



Santa Cruz County Regional Transportation Commission

AGENDA

**Thursday, April 5, 2012
9:00 a.m.**

**NOTE LOCATION THIS MONTH
County Board of Supervisors
701 Ocean St.
Santa Cruz CA 95060**

NOTE

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

En Español

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

AGENDAS ONLINE

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

COMMISSION MEMBERSHIP

Caltrans (ex-officio)	Rich Krumholz
City of Capitola	Kirby Nicol
City of Santa Cruz	Don Lane
City of Scotts Valley	Randy Johnson
City of Watsonville	Eduardo Montesino
County of Santa Cruz	Ellen Pirie
County of Santa Cruz	John Leopold
County of Santa Cruz	Mark Stone
County of Santa Cruz	Neal Coonerty
County of Santa Cruz	Greg Caput
Santa Cruz Metropolitan Transit District	Dene Bustichi
Santa Cruz Metropolitan Transit District	Lynn Robinson
Santa Cruz Metropolitan Transit District	Ron Graves

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

Article 8 Transportation Development Act Claims – only City and County representatives vote

Article 4 Transportation Development Act Claims, Policy Issues, and SAFE – all 12 members vote

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 March 1, 2012 RTC meeting
5. Accept draft minutes of the February 13, 2012 Bicycle Committee meeting
6. Accept draft minutes of the February 16, 2012 Interagency Technical 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 FY 2011-12 semi-annual Internal Financial Statements (enclosed separately for Commissioners only)

ADMINISTRATION ITEMS

9. Approve nominations to the RTC Bicycle Committee

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 Rich Krumholz, District Director, Caltrans District 5 regarding a proposal to install rumble strips on Highway 1 in Santa Cruz County
 - b. Letter from the Bicycle Committee to Christopher J. Murphy, Director, Office of Traffic Safety, regarding support for the County of Santa Cruz Health Services Agency's grant application
13. Accept miscellaneous written comments from the public on RTC projects and transportation issues
14. Accept information items
 - a. Article – "Temporary barrier installed at Laurel Curve aimed at safety" by Ramona Turner, Santa Cruz Sentinel
 - b. Article – "New pavement technique will be tried at Laurel Curve on Highway 17" by Gary Richards

REGULAR AGENDA

15. Commissioner reports – oral reports
16. Director's report – oral report
(*George Dondero, Executive Director*)
17. Caltrans report and consider action items
 - a. Construction projects update
 - b. Response to questions from the March 1, 2012 RTC meeting
 - c. News Releases
18. Highway 1 Soquel/Morrissey Auxiliary Lane project update
(*Kim Shultz, Senior Transportation Planner*)
 - a. Staff report

19. Article 8 Transportation Development Act (TDA) Allocation Claims from the County of Santa Cruz for Bicycle and Pedestrian Improvement Projects
(Cory Caletti, Senior Transportation Planner)
 - a. Staff report
 - b. Resolution to approve the County of Santa Cruz TDA Article 8 allocation claims
20. 2012 State Transportation Improvement Program (STIP) Update
(Rachel Moriconi, Senior Transportation Planner)
 - a. Staff report
 - b. 2012 STIP California Transportation Commission Staff Recommendations
21. 2012 State and Federal Legislative Updates
(Rachel Moriconi, Senior Transportation Planner)
 - a. Staff report
 - b. Federal Legislative Update, Capital Edge
 - c. State Bill Track
22. Aptos Village Plan Railroad At-Grade Crossings
(George Dondero, Executive Director)
 - a. Staff report
23. California Association of Councils of Governments Board Member Appointment
(George Dondero, Executive Director)
 - a. Staff report
24. Adjourn to special meeting of the Service Authority for Freeway Emergencies
25. Next Meetings

The next RTC meeting is scheduled for Thursday, May 3, 2012 at 9:00 a.m. at the Capitola City Council, 420 Capitola Ave, Capitola, CA

The next Transportation Policy Workshop meeting is scheduled for Thursday, April 19, 2012 at 9:00 a.m. at the RTC Offices, 1523 Pacific Avenue, Santa Cruz, CA.

HOW TO REACH US

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

Watsonville Office
275 Main Street, Suite 450, Watsonville. CA 95076
(831) 768-8012
email: info@sccