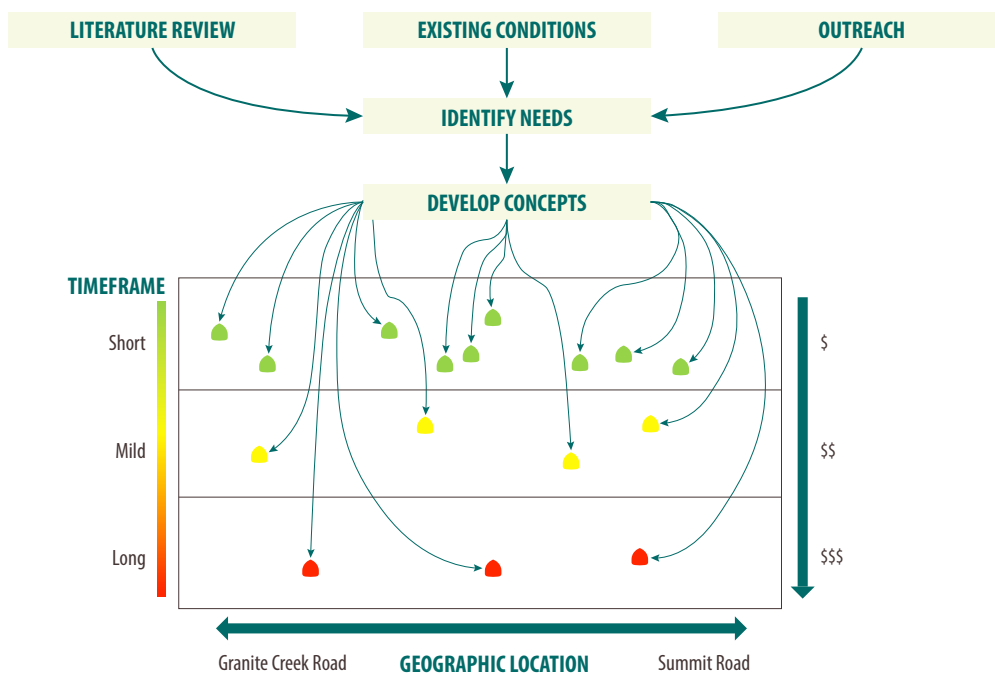
## PUBLIC AND STAKEHOLDERS

Success hinges on **robust public and stakeholder involvement** that includes:

- Sourcing of goals and solutions from the community.
- Community-guided decision making.
- Implementation of a state-of-the-art public engagement strategy facilitated by MIG, a planning and public engagement firm, to include multiple platforms of engagement.

## WORK PLAN

The final concepts and strategy recommendations will be based on the output from three activities: literature review and best practices; existing conditions and access management characteristics; and public outreach and engagement.



### LEGEND

● **Small Scale / Low Cost / Short Term**



Median barrier, etc.

● **Medium Scale / Medium Cost / Interim**



Driveway Consolidation, etc.

● **Large Scale / High Cost / Long Term**



Grade Separation (Interchange, Overcrossing, Undercrossing)

# ACCESS MANAGEMENT PLAN

## GOALS AND OBJECTIVES



### Highway 17 Access Management Plan (AMP)

Well-defined goals are critical to the success of all corridor plans. A complete set of AMP Goals and Objectives for this plan will be developed in collaboration with the public, stakeholders, and multi-jurisdictional project advisory groups. These will serve as overarching principles throughout the planning process to establish success factors and to guide decision making. The following is the final set of foundational goals and objectives provided by Caltrans:

Foundational Goals for the Access Management Plan	
<b>Goal 1</b>	<b>Mobility</b>
<b>Objective</b>	<b>Preserve the function and operation of the SR 17 corridor</b>
<b>Description</b>	<ul style="list-style-type: none"> <li>• Serve mobility needs by maintaining the efficiency of the roadway.</li> <li>• Gain decreases in commute times, fuel consumption, and emissions.</li> <li>• Benefit wide array of user groups including motorists, transit riders, and freight.</li> </ul>
<b>Goal 2</b>	<b>Access</b>
<b>Objective</b>	<b>Enhance the function and operation of the local road network</b>
<b>Description</b>	<ul style="list-style-type: none"> <li>• Improve off-system mobility and the efficiency of access.</li> <li>• Coordinate SR 17 Improvements with the local system to provide a supporting network for internal circulation, and to connect communities with SR 17 intersections and interchanges.</li> <li>• Improve access and connectivity for bicyclists and transit riders.</li> </ul>
<b>Goal 3</b>	<b>Safety</b>
<b>Objective</b>	<b>Reduce conflict points on SR 17</b>
<b>Description</b>	<ul style="list-style-type: none"> <li>• Understand traffic conflicts by identifying when the paths of vehicles intersect, and the potential for collision at each conflict point.</li> <li>• Reduce the number of conflict points to align with national, state, and local safety goals.</li> <li>• Aim to separate concentrations of conflict point areas.</li> <li>• Improve operations by decreasing the complexity of driving conditions and creating a less stressful driving environment, thereby improving safety.</li> </ul>
<b>Goal 4</b>	<b>Coordination</b>
<b>Objective</b>	<b>Coordinate land use and transportation planning in the SR 17 corridor</b>
<b>Description</b>	<ul style="list-style-type: none"> <li>• Coordinate multi-jurisdictional local, regional, and state agencies to achieve access management objectives involving both transportation and land use considerations.</li> <li>• Instill collaboration across boundaries as a critical component for a major interregional highway crossing multiple jurisdictions.</li> <li>• Integrate principles of sustainable development to protect environmental resources.</li> </ul>

# INTRODUCTION

## Access Management Introduction

SR 17 is unique compared to many other state routes. Considering the high daily and peak period volumes, SR 17 operates and functions similar to many urban expressways or freeways; however, it is located within an area that is predominantly rural. Unlike other expressways or freeways, SR 17 provides local access to many neighborhoods via local street intersections and driveways. Because of this contrast, several challenges stem from an imbalance between access and mobility. In addition to this imbalance, the mountainous terrain is a limiting factor for many standard transportation projects.

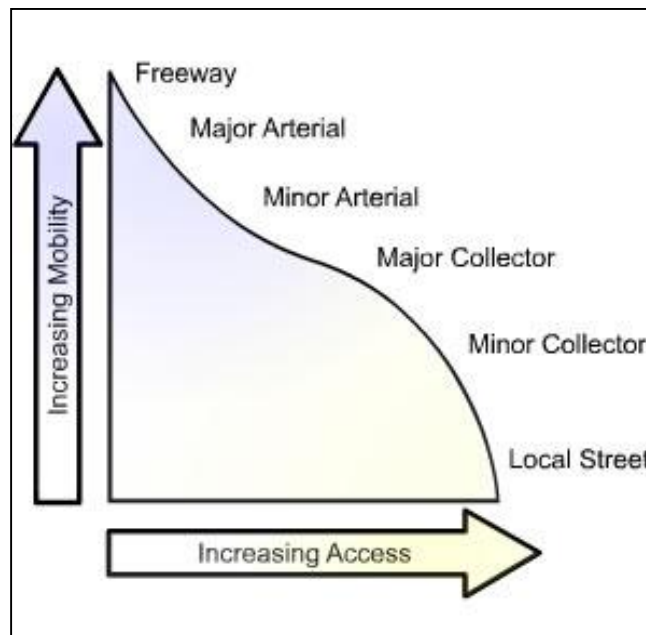


Source: FHWA

Access management is the systematic control of the location, spacing, design, and operation of driveways, median openings, interchanges, and street connections. The two main functions of the highway network are access and mobility.

Mobility is the ability to move people and goods; whereas, access is the ability to connect people and goods to and from specific properties or locations. Access management decisions are based on the balance between the local and interregional mobility of a road with providing access to property.

Figure 1: Access Management Fundamentals



Source: FHWA

A fundamental idea behind access management is that different road types serve different functions. A freeway, for example, serves high-speed, high-volume traffic for long distances. Freeways and expressways are able to provide this service without compromising mobility by limiting the number of

# INTRODUCTION

access points. Local roads, on the other hand, provide a high level of access but would be inefficient at moving large volumes of people and goods for long distances.

SR 17 has a high interregional importance from a statewide perspective. Interregional routes serve significant volumes of traffic for long travel distances and connect regions. This mixture of high-speed, high-volume traffic with uncontrolled access interrupts the flow and compromises interregional mobility.

As a result of these issues, Caltrans is partnering with SCCRTC and Santa Cruz County on the Highway 17 Access Management Plan to address these challenges with innovative solutions.

## **Access Management Benefits**

The study builds from previous national and state literature that has shown that proper access management reduces congestion. Since it is difficult to maintain free flow conditions on a major road without limiting the number of access points, access management reduces congestion by improving average travel speeds. A statistical analysis from the Florida Department of Transportation has shown that well managed roads can operate more effectively than regular arterials.

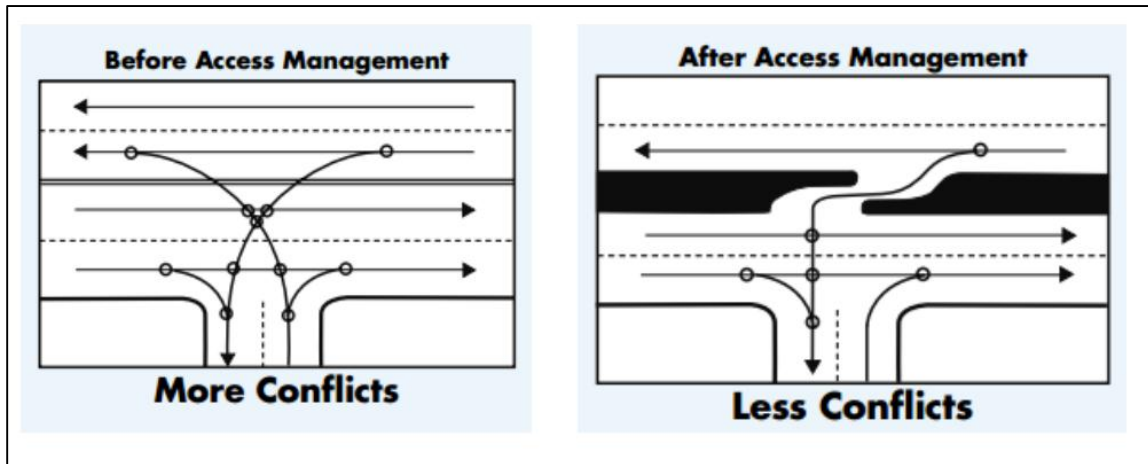
Improvements in mobility prolong the functional lifespan of a highway, preserving the public's investment in capital infrastructure. Effective access management strategies can decrease and delay the need for much more expensive capacity-adding projects, which is especially important for SR 17 because the physical and environmental constraints make widening fiscally restrictive.

## **Conflict Points**

The connection between access and mobility has to do with conflict points, or the number of locations where the travel paths of two vehicles may legally cross. The more opportunities to move on and off the roadway increases the potential for traffic flow disturbance. Managing access along a route can improve travel speeds and reliability. Consolidating the number of access points can reduce the number of conflict points, or the number of locations where the travel paths of two different vehicles may cross.

A continuously open median, along with multiple closely-spaced driveways, creates a stressful situation for drivers. This is certainly the case on interregional highways, where drivers need to constantly monitor numerous conflict points. Access management applications, such as raised medians, make driving more clear and predictable for users. In the example presented in Figure 2, the median opening restricts certain movements and eliminates many conflict points.

Figure 2: Conflict Points Diagrams

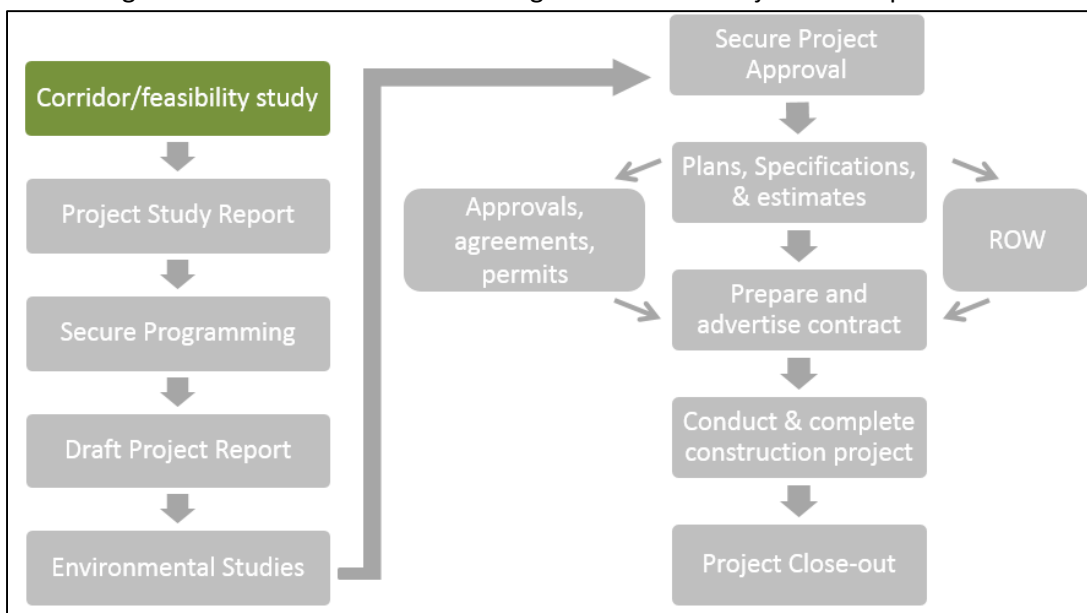


Source: Florida DOT Access Management Brochure

### Study Purpose

The SR 17 Access Management Plan represents a long-range planning-level study, which is the first step in a very long process. The preliminary objectives of the plan include reducing conflict points and preserving the function and operation of the SR 17 corridor as well as the local road network. The final goals and objectives of the study will be developed and identified in partnership with the local partners and the community during public engagement. Figure 3 depicts how the Access Management Plan fits into the typical project development process. Note that any recommendations or concepts will need to also be included in a fiscally-constrained Regional Transportation Plan prior to advancing to the Project Study Report phase.

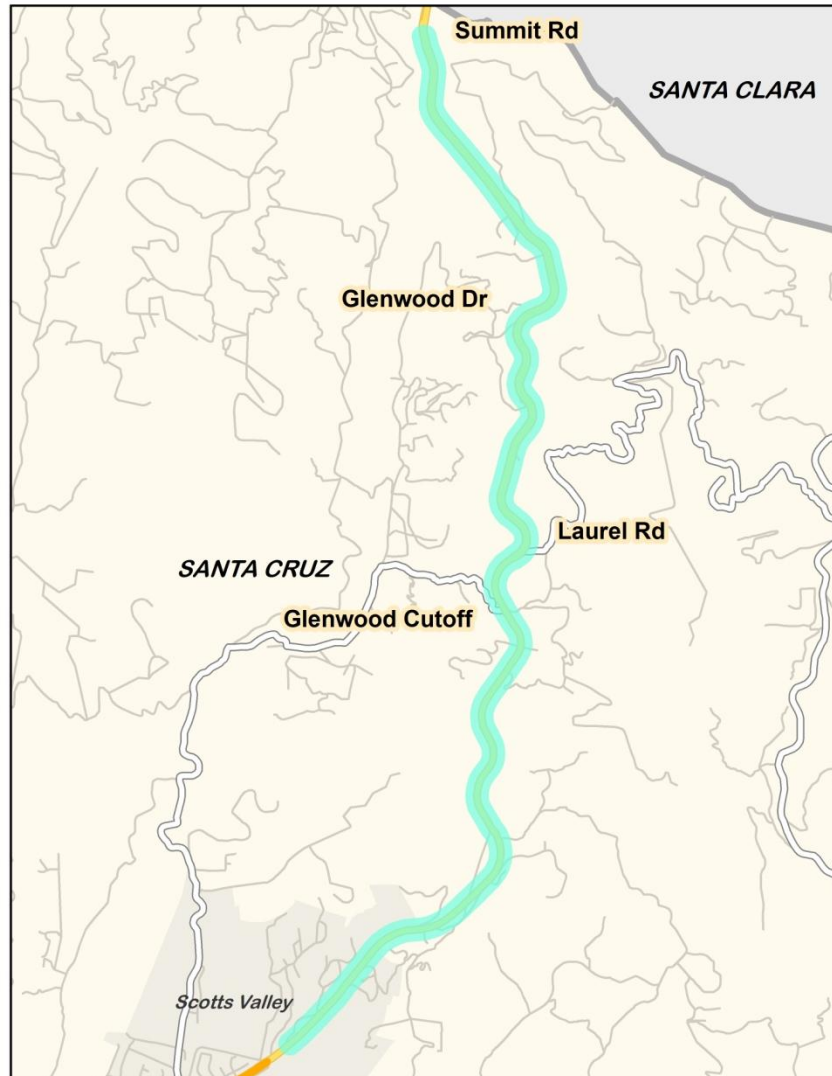
Figure 3: Role of SR 17 Access Management Plan in Project Develop Process



# INTRODUCTION

The study focuses on the segment between Granite Creek Road in Scotts Valley and the Santa Clara county line. This portion is the length of SR 17 that is not designated on the Freeway and Expressway System. The study includes a review of existing conditions related to access and mobility, such as median characteristics, access points, and conflict points.

Figure 4: SR 17 Access Management Plan Study Area



**AGENDA:** November 5, 2015

**TO:** Regional Transportation Commission

**FROM:** Kim Shultz, Senior Transportation Planner

**RE:** Highway 1 Project – Tier I and Tier II Draft Environmental Impact Report/Environmental Assessment

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## **RECOMMENDATIONS**

Staff recommends that the Regional Transportation Commission (RTC) receive information on the Highway 1 Tier I and Tier II Draft Environmental Impact Report/Environmental Assessment and efforts to obtain public comment on the proposed projects.

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## **BACKGROUND**

In September 2003, the RTC, in partnership with Caltrans, and the Federal Highway Administration (FHWA), initiated preliminary design and environmental studies to add high occupancy vehicle (HOV) lanes to Highway 1 from Morrissey Boulevard in Santa Cruz to Larkin Valley/San Andreas Road in Aptos. Progress on the project was hampered by the need to update right-of-way monument surveys on the central section of the project, delays in the availability of the regional travel demand model, resolution of project design elements among all affected parties, and a decision to subordinate work on the HOV lane study in order to advance progress on the environmental document for the Soquel/Morrissey Auxiliary Lanes project.

In the summer of 2011, the FHWA advised the project team that changes in the emphasis and scrutiny of federal environmental regulations, combined with the absence of committed revenues to construct the HOV Lane project, required a change in the format of the environmental document to maintain eligibility to use federal funds on the project. In late 2011, the RTC adopted a revised approach to the project best described as a combined tiered environmental document that consists of two components:

- Tier I – A long term, program level analysis for the future of the entire Highway 1 corridor from Santa Cruz to Aptos. The Tier I concept would be built over time through a series of smaller incremental projects (referred to as Tier II projects).
- Tier II – Project level analysis for smaller incremental projects within the Tier I corridor which would move forward based on available funding, each with independent utility to the highway.

The first Tier II project under review in the draft environmental documents is auxiliary lanes between 41<sup>st</sup> Avenue and Soquel Drive and a pedestrian/bicycle overcrossing of Highway 1 at Chanticleer Avenue.

## **DISCUSSION**

The Highway 1 Tier I and Tier II Draft Environmental Impact Report/Environmental Assessment has undergone extensive review through Caltrans and the FHWA and as of this writing is scheduled for release to the public, resource agencies, and stakeholders on November 4, 2015. [Attachment 1](#) is the summary of the draft environmental documents including a summary of the environmental impacts – both adverse and beneficial.

The project consultants will present an overview of the draft environmental document including design features of the respective project alternatives under analysis and an overview of significant environmental findings related to traffic operations, visual impacts, noise, wetland resources, and right-of-way impacts.

Staff is updating the RTC Highway 1 webpage to provide information on the draft environmental documents and will upload the entire document for access through the internet, with links to specific topic areas within the 600 page document. The technical studies prepared to support the environmental documents will also be available on RTC's website.

Staff is placing display ads in prominent newspapers throughout the county in compliance with Caltrans standards announcing the availability of the environmental documents. As part of this outreach effort staff is also issuing press releases and E-news messages to interested parties. Staff is also issuing direct mail flyers to all residents and businesses within a ¼ mile radius of the Tier II project limits (between 41<sup>st</sup> Avenue and Soquel Drive). Interested parties will be directed to RTC's website or to the Aptos, Capitola, Central, Live Oak, and Watsonville libraries and RTC's office to view the draft environmental documents.

As part of the public notification information, staff will be publicizing an Open Forum Public Hearing scheduled for Thursday, December 3, 2015, between 6:00 – 8:30 p.m. This public meeting will be held at the Live Oak Elementary School, Multi Purpose Room, located at 1916 Capitola Road (at 17<sup>th</sup> Avenue) in Live Oak. Caltrans, RTC staff and consultant engineering and environmental staff will be in attendance at the meeting to provide information and record questions and comments from the public. There will be a court reporter at the meeting to document oral comments offered by participants and an interpreter to assist Spanish language speakers.

Caltrans has agreed to extend the comment period for a total of 75 days from the scheduled document release date, in response to RTC's request, with the deadline for public and agency comments currently set for Monday, January 18, 2016. Comments are to be directed to Caltrans as the lead agency for compliance with the

California Environmental Quality Act (CEQA). The consultant team will prepare a Public Meeting Record to document all public outreach efforts and comments received.

All comments will be addressed in the final environmental document and any changes made to the project as a result of those comments will be highlighted in the final documents. Staff anticipates the response to public comments to take 3-4 months depending on the volume of comments received and then the final environmental document is subject to multiple reviews by Caltrans and FHWA prior to adoption.

## **SUMMARY**

As of this writing, the Highway 1 Tier I and Tier II Draft Environmental Impact Report/Environmental Assessment is scheduled for release on November 4, 2015. Attachment 1 is the summary of the draft environmental document including a summary of the environmental impacts. The project consultants will present an overview of the draft environmental document including design features of the respective project alternatives under analysis and an overview of significant environment findings. Interested parties are to be directed to RTC's website or to the Aptos, Capitola, Central, Live Oak, and Watsonville libraries and RTC's office to view the draft environmental document.

An Open Forum Public Hearing is scheduled for Thursday, December 3, 2015, between 6:00 – 8:30 p.m. to be held at Live Oak Elementary School, Multi-Purpose Room, located at 1916 Capitola Road (at 17<sup>th</sup> Avenue) in Live Oak. The deadline to submit public comments is set for Monday, January 18, 2016.

### Attachments:

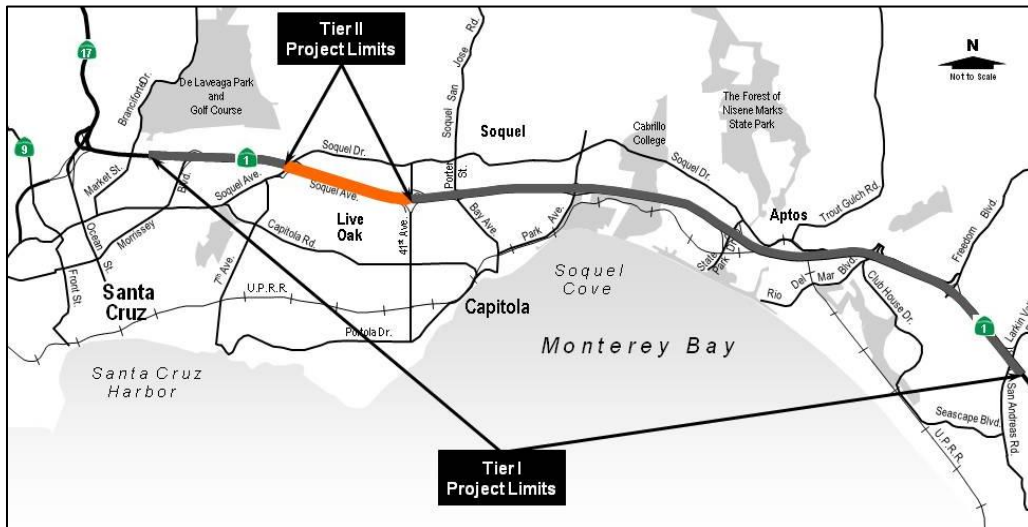
1. Executive Summary – Highway 1 Tier I/II Draft Environmental Impact Report/Environmental Assessment

# SANTA CRUZ ROUTE 1

## TIER I – CORRIDOR ANALYSIS OF HIGH OCCUPANCY VEHICLE (HOV) LANES AND TRANSPORTATION SYSTEM MANAGEMENT ALTERNATIVES AND TIER II – BUILD PROJECT ANALYSIS OF 41ST AVENUE TO SOQUEL AVENUE/DRIVE AUXILIARY LANES AND CHANTICLEER AVENUE PEDESTRIAN-BICYCLE OVERCROSSING

SANTA CRUZ COUNTY, CALIFORNIA  
DISTRICT 5 – SCr – 1, (R7.24/16.13)  
EA 0C7300 / PI 05-0000-0023

### Tier I and Tier II Draft Environmental Impact Report/ Environmental Assessment



Prepared by the  
Federal Highway Administration and  
State of California Department of Transportation  
November 2015



## General Information about This Document

### What's in this document?

The California Department of Transportation (Caltrans or the Department) and the Federal Highway Administration (FHWA) have prepared this Tier I and Tier II Draft Environmental Impact Report/Environmental Assessment, which examines the potential environmental impacts of alternatives being considered for the proposed Tier I and Tier II projects located on Route 1 in Santa Cruz County, California. The Department is the lead agency under the California Environmental Quality Act and the Federal Highway Administration is the lead agency under the National Environmental Policy Act. The document describes why the project is being proposed, alternatives for the project, the existing environment that could be affected by the project, potential impacts from each of the alternatives, and the proposed avoidance, minimization, and/or mitigation measures.

### What you should do.

- Please read the document.
  - The document is available electronically at <http://www.dot.ca.gov/dist05/projects/41tosoquel/index.htm>
  - Additional copies of the document, as well as the supporting technical studies used in preparing it, are available for review at the Caltrans office at 50 Higuera Street, San Luis Obispo, CA; Santa Cruz County Regional Transportation Commission at 1523 Pacific Avenue, Santa Cruz, CA; and at the following public libraries:
    - Aptos: 7695 Soquel Drive, Aptos, CA 95003-3899
    - Capitola: 2005 Wharf Road, Capitola, CA 95010-2002
    - Central: 224 Church Street, Santa Cruz, CA 95060-3873
    - Live Oak: 2380 Portola Drive, Santa Cruz, CA 95062-4203
    - Watsonville: 275 Main Street, Suite 100, Watsonville, CA 95076-5133
- Attend the public hearing on Thursday December 3, 2015 from 6:00 to 8:30 p.m. at the Live Oak Elementary School, Multi-Purpose Room, 1916 Capitola Road, Santa Cruz, CA 95065.
- We would like to hear what you think. If you have any comments regarding the proposed project, please attend the open forum hearing and/or send your written comments to the Department by the deadline. Submit comments via U.S. mail to

Matt Fowler, Senior Environmental Planner  
Environmental Analysis  
California Department of Transportation  
50 Higuera Street  
San Luis Obispo, CA 93401

Submit comments by e-mail to [matt.c.fowler@dot.ca.gov](mailto:matt.c.fowler@dot.ca.gov)

Be sure to submit comments by the deadline: Monday January 18, 2016 at 5:00 p.m.

### What happens next?

After comments are received from the public and reviewing agencies, Caltrans and the Federal Highway Administration may (1) give environmental approval to the proposed project, (2) do additional environmental studies, or (3) abandon the project. If the project is given environmental approval and funding is appropriated, Caltrans could design and construct all or part of the project.

For individuals with sensory disabilities, this document is available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to Caltrans, Attn.: Matt C. Fowler, Environmental Analysis, 50 Higuera Street, San Luis Obispo, CA 93401; (805) 542-4603 Voice, or use the California Relay Service TTY number, (800) 735-2922 or 711.

Tier I evaluation of High-Occupancy Vehicle and Transportation System Management alternatives for a distance of 8.9 miles from 0.4 mile south of Larkin Valley [PM R7.24] to 0.3 mile north of Morrissey Boulevard [PM 16.13] and Tier II evaluation of Auxiliary Lane improvements for a distance of 1.4 miles from 41<sup>st</sup> Avenue to Soquel Avenue/ Soquel Drive on Route 1 in Santa Cruz County

**SANTA CRUZ ROUTE 1**

**TIER I – CORRIDOR ANALYSIS OF  
HIGH OCCUPANCY VEHICLE (HOV) LANES  
AND TRANSPORTATION SYSTEM MANAGEMENT ALTERNATIVES**

**AND**

**TIER II – BUILD PROJECT ANALYSIS OF  
41ST AVENUE TO SOQUEL AVENUE/DRIVE AUXILIARY LANES AND CHANTICLEER AVENUE  
PEDESTRIAN-BICYCLE OVERCROSSING**

**DRAFT ENVIRONMENTAL IMPACT REPORT/  
ENVIRONMENTAL ASSESSMENT**

Submitted Pursuant to: (State) Division 13, California Public Resources Code  
(Federal) 42 USC 4332(2)(C)

U.S. Department of Transportation  
Federal Highway Administration

THE STATE OF CALIFORNIA  
Department of Transportation

\_\_\_\_\_  
Date of Approval

\_\_\_\_\_  
Timothy Gubbins  
District Director  
California Department of Transportation  
CEQA Lead Agency

\_\_\_\_\_  
Date of Approval

\_\_\_\_\_  
Vincent Mammano  
Division Administrator  
Federal Highway Administration  
NEPA Lead Agency

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Santa Cruz, CA 95060  
(831) 460-3200

# Summary

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## S.1 Introduction

The California Department of Transportation (Caltrans), in cooperation with the Federal Highway Administration (FHWA) and the Santa Cruz County Regional Transportation Commission (RTC), proposes improvements to State Route 1 (Route 1) in Santa Cruz County. This project is divided into two components: the Tier I component from approximately 0.4 mile south of the San Andreas-Larkin Valley Road interchange to 0.3 mile north of the Morrissey Boulevard interchange, a distance of approximately 8.9 miles; and the Tier II component from 41<sup>st</sup> Avenue to Soquel Avenue/Drive. This stretch of Route 1 is subject to recurrent congestion that affects highway operations. Proposed improvements under consideration include the following major features: mainline high-occupancy vehicle (HOV) lanes, HOV on-ramp bypass lanes, auxiliary lanes, pedestrian and bicycle overcrossings, and reconstructed interchanges. Both the proposed Tier I and Tier II components are included in RTC's Highway 1 Corridor Investment Program, a program of funding for corridor improvements that RTC seeks to implement over time as funding becomes available.

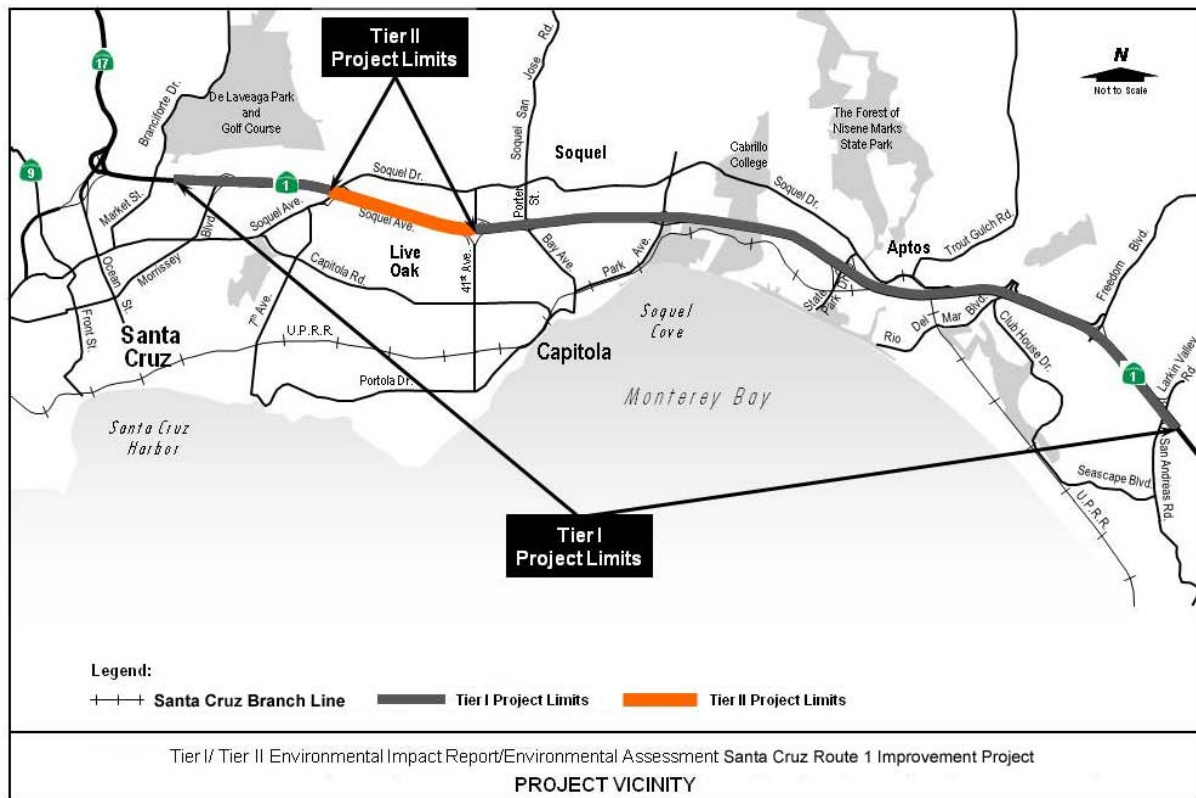
The Federal Highway Administration is the Federal Lead Agency for the project under the National Environmental Policy Act, and Caltrans is the State Lead Agency under the California Environmental Quality Act. This project has been evaluated as a combined Tier I/ Tier II Draft Environmental Impact Report/Environmental Assessment (Tier I/II DEIR/EA). Tiering or tiered environmental review is a streamlining tool for environmental review, under both state and federal law. This process allows agencies to conduct environmental review of large projects that will be phased in over an extended period of time. Under the Tier I project, three alternatives are being considered: an HOV lane alternative, a Corridor Transportation Management (TSM) alternative, and a No Build Alternative. The Tier I corridor portion of this environmental document analyzes the reasonably foreseeable environmental impacts of the ultimate construction and operation of those alternatives under consideration within the study corridor at a master-plan level. As portions of the Tier I project are ultimately programmed for design and construction, they will become Tier II projects and will be analyzed in separate Tier II environmental documents. The tiered approach is being used for the corridor because it is anticipated that funding to implement a program of transportation improvements within the corridor will occur over a multi-year time frame.

The Tier II component of this Tier I/II DEIR/EA also analyzes a project-level Auxiliary Lane Alternative and a No Build Alternative between 41<sup>st</sup> Avenue and Soquel Avenue/Drive within the larger project corridor. Unlike the Tier I Corridor Alternatives discussed above, it is anticipated that construction of the Tier II Auxiliary Lane Alternative would begin in 2019.

The Tier II portion of this environmental document analyzes the environmental impacts of construction and operation of the proposed alternatives at a project level.

## S.2 Overview of Project Area

Route 1 is the primary route connecting communities in the southern and central areas of Santa Cruz County and is the only continuous commuter route linking Watsonville, Capitola, Aptos, Cabrillo College, Santa Cruz, and the University of California at Santa Cruz. Approximately 25 percent of commuters using Route 1 continue on Route 17 to jobs in Santa Clara County. Route 1 also is the southern terminus for Route 9 and Route 17, which bring heavy tourist traffic to coastal destinations in Santa Cruz and Monterey counties. Route 1 is a High Emphasis Route in the Caltrans Interregional Transportation Strategic Plan.



Route 1 between San Andreas Road and the Route 1/17 interchange is a four-lane divided freeway with a median width of approximately 8 to 63 feet. Within the Tier I project limits there are nine interchanges, two roadway overcrossings, and two Santa Cruz Branch Rail Line overhead bridge structures.

The Santa Cruz Route 1 HOV Lane Project is included in the 2014 Regional Transportation Plan as a financially unconstrained project, reflecting RTC’s long-term commitment to this Tier I project. Traffic data compiled for the Tier I project in 2009 estimated the average daily traffic volume on Route 1 within the project limits to be as high as 104,000 vehicles (both

directions combined). Traffic conditions are most congested in the commute directions—northbound in the morning, southbound in the evening during the peak hour.

### **S.3 Purpose and Need**

The purpose of the proposed Tier I project on Route 1 within the project limits is to achieve the following:

- Reduce congestion.
- Promote the use of alternative transportation modes as means to increase transportation system capacity.
- Encourage carpooling and ridesharing.

The purpose of the Tier II project is to

- Reduce congestion.
- Improve safety.
- Promote the use of alternative transportation modes as means to increase transportation system capacity.

The main distinction between the Tier I and Tier II project purposes is that the Tier II project also addresses a congestion-related safety need within its limits, but will not promote carpooling in the Route 1 corridor. The Tier II project would promote the use of alternative modes and increase the capacity of the transportation system by providing a bicycle and pedestrian overcrossing of Route 1 at Chanticleer Avenue, as well as a new sidewalk along a portion of Soquel Avenue at Chanticleer Avenue, reducing travel distance for bicyclists and pedestrians.

The Tier I and Tier II projects are intended to address specific deficiencies and needs on Route 1, as described in the following subsection.

#### **S.3.1 Need**

The Tier I and Tier II projects address the following needs resulting from deficiencies on Route 1 within the project limits:

- Several bottlenecks along Route 1 in the southbound and northbound directions cause recurrent congestion during peak hours.
- Travel time delays due to congestion are experienced by commuters, commerce, and emergency vehicles.
- “Cut-through” traffic, or traffic on local streets, occurs and is increasing because drivers seek to avoid congestion on the highway.

- Limited opportunities exist for pedestrians and bicyclists to safely get across Route 1 within the project corridor.

Within the Tier I project limits, in addition to the common needs identified above, there is a need to address the following corridor-wide deficiencies:

- Insufficient incentives to increase transit service in the Route 1 corridor because congestion threatens reliability and cost-effective transit service delivery.
- Inadequate facilities to support carpool and rideshare vehicles over single-occupant vehicles, reducing travel time savings and reliability.

The Tier II project, in addition to the common needs identified above, also addresses the following need:

- Improve operational safety to address accident rates in excess of the statewide average.

## **S.4 Proposed Action**

### **S.4.1 Tier I Corridor Alternatives**

#### *Tier I Corridor HOV Lane Alternative*

The Tier I Corridor HOV Lane Alternative would expand the existing four-lane highway to a six-lane facility by adding one HOV lane in each direction next to the median and auxiliary lanes on the outside in each direction. Expanding the highway from four lanes to six lanes would be achieved by building the new lane in the existing freeway median and widening the freeway footprint in those locations where the median is not wide enough to fit the new lane.

The Tier I Corridor HOV Lane Alternative would modify or reconstruct all nine interchanges within the project limits to improve merging operations and ramp geometry. The Bay Avenue/Porter Street and 41<sup>st</sup> Avenue interchanges would be modified to operate as one interchange, with a frontage road to connect the two halves of the interchange. Where feasible, design deficiencies on existing ramps would be corrected. Ramp metering and HOV bypass lanes and mixed-flow lanes would be added to Route 1 on-ramps within the project limits; on-ramp transit stops would also be provided. The Tier I Corridor HOV Lane Alternative would include auxiliary lanes between Freedom Boulevard and Bay Avenue/Porter Street and between 41<sup>st</sup> Avenue and Soquel Avenue/Drive. Transportation Operations System infrastructure, such as changeable message signs, highway advisory radio, microwave detection systems, and vehicle detection systems, would also be provided under the Tier I Corridor TSM Alternative. One difference between the Tier I Corridor HOV Alternative and the Tier I Corridor TSM Alternative is that the Tier I Corridor HOV Alternative would not construct a northbound auxiliary lane between State Park Drive and Park Avenue.

Bridge structures and the Capitola Avenue overcrossing would be modified or replaced to accommodate the proposed HOV lanes. New and widened highway crossing structures would include shoulder and sidewalk facilities to accommodate pedestrians and bicycles. The Tier I Corridor HOV Lane Alternative would include three new pedestrian/bicycle overcrossings over Route 1 at Mar Vista Drive, Chanticleer Avenue, and Trevethan Avenue. The proposed interchange improvement would also enhance pedestrian and bicycle facilities along local roadways within the interchange areas.

The two existing Santa Cruz Branch Line Railroad bridges over Route 1 in Aptos would be replaced with longer bridges at the same elevation, and the highway profile would be lowered to achieve standard vertical clearance under the bridge to make room for the HOV and auxiliary lanes and to minimize environmental impacts. These bridges would include improvements to pedestrian and bicycle facilities. The existing Route 1 bridge over Aptos Creek, located between the two railroad bridges, has two traffic lanes in each direction and would be widened on the outside, northbound and southbound, to accommodate the HOV and auxiliary lanes.

#### *Tier I Corridor TSM Alternative*

The Tier I Corridor TSM Alternative proposes to add auxiliary lanes along the highway between major interchange pairs from Morrissey Boulevard to Freedom Boulevard, provide ramp metering, construct HOV bypass lanes and mixed-flow lanes on on-ramps, and improve nonstandard geometric elements at various ramps. The Tier I Corridor TSM Alternative also would include Transportation Operations System electronic equipment as described for the Tier I Corridor HOV Lane Alternative. In addition, the Tier I Corridor TSM Alternative would reconstruct the north and south Aptos railroad bridges and lower Route 1 in Aptos to achieve standard vertical clearance; reconstruct the State Park Drive, Capitola Avenue, and 41<sup>st</sup> Avenue overcrossings; widen the Aptos Creek Bridge; and construct three new pedestrian/ bicycle overcrossings over Route 1 at Mar Vista Drive, Chanticleer Avenue, and Trevethan Avenue. All of the aforementioned reconstructed bridges would include improvements to pedestrian and bicycle facilities. The Tier I Corridor TSM Alternative shares many features with the Tier I Corridor HOV Lane Alternative, the major exceptions being HOV lanes would not be constructed along the mainline and, of the nine interchanges within the project limits, only the Soquel Drive/Soquel Avenue interchange would be reconfigured.

#### **S.4.2 Tier II Auxiliary Lane Alternative**

The Tier II Auxiliary Lane Alternative would add an auxiliary lane to both the northbound and southbound sides of Route 1 between the 41<sup>st</sup> Avenue and Soquel Avenue/Drive interchanges. In addition, an Americans with Disabilities Act-compliant pedestrian and

bicycle overcrossing would be constructed at Chanticleer Avenue<sup>1</sup>. The total roadway widening would be approximately 1.4 miles along Route 1.

The new auxiliary lanes would be 12 feet wide. In the southbound direction, the width needed for the new lane would be added in the median, and the median barrier would be shifted approximately 5 feet toward the northbound side of the freeway to make room for the new lane and a standard 10-foot wide shoulder. Where the new southbound lane meets the existing ramps, outside shoulder widening would occur to achieve standard 10-foot wide shoulders. In the northbound direction, the project proposes to pave a 10-foot-wide median shoulder and widen to the outside to add the 12-foot wide auxiliary lane and a new 10-foot wide shoulder.

The pedestrian/bicycle overcrossing constructed at Chanticleer Avenue would connect to a new 360-foot long by 6-foot wide sidewalk on Chanticleer Avenue on the south side of Route 1. The sidewalk, located along the south side of Soquel Drive, would be separated from the street by a 4-foot wide park strip.

Retaining walls would be constructed as part of the roadway widening along Route 1, with a total of four separate walls: three on the north side of the roadway and one on the south side. One of the retaining walls would start after the 41<sup>st</sup> Avenue on-ramp and extend approximately 150 feet; two other retaining walls on the northbound side would be 375 and 408 feet. On the southbound side, a 350-foot-long wall would be constructed along the highway mainline and Soquel Avenue, over the Rodeo Creek Gulch culvert.

### **S.4.3 No Build Alternative**

The No Build Alternative offers a basis for comparing the Tier I Corridor Alternatives and the Tier II Auxiliary Lane Alternative in the future analysis year of 2035. Although the Tier I Corridor Alternatives and the Tier II Auxiliary Lane Alternative are separate projects, the assumptions regarding the No Build Alternative conditions are the same. Both assume no major construction on Route 1 through the Tier I corridor project limits or Tier II project limits other than currently planned and programmed improvements and continued routine maintenance. Planned and programmed improvements that are assumed in the No Build Alternative are the following, as contained in the 2014 Regional Transportation Plan:

- Construction of auxiliary lanes between the Soquel Avenue/Soquel Drive and Morrissey Boulevard interchanges (construction completed in December 2013).
- Replacement of the La Fonda Avenue overcrossing of Route 1, included as part of the Highway 1 Soquel/Morrissey Auxiliary Lanes Project (construction completed in 2013).

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<sup>1</sup> The overcrossing at Chanticleer is included in both the Tier I and Tier II Projects. The Tier I program of improvements encompasses the current Tier II Auxiliary Lane Project, which has been identified as the first phase of overall program of improvements.

- Reconstruction of bridges and addition of a merge lane in each direction between Highway 17 and the Morrissey/La Fonda area for the Highway 1/17 Merge Lanes Project (construction completed in 2008).
- Installation of median barrier on Route 1 from Freedom Boulevard to Rio Del Mar Boulevard.
- Installation of a Class 1 bicycle and pedestrian facility on Morrissey Boulevard over Highway 1.
- Implementation of single interchange improvements at 41<sup>st</sup> Avenue and Bay Avenue/Porter Avenue as detailed and expensed in the Highway 1 HOV Project (RTC 24) as a standalone project, if the RTC project does not proceed.

The No Build Alternative also includes planned improvements to roadways and roadsides on Rio Del Mar Boulevard from Esplanade to Route 1, which includes the addition of bike lanes, transit turnouts, left-turn pockets, merge lanes, and intersection improvements. Road work includes major rehabilitation and maintenance of road and roadsides.

## **S.5 Joint California Environmental Quality Act/National Environmental Policy Act Document**

The proposed project is a joint project by the California Department of Transportation (Department) and the Federal Highway Administration and is subject to state and federal environmental review requirements. Project documentation, therefore, has been prepared in compliance with both the California Environmental Quality Act and the National Environmental Policy Act. The Federal Highway Administration is the lead agency under the National Environmental Policy Act. The Department is the lead agency under the California Environmental Quality Act.

Some impacts determined to be significant under the California Environmental Quality Act may not lead to a determination of significance under the National Environmental Policy Act. Because the National Environmental Policy Act is concerned with the significance of the project as a whole, quite often a “lower level” document is prepared for the National Environmental Policy Act. One of the most common joint document types is an Environmental Impact Report/Environmental Assessment (EIR/EA).

After receiving comments from the public and reviewing agencies, a Final EIR/EA will be prepared. The Department may prepare additional environmental and/or engineering studies to address comments. The Final EIR/EA will include responses to comments received on the Draft EIR/EA and will identify the preferred alternative. If the decision is made to approve the project, a Notice of Determination will be published for compliance with the California Environmental Quality Act, and the Federal Highway Administration will decide whether to issue a Finding of No Significant Impact (FONSI) or require an Environmental Impact

Statement (EIS) for compliance with the National Environmental Policy Act. A Notice of Availability (NOA) of the FONSI will be sent to the affected units of federal, state, and local government, and to the State Clearinghouse in compliance with Executive Order 12372.

## **S.6 Tiered Environmental Documents**

As mentioned in the introduction of this section, tiering is a staged approach to satisfying the National Environmental Policy Act as described in the Council on Environmental Quality's *Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act* (40 Code of Federal Regulations 1500 – 1508) and in Federal Highway Administration's *Environmental Impact and Related Procedures* (23 Code of Federal Regulations 771). Similarly, the California Environmental Quality Act provides for tiered or master Environmental Impact Statements (California Environmental Quality Act Guideline Sections 15175 – 15179.5). The Master Environmental Impact Report is intended to streamline later environmental review and evaluate to the greatest extent feasible cumulative impacts, growth-inducing impacts, and irreversible significant effects on the environment of subsequent projects. Specifically, California Environmental Quality Act Guidelines Section 15175 (b) (6) provides that a state highway project or mass transit project that will be subject to multiple stages of review or approval are appropriate for a Master Environmental Impact Report.

Tiering addresses broad programs and issues related to the entire corridor in the Tier I analysis. As specific projects within the corridor are ready for implementation, impacts of that action are evaluated in subsequent Tier II studies. The tiered process supports decision-making on issues that are ripe for decision and provides a means to preserve those decisions. The Tier I portion of this document provides fact-based analyses that supports informed decision making on the 8.9-mile corridor and discloses issues associated with the selection of a Tier I Corridor HOV Lane Alternative or Tier I Corridor TSM Alternative. Identification of a Tier I Corridor Alternative will not result directly in construction; however, it will provide the basis for decision makers to select a program of transportation improvements within the corridor.

The Tier II portion of the environmental document examines a project-level Auxiliary Lane Alternative and a No Build Alternative. The Tier II corridor segment is within the project limits of the Tier I corridor and would represent the first implementation phase of transportation improvements for the 8.9-mile corridor.

## **S.7 Project Impacts**

The Tier I Corridor HOV Lane Alternative would provide congestion relief and encourage carpooling and transit use. Vehicles in the HOV lanes would travel in free-flow conditions in 2035, while mixed-flow traffic would experience improved speeds (still below free-flow

conditions) and reductions in delay. Improved highway operations would support increased freeway-oriented bus services that would encourage new riders to use transit. The Tier I Corridor TSM Alternative is expected to produce incremental congestion relief by providing operational improvements and separating traffic movements entering and exiting the freeway from mainline traffic flow.

The project can generally be accomplished within the existing Caltrans highway right-of-way, but some additional right-of-way acquisition will be required. Widening would result in impacts both within and outside the existing right-of-way. The Project Development Team has incorporated a variety of design measures to reduce impacts in developing the preliminary design of the project, such as limiting widening to one side of the existing roadway, using retaining walls, and pursuing design exceptions for nonstandard inside shoulder and median widths.

Environmental impacts expected to occur under the Tier I Corridor Alternatives and the Tier II Auxiliary Lane Alternative would include visual changes; minor floodplain encroachments and increases in impervious surfaces and runoff; noise; impacts to natural communities that provide habitat for various species of concern; filling in wetlands and other waters of the United States under jurisdiction of the United States Army Corps of Engineers, the California Department of Fish and Wildlife, and the California Coastal Commission; and potential for impacts to Central California Coast steelhead, tidewater goby, and California red-legged frog. The Tier I Corridor HOV Lane Alternative would require displacement of businesses, residences, and parking.

Tables S-1 and S-2 summarize environmental impacts of the project to assist the reader in understanding and comparing the effects of the Tier I Corridor Alternatives and the Tier II Auxiliary Lane Alternative, respectively, on various resources. Both adverse and beneficial effects are listed, but issues for which impacts are minor or negligible are not included in the table. All impacts are addressed with avoidance, minimization, and/or mitigation measures for each potential impact in their respective sections of Chapter 2.

### ***Coordination with Other Agencies***

The proposed Tier I Corridor Alternatives will require coordination with the following agencies:

- U.S. Army Corps of Engineers
- U.S. Fish and Wildlife Service
- National Marine Fisheries Service
- California Department of Fish and Wildlife
- California Coastal Commission
- Regional Water Quality Control Board
- California Public Utilities Commission

- County of Santa Cruz
- City of Santa Cruz
- City of Capitola

The proposed Tier II Auxiliary Lane Alternative will require coordination with the following agencies:

- National Marine Fisheries Service
- California Department of Fish and Wildlife
- Regional Water Quality Control Board
- U.S. Army Corps of Engineers
- County of Santa Cruz

Permits and approvals may be required from some of the above agencies. A list of required permits and approvals is provided in Section 1.6, Permits and Approvals Needed.

**Table S-1: Summary of Environmental Impacts Tier I Corridor Alternatives**

Potential Impact	Tier I Corridor TSM Alternative	Tier I Corridor HOV Lane Alternative	No Build Alternative
<b>Permanent Impacts</b>			
<b>Land Use</b>	Would convert 1.8 acres from a range of land uses to transportation use.	Would convert 11.59 acres from a variety of land uses to transportation use.	No Impacts.
<b>Consistency with State, Regional, and Local Plans</b>	Project would be consistent with local planning goals and policies. This alternative would be less effective than the Tier I Corridor HOV Lane Alternative in encouraging use of alternative modes, and reducing through traffic on local streets.	Project would be consistent with local planning goals and policies. This alternative would be more effective than the Tier I Corridor TSM Alternative in encouraging use of alternative modes and reducing through traffic on local streets.	Implementation of the No Build Alternative would not support achievement of the local and regional goals aimed at improving the transportation system.
<b>Coastal Zone</b>	Tier I Corridor TSM Alternative is generally consistent with policies from the Santa Cruz County and City of Santa Cruz Local Coastal Programs. This alternative would preserve park and recreational land uses as stated in the Local Coastal Programs, and they would improve access to these resources by decreasing congestion and delay along Route 1. However, this alternative could result in policy inconsistencies related to the topics of scenic and visual resources, biological resources, wetland and creek protection, and historical resources.	Tier I Corridor HOV Lane Alternative is consistent with policies from the Santa Cruz County and City of Santa Cruz Local Coastal Programs. This alternative would preserve park and recreational land uses as stated in the Local Coastal Programs, and they would improve access to these resources by decreasing congestion and delay along Route 1. However, this alternative could result in policy inconsistencies related to the topics of scenic and visual resources, biological resources, wetland and creek protection, and historical resources.	The No Build Alternative would not be consistent with some coastal zone policies. Under this alternative, traffic conditions would continue to worsen along Route 1, which would not improve access to beaches or recreational land uses, as outline in the Local Coastal Programs.

**Table S-1: Summary of Environmental Impacts Tier I Corridor Alternatives**

Potential Impact		Tier I Corridor TSM Alternative	Tier I Corridor HOV Lane Alternative	No Build Alternative
<b>Growth</b>		Proposed project would serve existing growth already planned and projected for the corridor and is not likely to stimulate unplanned residential or related commercial growth.	Proposed project would serve existing growth already planned and projected for the corridor and is not likely to stimulate unplanned residential or related commercial growth.	No Impacts.
<b>Community Character and Cohesion</b>		The Tier I Corridor TSM Alternative would not cause adverse impacts on community character or cohesion. The communities and neighborhoods along Route 1 are already divided by a multi-lane highway. The addition of soundwalls and relocations that would be necessary would not further divide existing communities.	The Tier I Corridor HOV Lane Alternative would not cause adverse impacts on community character or cohesion. The communities and neighborhoods along Route 1 are already divided by a multi-lane highway. The addition of soundwalls and relocations that would be necessary would not further divide existing communities.	No Impacts.
<b>Environmental Justice</b>		Tier I Corridor TSM Alternative would not cause disproportionately high and adverse effects on any minority or low-income populations per Executive Order 12898 regarding Environmental Justice.	Tier I Corridor HOV Lane Alternative would not cause disproportionately high and adverse effects on any minority or low-income populations per Executive Order 12898 regarding Environmental Justice.	No Impacts.
<b>Relocations</b>	<b>Business</b>	No commercial establishments would be displaced.	12 business units displaced.	No Impacts.
	<b>Residential</b>	No residential units would be displaced.	8 residential units displaced.	
<b>Utilities</b>		110 utility lines would likely require relocation. Utility relocations may require short-term, limited interruptions of service. Coordination with providers would avoid unscheduled interruptions in service.	142 utility lines would likely require relocation. Utility relocations may require short-term, limited interruptions of service. Coordination with providers would avoid unscheduled interruptions in service.	No Impacts.
<b>Emergency Services</b>		Project would have potential for emergency service delays during construction. Tier I Corridor TSM Alternative would provide minimal benefits due to planned operational improvements on Route 1. Implementation of the Transportation	Project would have potential for emergency service delays during construction only. Tier I Corridor HOV Lane Alternative would increase the capacity of Route 1, allowing emergency services to better respond to emergencies while using Route 1.	No Impacts.

**Table S-1: Summary of Environmental Impacts Tier I Corridor Alternatives**

Potential Impact	Tier I Corridor TSM Alternative	Tier I Corridor HOV Lane Alternative	No Build Alternative
	Management Plan in compliance with Caltrans and local policies would involve planning with emergency service providers throughout the project construction to avoid emergency service delays.	Implementation of the Transportation Management Plan in compliance with Caltrans and local policies would involve planning with emergency service providers throughout the project construction to avoid emergency service delays.	
<b>Traffic and Transportation</b>	<p>Congestion and stop-and-go conditions would continue, but ramp metering and auxiliary lanes would enable Route 1 to serve more peak-period travel demand than under no-build conditions.</p> <p>Reduction in delay to 22 minutes northbound in the morning and 50 minutes southbound in the evening.</p> <p>During the morning peak hour, northbound travel time would be reduced by 42 percent, while southbound travel time would be reduced by 59 percent. During the evening peak hour, southbound travel time would increase by 2 percent, while the average travel speed would decrease by 9 percent. Densities in the traffic study area would improve slightly.</p>	<p>Adding HOV lanes, as well as ramp metering and auxiliary lanes, is expected to improve the ability of Route 1 to meet future travel demand within the study area.</p> <p>Reduction in delay to 6 minutes northbound in the morning and 9 minutes southbound in the evening.</p> <p>During the morning peak hour, northbound travel time would be reduced by 73 percent, while southbound travel time would be reduced by 59 percent. During the evening peak hour, southbound travel time would decrease by 69 percent, while the average travel speed would increase by 200 percent. Densities in the traffic study area would improve, reducing by more than 50 percent the average peak hour densities of mixed flow lanes in the dominant commute directions (northbound in the morning and southbound in the evening).</p>	<p>Heavily congested stop-and-go conditions with peak-direction delays of 48 to 49 minutes during peak periods with average speeds of 11 to 12 miles per hour in 2035.</p> <p>Congestion would extend beyond freeway onto ramps and local streets.</p>

**Table S-1: Summary of Environmental Impacts Tier I Corridor Alternatives**

Potential Impact	Tier I Corridor TSM Alternative	Tier I Corridor HOV Lane Alternative	No Build Alternative
<b>Pedestrian and Bicycle Facilities</b>	New pedestrian/bicycle overcrossings at Trevethan, Chanticleer, and Mar Vista. Interchange improvements would make conditions more pedestrian and bicycle friendly.	New pedestrian/bicycle overcrossings at Trevethan Avenue, Chanticleer Avenue, and Mar Vista Drive. Interchange improvements would make conditions more pedestrian and bicycle friendly.	Some new bicycle facilities planned, but would have impacts to pedestrian and bicycle circulation from traffic congestion on local streets.
<b>Transit</b>	Capacity improvements and the deployment of Intelligent Transportation Systems technologies would provide slightly improved highway conditions that would benefit transit operations on Route 1 when compared to the No Build Alternative.	Project would have the potential to capture an additional 40 percent of latent express bus ridership. Long-term impacts on bus travel would generally be positive because of reduced traffic delay and travel times along Route 1 and at surrounding project area intersections and on parallel local streets.	All study intersections would operate at unacceptable levels of service. Travel conditions would depress transit ridership.
<b>Parking</b>	No parking impacts.	171 parking spaces removed from businesses that would remain.	No Impacts.
<b>Visual/Aesthetics</b>	Substantial visual changes would occur from the highway from the addition of auxiliary lanes; bridge widening; installation of pedestrian/bicycle overcrossings and reconstruction of existing ramps; new soundwalls and retaining walls; and removal of trees and mature vegetation.	Substantial visual changes from the highway would occur from the addition of HOV and auxiliary lanes; bridge widening; installation of pedestrian/bicycle overcrossings and reconstruction of existing ramps and interchange modifications; new soundwalls and retaining walls; and removal of trees and mature vegetation.	No Impacts.
<b>Cultural Resources</b>	The Tier I Corridor TSM Alternative may adversely affect portions of the three unevaluated archaeological sites and their potential buried archaeological deposits within the archaeological Area of Potential Effects.	The Tier I Corridor HOV Lane Alternative may adversely affect portions of the three unevaluated archaeological sites and their potential buried archaeological deposits within the archaeological Area of Potential Effects.	No Impacts.

**Table S-1: Summary of Environmental Impacts Tier I Corridor Alternatives**

<b>Potential Impact</b>	<b>Tier I Corridor TSM Alternative</b>	<b>Tier I Corridor HOV Lane Alternative</b>	<b>No Build Alternative</b>
<b>Hydrology and Floodplain</b>	Portions of the project site are located within the fringe of the 100-year floodplain into which the project would have a minor encroachment. A minor increase in impervious surface areas from the widened pavement areas would occur, resulting in minor increases to the peak amount of stormwater runoff. The TSM Alternative would have a lesser effect than the HOV Alternative on the natural and beneficial floodplain values at locations in which project elements encroach upon the 100-year floodplain.	Portions of the project site are located within the fringe of the 100-year floodplain into which the project would have an encroachment. The project would increase the amount of impervious surface, resulting in minor increases to the peak amount of stormwater runoff. The HOV Lane Alternative would have a greater effect than the TSM Alternative on the natural and beneficial floodplain values at locations in which project elements encroach upon the 100-year floodplain.	No Impacts.
<b>Water Quality and Stormwater Runoff</b>	For the Tier I Corridor TSM Alternative, the total proposed increase in impervious area throughout the entire project area is 22 total acres. Construction of future Tier II projects has a potential for temporary water quality impacts due to grading activities and removal of existing vegetation, and the potential for stormwater runoff to transport pollutants from the construction site to nearby creeks and storm drains if Best Management Practices are not properly implemented.	For the Tier I Corridor HOV Lane Alternative, the total proposed increase throughout the entire project area in impervious area is 64 total acres. Construction of future Tier II projects has a potential for temporary water quality impacts due to grading activities and removal of existing vegetation, and the potential for stormwater runoff to transport pollutants from the construction site to nearby creeks and storm drains if Best Management Practices are not properly implemented.	Permanent water quality impacts from roadway runoff due to worsening congestion, greater deposition of particulates from exhaust and heavy metals from braking.
<b>Geology/Soils/Seismic/ Topography</b>	There is low erosion potential, no new embankments are anticipated, and the project area is not expected to have any significant amounts of expansive soils. The primary seismic hazard is the potential for moderate to severe ground shaking from earthquakes, and the liquefaction and lateral spreading that could occur after an earthquake.	There is low erosion potential, no new embankments are anticipated, and the project area is not expected to have any significant amounts of expansive soils. The primary seismic hazard is the potential for moderate to severe ground shaking from earthquakes, and the liquefaction and lateral spreading that could occur after an earthquake.	No Impacts.

**Table S-1: Summary of Environmental Impacts Tier I Corridor Alternatives**

<b>Potential Impact</b>	<b>Tier I Corridor TSM Alternative</b>	<b>Tier I Corridor HOV Lane Alternative</b>	<b>No Build Alternative</b>
<b>Hazardous Materials</b>	Wooden utility poles along the roadside may be coated with creosote. Soils in these areas may contain aurally deposited lead generated by motor vehicle exhaust. Existing or acquired structures may have joint compound materials made of asbestos-containing materials. They may also contain lead-based paint or other hazardous materials and may exceed hazardous water criteria. These hazardous materials have the potential to result in the accidental release of hazardous waste and/or hazardous materials during construction of the project.	Wooden utility poles along the roadside may be coated with creosote. Soils in these areas may contain aurally deposited lead generated by motor vehicle exhaust. Existing or acquired structures may have joint compound materials made of asbestos-containing materials. They may also contain lead-based paint or other hazardous materials and may exceed hazardous water criteria. These hazardous materials have the potential to result in the accidental release of hazardous waste and/or hazardous materials during construction of the project.	No Impacts.
<b>Air Quality</b>	When 2035 conditions are compared with the 2003 baseline, the Tier I Corridor TSM Alternative would reduce emissions of the criteria pollutants other than sulfur oxides during peak hours, although it would have higher emissions of criteria pollutants than the No Build Alternative. In 2035 annual emissions would decrease under the Tier I TSM Alternative in comparison to baseline conditions (2003), but would increase when compared with the No-Build Alternative. Because the study area has not recently exceeded ambient air quality standards, it is unlikely that the standards would be exceeded in the future when total emissions are lower.	The Tier I Corridor HOV Lane Alternative would generally reduce emissions. In 2035, concentrations of all criteria pollutants would be substantially reduced in comparison with the 2003 baseline conditions. In comparison with the No-Build Alternative, annual emissions of all criteria pollutants would be reduced, although there would be a minor increase in peak emissions for certain criteria pollutants. Because the study area has not recently exceeded ambient air quality standards, it is unlikely that the standards would be exceeded in the future when total emissions are lower.	No Impacts.
<b>Noise</b>	108 noise receptors approach or exceed noise abatement criteria.	130 noise receptors approach or exceed noise abatement criteria.	No Impacts.

**Table S-1: Summary of Environmental Impacts Tier I Corridor Alternatives**

<b>Potential Impact</b>	<b>Tier I Corridor TSM Alternative</b>	<b>Tier I Corridor HOV Lane Alternative</b>	<b>No Build Alternative</b>
<b>Energy</b>	The Tier I Corridor TSM Alternative would have a minimal effect in reducing energy consumption.	Improvements in traffic operations under the Tier I Corridor HOV Lane Alternative would reduce operating energy use, whether in the form of petroleum fuels or alternative sources.	No Impacts.
<b>Natural Communities</b>	Permanent and temporary effects on the following natural communities located adjacent to proposed highway features are anticipated: Riverine/ Freshwater Marsh (0.30 acre), Riparian Forest (4.58 acres), Coast Live Oak Woodland (4.89 acres), Mixed Conifer Woodland (2.03 acres), Eucalyptus Woodland (0.28 acre) Coastal Scrub (0.87 acre), Annual Grassland (0.58 acre), Ruderal/Disturbed (3.61 acres), and Landscaped/Developed (43.64 acres).	Impacts to the same communities, but impact greater due to larger footprint: Riverine/Freshwater Marsh (1.08 acres), Riparian Forest (8.88 acres), Coast Live Oak Woodland (9.45 acres), Mixed Conifer Woodland (6.08 acres), Eucalyptus Woodland (1.02 acre) Coastal Scrub (2.76 acres), Annual Grassland (4.53 acres), Ruderal/Disturbed (13.31 acres), and Landscaped/Developed (104.67 acres).	No Impacts.
<b>Wetlands and other Waters</b>	Project would permanently impact 0.23 acre of U.S. Army Corps of Engineers wetlands, 0.10 acre of U.S. Army Corps of Engineers other waters, 2.20 acres under the jurisdiction of a Local Coastal Plan approved by the Coastal Commission, and 3.58 acres of California Department of Fish and Wildlife jurisdiction wetland area. Permanent impacts would result from changes in bank configuration, loss of riparian habitat associated with road widening and culvert extensions, realignment of existing roadways, and construction of new road sections.	Project would permanently impact 0.78 acre of U.S. Army Corps of Engineers wetlands, 0.15 acre of U.S. Army Corps of Engineers other waters, 3.22 acres under the jurisdiction of a Local Coastal Plan approved by the Coastal Commission, and 8.98 acres of California Department of Fish and Wildlife jurisdiction wetland area. Permanent impacts would result from similar activities and elements as described for the Tier I Corridor TSM Alternative.	No Impacts.

**Table S-1: Summary of Environmental Impacts Tier I Corridor Alternatives**

<b>Potential Impact</b>	<b>Tier I Corridor TSM Alternative</b>	<b>Tier I Corridor HOV Lane Alternative</b>	<b>No Build Alternative</b>
<b>Special-Status Species</b>	<p>No permanent impacts on special-status plant species are anticipated; however, due to the long project timeframe, and despite the primarily urban or disturbed conditions present, there is a potential that special-status plant species could become established before project construction and additional floristic surveys will be required.</p> <p>The following special-status animal species could potentially be affected through streambed disturbance, encroachment upon suitable habitat, and tree removal: foothill yellow-legged frog, California red-legged frog, Santa Cruz long-toed salamander, California tiger salamander, western pond turtle, tidewater goby, central California coast steelhead, monarch butterfly, California linderiella, Cooper's hawk, tricolored blackbird, great blue heron, short-eared owl, burrowing owl, white-tailed kite, least Bell's vireo, pallid bat, hoary bat, roosting bats, American badger, and nesting birds protected under the Migratory Bird Treaty Act.</p>	<p>No permanent impacts on special-status plant species are anticipated; however, due to the long project timeframe and despite the primarily urban or disturbed conditions present, there is a potential that special-status plant species could become established before project construction and additional floristic surveys will be required.</p> <p>The same special-status animal species that may be affected by the Tier I Corridor TSM Alternative have the potential to be affected by the Tier I Corridor HOV Lane Alternative; however, in general, the HOV Lane Alternative would encroach upon a larger area of suitable habitat than the TSM Alternative.</p>	No Impacts.

**Table S-1: Summary of Environmental Impacts Tier I Corridor Alternatives**

Potential Impact	Tier I Corridor TSM Alternative	Tier I Corridor HOV Lane Alternative	No Build Alternative
<b>Threatened and Endangered Species</b>	<p>Permanent impacts to waters of the United States would result in permanent loss of habitat for tidewater goby, central California coast steelhead, and California red-legged frog. Section 7 consultation with the United States Fish and Wildlife Service and the National Marine Fisheries Service will be required.</p> <p>The project may affect, but is not likely to adversely affect California tiger salamander; however, Valencia Lagoon may provide marginal habitat for the species; additional surveys may be required if the project activities occur in this area.</p> <p>The project may affect, and is likely to adversely affect, Santa Cruz long-toed salamander. Consultation with the United States Fish and Wildlife Service would be required.</p> <p>Least Bell's vireo, marsh sandwort, Monterey spineflower, robust spineflower, seaside bird's beak, San Francisco popcorn flower, and Santa Cruz tarplant are unlikely to be affected by the project. Impacts to fully-protected white tail kite will be avoided.</p>	<p>Impacts could occur to the same threatened and endangered species as identified for the Tier I Corridor TSM Alternative; however, the Tier I Corridor HOV Lane Alternative project footprint is larger, and therefore would encroach upon a greater area of suitable habitat and has greater potential for impact to these species.</p>	No Impacts.
<b>Nesting Birds</b>	<p>Suitable habitat is present for several special-status bird species and nesting birds protected under the Migratory Bird Treaty Act. The removal of vegetation could affect nesting birds and their habitat.</p>	<p>Impacts could affect the same nesting bird species as identified for the Tier I Corridor TSM Alternative; however, the Tier I Corridor HOV Lane Alternative project footprint is larger, and therefore would encroach upon a greater area of suitable habitat than the TSM Alternative and has greater potential impacts on these species.</p>	No Impacts.

**Table S-1: Summary of Environmental Impacts Tier I Corridor Alternatives**

Potential Impact	Tier I Corridor TSM Alternative	Tier I Corridor HOV Lane Alternative	No Build Alternative
<b>Temporary, Construction Phase Impacts</b>			
<p><b>Traffic and Transportation/ Pedestrian and Bicycle Facilities</b></p>	<p>Short-term traffic disruptions in vicinity of Route 1 interchanges and traffic on the highway may be disrupted by trucks hauling materials and debris. Each construction stage would maintain both of the existing two lanes of traffic on Route 1 in each direction during daytime construction. Striping operations, traffic control set-up, installation of a storm drain crossing, asphalt pavement overlay, and short-term overcrossing falsework erection would occur at night using lane and mainline closures, as allowed on the closure charts that would be developed during the design phase.</p> <p>It is anticipated that future tiered projects under either of the Tier I Corridor Alternatives may require temporary closure of existing bicycle, transit, or pedestrian facilities at times, and may require temporary rerouting of transit service due to interchange work and ramp closures.</p> <p>Minor detours during short-term closures. During construction of ramp conforms, traffic would be diverted to next interchange. Some nighttime work would be required.</p>	<p>Similar impacts to Tier I TSM Alternative, but the impacts would occur for a greater duration due to the greater complexity of the HOV Lane Alternative.</p>	<p>No Impacts.</p>
<p><b>Utilities</b></p>	<p>The potential exists for construction activities to encounter unexpected utilities within the area of roadway improvements. In addition, utility relocations may require short-term, limited interruptions of service.</p>	<p>The potential exists for construction activities to encounter unexpected utilities within the area of roadway improvements. In addition, utility relocations may require short-term, limited interruptions of service.</p>	<p>No Impact.</p>

**Table S-1: Summary of Environmental Impacts Tier I Corridor Alternatives**

<b>Potential Impact</b>	<b>Tier I Corridor TSM Alternative</b>	<b>Tier I Corridor HOV Lane Alternative</b>	<b>No Build Alternative</b>
<b>Community Impacts</b>	Construction impacts, including noise and fugitive dust from construction activities and short-term roadway closures requiring alternative traffic routing, would have greater effects on residents of the immediate project area than upon other Route 1 users. These effects would be experienced by ethnic minority and low-income individuals only to the extent that these populations are concentrated in the immediate project area. However, these effects would not fall disproportionately on ethnic minority and low-income individuals because all residents of the immediate project area would experience the same effects.	Construction impacts, including noise and fugitive dust from construction activities and short-term roadway closures requiring alternative traffic routing, would have greater effects on residents of the immediate project area than upon other Route 1 users. These effects would be experienced by ethnic minority and low-income individuals only to the extent that these populations are concentrated in the immediate project area. However, these effects would not fall disproportionately on ethnic minority and low-income individuals because all residents of the immediate project area would experience the same effects.	No Impact.
<b>Visual/Aesthetics</b>	Construction activities would involve use of equipment, stockpiling of soils and materials, and other visual signs of construction. Approximately 61 acres of existing vegetation would be cleared for construction, with 23 acres of that available for replanting.	Construction activities would involve use of equipment, stockpiling of soils and materials, and other visual signs of construction. Approximately 109 acres of existing vegetation would be cleared for construction and paving operations. Of the area cleared, approximately 65 acres would be available for replanting.	No Impacts.
<b>Cultural Resources</b>	No adverse effect to historic resources within the architectural Area of Potential Effects. Potential to adversely affect portions of the three unevaluated archaeological sites.	No adverse effect to historic resources within the architectural Area of Potential Effects. Potential to adversely affect portions of the three unevaluated archaeological sites.	No Impacts.
<b>Hydrology, Water Quality, and Stormwater Runoff</b>	Construction activities could result in temporary changes in water volume or flow and increased siltation, sedimentation, erosion, and water turbidity. There is a potential for temporary water quality impacts due to grading activities and removal of existing vegetation, which can cause	Construction activities could result in temporary changes in water volume or flow and increased siltation, sedimentation, erosion, and water turbidity. There is a potential for temporary water quality impacts due to grading activities and removal of existing vegetation, which can cause increased erosion.	No Impacts.

**Table S-1: Summary of Environmental Impacts Tier I Corridor Alternatives**

<b>Potential Impact</b>	<b>Tier I Corridor TSM Alternative</b>	<b>Tier I Corridor HOV Lane Alternative</b>	<b>No Build Alternative</b>
	increased erosion. Stormwater runoff from the project site may transport pollutants to nearby creeks and storm drains if Best Management Practices are not properly implemented.	Stormwater runoff from the project site may transport pollutants to nearby creeks and storm drains if Best Management Practices are not properly implemented.	
<b>Paleontology</b>	High potential for fossil remains that could be scientifically important to be uncovered by excavations during project construction.	High potential for fossil remains that could be scientifically important to be uncovered by excavations during project construction. The potential for paleontological impacts is greater under this alternative.	No Impacts.
<b>Hazardous Waste/ Materials</b>	Wooden utility poles along the roadside may be coated with creosote. Soils in these areas may contain aurally deposited lead generated by motor vehicle exhaust. Existing or acquired structures may have joint compound materials made of asbestos-containing materials. They may also contain lead-based paint or other hazardous materials and may exceed hazardous water criteria. These hazardous materials have the potential to result in the accidental release of hazardous waste and/or hazardous materials during construction of the project.	Wooden utility poles along the roadside may be coated with creosote. Soils in these areas may contain aurally deposited lead generated by motor vehicle exhaust. Existing or acquired structures may have joint compound materials made of asbestos-containing materials. They may also contain lead-based paint or other hazardous materials and may exceed hazardous water criteria. These hazardous materials have the potential to result in the accidental release of hazardous waste and/or hazardous materials during construction of the project.	No Impacts.
<b>Air Quality</b>	Short-term degradation of air quality may occur due to the release of particulate emissions (i.e., airborne dust) generated by excavation, grading, hauling, and various other activities related to construction. Emissions from construction equipment are also anticipated and would include carbon monoxide, nitrogen oxides, volatile organic compounds, directly emitted particulate matter (PM <sub>10</sub> and PM <sub>2.5</sub> ), and toxic air contaminants such as diesel	Same as Tier I Corridor TSM Alternative.	No Impacts

**Table S-1: Summary of Environmental Impacts Tier I Corridor Alternatives**

Potential Impact	Tier I Corridor TSM Alternative	Tier I Corridor HOV Lane Alternative	No Build Alternative
	exhaust particulate matter.		
<b>Noise</b>	No adverse noise impacts because construction would be conducted in accordance with Caltrans Standard Specifications, would be short-term and intermittent, and would be dominated by local traffic noise.	No adverse noise impacts because construction would be conducted in accordance with Caltrans Standard Specifications, would be short-term and intermittent, and would be dominated by local traffic noise.	No Impacts.
<b>Natural Communities</b>	Permanent and temporary effects on the following natural communities located adjacent to proposed highway features are anticipated: Riverine/ Freshwater Marsh (0.30 acre), Riparian Forest (4.58 acres), Coast Live Oak Woodland (4.89 acres), Mixed Conifer Woodland (2.03 acres), Eucalyptus Woodland (0.28 acre) Coastal Scrub (0.87 acre), Annual Grassland (0.58 acre), Ruderal/Disturbed (3.61 acres), and Landscaped/Developed (43.64 acres).	Impacts to the same communities, but impact greater due to larger footprint: Riverine/Freshwater Marsh (1.08 acres), Riparian Forest (8.88 acres), Coast Live Oak Woodland (9.45 acres), Mixed Conifer Woodland (6.08 acres), Eucalyptus Woodland (1.02 acres) Coastal Scrub (2.76 acres), Annual Grassland (4.53 acres), Ruderal/Disturbed (13.31 acres), and Landscaped/Developed (104.67 acres).	No Impacts.
<b>Wetlands and other Waters</b>	Project would temporarily impact 0.03 acre of U.S. Army Corps of Engineers wetlands, 0.02 acre of U.S. Army Corps of Engineers other waters, 0.33 acre under the jurisdiction of a Local Coastal Plan approved by the Coastal Commission, and 0.95 acre of California Department of Fish and Wildlife jurisdiction wetland area. Temporary impacts would result from stream diversion installation and removal, streambed disturbance during culvert removal and replacement, removal and reconstruction of roadside ditches, vegetation removal, and road construction.	Project would temporarily impact 0.22 acre of U.S. Army Corps of Engineers wetlands, 0.10 acre of U.S. Army Corps of Engineers other waters, 0.46 acre under the jurisdiction of a Local Coastal Plan approved by the Coastal Commission, and 1.41 acres of California Department of Fish and Wildlife jurisdiction wetland area. Temporary impacts would result from similar activities and elements as described for the Tier I Corridor TSM Alternative.	No Impacts.

**Table S-1: Summary of Environmental Impacts Tier I Corridor Alternatives**

Potential Impact	Tier I Corridor TSM Alternative	Tier I Corridor HOV Lane Alternative	No Build Alternative
<b>Special-Status Species</b>	<p>The following special-status species could be affected by the aforementioned construction impacts: foothill yellow-legged frog, California red-legged frog, Santa Cruz long-toed salamander, California tiger salamander, western pond turtle, tidewater goby, Central California Coast steelhead, monarch butterfly, California linderiella, Cooper's hawk, Tricolored blackbird, great blue heron, short-eared owl, burrowing owl, white-tailed kite, Least Bell's vireo, pallid bat, hoary bat, roosting bats, American badger, and nesting birds.</p>	<p>The same construction period impacts to special-status species identified for the Tier I Corridor TSM Alternative would result, although the project footprint is larger and there could be a greater area of impacted habitat and potentially greater impacts on these species.</p>	<p>No Impacts.</p>
<b>Threatened and Endangered Species</b>	<p>Construction noise and movements of workers could disturb bird nesting or bat roosting. Temporary dewatering/diversion of streams could interrupt passage for fish and amphibians. Removal of mature trees could affect nesting birds.</p> <p>The following special-status species could potentially be affected by the aforementioned construction impacts: tidewater goby, Central California Coast steelhead, and California red-legged frog. Section 7 consultation with the United States Fish and Wildlife Service and the National Marine Fisheries Service will be required.</p> <p>The project may affect, and is likely to adversely affect, the Santa Cruz long-toed salamander. Consultation with the U.S. Fish and Wildlife Service would be required.</p> <p>The removal of vegetation and/or the removal of nests could directly impact the white-tailed</p>	<p>The same construction period impacts to special-status species identified for the Tier I Corridor TSM Alternative would result, although the project footprint is larger and there could be a greater area of impacted habitat and potentially greater impacts on these species.</p>	<p>No Impacts.</p>

**Table S-1: Summary of Environmental Impacts Tier I Corridor Alternatives**

Potential Impact	Tier I Corridor TSM Alternative	Tier I Corridor HOV Lane Alternative	No Build Alternative
	kite. Least Bell's vireo, marsh sandwort, Monterey spineflower, robust spineflower, seaside bird's beak, San Francisco popcorn flower, and Santa Cruz tarplant are unlikely to be affected by the project.		
<b>Nesting Birds</b>	The removal of vegetation and/or the removal of nests could directly affect nests and any eggs or young residing in nests of birds protected under the Migratory Bird Treaty Act. Because birds can be sensitive to noise disturbance, indirect impacts could also result from noise and disturbance associated with construction, which could alter perching, foraging, and/or nesting behaviors.	The same construction period impacts to nesting bird species identified for the Tier I Corridor TSM Alternative would result, although the project footprint is larger and there could be a greater area of impacted habitat and potentially greater impacts on these species.	No Impacts.

**Table S-2: Summary of Environmental Impacts Tier II Auxiliary Lane Alternative**

Potential Impact		Tier II Auxiliary Lane Alternative	No Build Alternative
<b>Permanent Impacts</b>			
<b>Land Use</b>		Would convert 0.33 acre of land to transportation use.	No Impacts.
<b>Consistency with State, Regional, and Local Plans</b>		Project would be consistent with local planning goals and policies.	Implementation of the No Build Alternative would not support achievement of the local and regional goals aimed at improving the transportation system.
<b>Coastal Zone</b>		The Tier II project is located outside of coastal zone jurisdiction; no coastal zone determinations will be required.	Project area is outside of Coastal Zone. No Impacts.
<b>Growth</b>		The growth impacts under the Tier II Auxiliary Lane Alternative would be less than significant because there are fewer benefits under this alternative as compared to the Tier I Corridor Alternatives.	No Impacts.
<b>Community Character and Cohesion</b>		The Tier II project would not causes adverse impacts on community character or cohesion. The communities and neighborhoods along Route 1 are already divided by a multi-lane highway. The addition of a soundwall would not further divide existing communities.	No Impacts.
<b>Environmental Justice</b>		Tier II Auxiliary Lane Alternative would not cause disproportionately high and adverse effects on any minority or low-income populations per Executive Order 12898 regarding Environmental Justice.	No Impacts.
<b>Relocations</b>	<b>Business</b>	No relocations.	No Impacts.
	<b>Residential</b>	No relocations.	No Impacts.
<b>Utilities</b>		Fifteen utility lines would likely require relocation. Utility relocations may require short-term, limited interruptions of service. Potential for emergency service delays during construction. Coordination with providers would avoid unscheduled interruptions in service.	No Impacts.

**Table S-2: Summary of Environmental Impacts Tier II Auxiliary Lane Alternative**

Potential Impact	Tier II Auxiliary Lane Alternative	No Build Alternative
<b>Emergency Services</b>	Would improve the functionality of Route 1 within this segment, allowing emergency service providers to improve response times.	No Impacts.
<b>Traffic and Transportation</b>	The addition of auxiliary lanes on Route 1 between Soquel Avenue and 41 <sup>st</sup> Avenue would improve the ability of Route 1 to meet future demand within the traffic study area. When compared to the No Build Alternative, traffic conditions would improve substantially in the northbound direction during the morning peak hour and marginally in the reverse commute directions (southbound in the morning peak hour and northbound in the evening peak hour); however, additional traffic along with the already-congested conditions in the southbound direction during the evening peak hour would lead to a slight decline in traffic operating condition.	No improvements would occur on the facility, resulting in worsening traffic conditions.
<b>Pedestrian and Bicycle Facilities</b>	The new pedestrian and bicycle overcrossing at Chanticleer Avenue would have a positive impact on multimodal connectivity by providing a new dedicated crossing of the freeway between Soquel Avenue and 41 <sup>st</sup> Avenue.	No improvements would occur on the facility, resulting in worsening traffic conditions.
<b>Parking</b>	No parking impacts.	No Impacts.
<b>Transit</b>	Incremental relief would be provided for transit due to improvement of highway operations under the Tier II Auxiliary Lane Alternative.	Travel conditions would continue to deteriorate on Route 1, which could negatively affect transit ridership.
<b>Visual/Aesthetics</b>	Substantial visual changes from highway widening/addition of lanes and removal of trees and mature vegetation, as well as increase in hardscape such as pavement, overcrossing structure and walls.	No Impacts.
<b>Cultural Resources</b>	No anticipated adverse effect to historic or archaeological resources.	No Impacts.
<b>Hydrology and Floodplain</b>	Increases in the amount of impervious surface would occur, resulting in a corresponding increase in the amount of stormwater runoff. The Tier II Auxiliary Lane Alternative would not result in any encroachment into any area of 100-year floodplain and therefore would not affect natural and beneficial floodplain values.	No Impacts.

**Table S-2: Summary of Environmental Impacts Tier II Auxiliary Lane Alternative**

Potential Impact	Tier II Auxiliary Lane Alternative	No Build Alternative
<b>Water Quality and Stormwater Runoff</b>	The Tier II Auxiliary Lane Alternative would increase the impervious area by 4.89 acres. This additional impervious surface would increase the volume of highway runoff that enters the storm drain system and local creeks.	No new impervious surface would be added; however the worsening of highway congestion could result in greater deposition of particulates from exhaust and heavy metals from braking, which would be transported by runoff into receiving water bodies.
<b>Geology/Soils/Seismic/ Topography</b>	There is low erosion potential, low potential for landslides, no new embankments are anticipated, and the project area is not expected to have any significant amounts of expansive soils.	No Impacts.
<b>Hazardous Materials</b>	See construction impact for Tier II Auxiliary Lane Alternative below.	No Impacts.
<b>Air Quality</b>	Because the relationship between emissions factors and speeds varies for each pollutant, the reductions in congestion that would occur under the Tier II Auxiliary Lane Alternative, described above under Traffic and Transportation, may correspond to reduced emissions for some criteria pollutants and increases for other criteria pollutants. Reduced congestion corresponds to reductions in the amount of acceleration and deceleration associated with “stop-and-go” traffic conditions,	No Impacts.
<b>Noise</b>	Seven receivers approach noise abatement criteria for which it has been determined that abatement in the form of soundwalls is feasible but not reasonable and is therefore not recommended. Abatement in the form of noise insulation is recommended for the one residence that will realize a severe noise increase.	No Impacts.
<b>Energy</b>	The Tier II Auxiliary Lane Alternative would have a minimal effect in reducing energy consumption because improvements proposed under this alternative would not entirely relieve traffic congestion.	No Impacts.

**Table S-2: Summary of Environmental Impacts Tier II Auxiliary Lane Alternative**

Potential Impact	Tier II Auxiliary Lane Alternative	No Build Alternative
<b>Natural Communities</b>	Permanent effects to the following natural communities would occur: Riverine/ Freshwater Marsh (0.02 acre), Riparian Forest (0.13 acre), Coast Live Oak Woodland (0.001 acre), Ruderal/Disturbed (0.19 acre) and Landscaped/ Developed communities (5.55 acres).	No Impacts.
<b>Wetlands and other Waters</b>	Project would permanently impact 0.02 acre of U.S. Army Corps of Engineers other waters at the ditch adjacent to the Soquel Drive-In, and 0.15 acre of California Department of Fish and Wildlife jurisdiction wetland area at Rodeo Creek Gulch and the ditch adjacent to the Soquel Drive-In. Proposed permanent and temporary impact areas at the ditch adjacent to the Soquel Drive-In consist of roadway widening and retaining wall construction that would encroach into the active channel of this seasonal roadside ditch. Proposed permanent and temporary impact areas at the Rodeo Creek Gulch consist of roadway widening and retaining wall construction on existing road berm areas directly above and draining into the channel of Rodeo Creek Gulch. No project work is proposed in the active channel.	No Impacts.
<b>Special-Status Species</b>	No impacts on special-status plant species are anticipated; however, there is a potential that special-status species could become established before project construction and additional surveys will be conducted prior to the final environmental document to confirm presence or absence of special-status plant species. Potential impacts to California red-legged frog and tidewater goby could result, as discussed under Threatened and Endangered Species. This alternative also has the potential to affect foothill yellow-legged frog, western pond turtle, roosting bats and nesting birds.	No Impacts.
<b>Threatened and Endangered Species</b>	Permanent impacts to California red-legged frog could occur due to habitat loss at Rodeo Creek Gulch and the ditch adjacent to the Soquel Drive-In. Potential impacts to tidewater goby would occur due to habitat loss at Rodeo Creek Gulch. Section 7 consultation with the United States Fish and Wildlife Service will be required for these species. The riparian forest habitat associated with Rodeo Creek Gulch also provides potential nesting habitat for a variety of bird species protected under the Migratory Bird Treaty Act.	No Impacts.

**Table S-2: Summary of Environmental Impacts Tier II Auxiliary Lane Alternative**

Potential Impact	Tier II Auxiliary Lane Alternative	No Build Alternative
<b>Nesting Birds</b>	Suitable habitat is present for several special-status bird species. The removal of vegetation could affect nesting birds and their habitat.	No Impacts.
<b>Temporary, Construction Phase Impacts</b>		
<b>Traffic and Transportation/ Pedestrian and Bicycle Facilities</b>	Short term and intermittent delays in traffic due to construction. Bicycle and pedestrian access to be maintained.	No Impacts.
<b>Utilities</b>	The potential exists for construction activities to encounter unexpected utilities within the area of roadway improvements. In addition, utility relocations may require short-term, limited interruptions of service.	No Impacts.
<b>Community Impacts</b>	Construction impacts, including noise and fugitive dust from construction activities and short-term roadway closures requiring alternative traffic routing, would have greater effects on residents of the immediate project area than upon other Route 1 users. These effects would be experienced by ethnic minority and low-income individuals only to the extent that these populations are concentrated in the immediate project area. However, these effects would not fall disproportionately on ethnic minority and low-income individuals because all residents of the immediate project area would experience the same effects.	No Impacts.
<b>Visual/Aesthetics</b>	Construction activities would involve use of equipment, stockpiling of soils and materials, and other visual signs of construction. Approximately 9.3 acres of existing vegetation within the highway corridor would be removed by construction activities. Of these, approximately 3 acres would be available for replanting.	No Impacts.
<b>Hydrology, Water Quality and Stormwater Runoff</b>	Construction activities under the Tier II Auxiliary Lane Alternative could result in temporary changes in water volume or flow and increased siltation, sedimentation, erosion, and water turbidity from bankside activities and construction access. There is a potential for temporary water quality impacts due to grading activities and removal of existing vegetation, which can cause increased erosion. Stormwater runoff from the project site may transport pollutants to nearby creeks and storm drains if Best Management Practices are not properly implemented.	No Impacts.

**Table S-2: Summary of Environmental Impacts Tier II Auxiliary Lane Alternative**

Potential Impact	Tier II Auxiliary Lane Alternative	No Build Alternative
<b>Paleontology</b>	High potential for fossil remains that could be scientifically important to be uncovered by excavations during project construction.	No Impacts.
<b>Hazardous Waste/ Materials</b>	Wooden utility poles along the roadside may be coated with creosote. Soils in these areas may contain aerially deposited lead generated by motor vehicle exhaust. Existing or acquired structures may have joint compound materials made of asbestos-containing materials. They may also contain lead-based paint or other hazardous materials and may exceed hazardous water criteria. These hazardous materials have the potential to result in the accidental release of hazardous waste and/or hazardous materials during construction of the project. In addition, there are 14 Recognized Environmental Conditions sites.	No Impacts.
<b>Air Quality</b>	Short-term degradation of air quality may occur due to the release of particulate emissions (i.e., airborne dust) generated by excavation, grading, hauling, and various other activities related to construction. Emissions from construction equipment are also anticipated and would include carbon monoxide, nitrogen oxides, volatile organic compounds, directly emitted particulate matter (PM <sub>10</sub> and PM <sub>2.5</sub> ), and toxic air contaminants such as diesel exhaust particulate matter.	No Impacts.
<b>Emergency Services</b>	Project would have the potential for emergency service delays during construction. Implementation of the Traffic Management Plan in compliance with Caltrans and local policies would involve planning with emergency service providers throughout the project construction to avoid emergency service delays.	No Impacts.
<b>Noise</b>	There would be short-term and intermittent increases in noise levels due to construction activities.	No Impacts.
<b>Natural Communities</b>	Temporary effects to the following natural communities would occur: Riverine/Freshwater Marsh (0.06 acre), Riparian Forest (0.09 acre), Coast Live Oak Woodland (0.12 acre), Ruderal/Disturbed (0.07 acre) and Landscaped/Developed communities (5.22 acres).	No Impacts.

**Table S-2: Summary of Environmental Impacts Tier II Auxiliary Lane Alternative**

<b>Potential Impact</b>	<b>Tier II Auxiliary Lane Alternative</b>	<b>No Build Alternative</b>
<b>Wetlands and other Waters</b>	<p>Project would temporarily impact 0.06 acre of United States Army Corps of Engineers other waters at the ditch adjacent to the Soquel Drive-In, and 0.15 acre of California Department of Fish and Wildlife jurisdiction wetland area at Rodeo Creek Gulch and the ditch adjacent to the Soquel Drive-In.</p> <p>Proposed permanent and temporary impact areas at the ditch adjacent to the Soquel Drive-In consist of roadway widening and retaining wall construction that would encroach into the active channel of this seasonal roadside ditch. Proposed permanent and temporary impact areas at the Rodeo Creek Gulch consist of roadway widening and retaining wall construction on existing road berm areas directly above and draining into the channel of Rodeo Creek Gulch. No construction work is proposed in the active channel.</p>	No Impacts.
<b>Special-Status Species</b>	<p>Construction noise, movement of workers, and tree/vegetation removal could disturb nesting birds. Construction activities at the ditch adjacent to the Soquel Drive-In and Rodeo Creek Gulch have the potential to affect tidewater goby and California red-legged frog. This alternative also has the potential to affect foothill yellow-legged frog, western pond turtle, roosting bats, and nesting birds.</p>	No Impacts.
<b>Threatened and Endangered Species</b>	<p>Construction noise, movement of workers, and tree/vegetation removal could disturb nesting birds. Construction activities at the ditch adjacent to the Soquel Drive-In and Rodeo Creek Gulch have the potential to affect tidewater goby and California red-legged frog. Potential Impacts to the California red legged frog and tidewater goby will require consultation with the United States Fish and Wildlife Service. The riparian forest habitat associated with Rodeo Creek Gulch also provides potential nesting habitat for a variety of bird species protected under the Migratory Bird Treaty Act.</p>	No Impacts.
<b>Nesting Birds</b>	<p>The removal of vegetation and/or the removal of nests could directly affect nests and any eggs or young residing in nests of birds protected under the Migratory Bird Treaty Act. As birds can be sensitive to noise disturbance, indirect impacts could also result from noise and disturbance associated with construction, which could alter perching, foraging, and/or nesting behaviors.</p>	No Impacts.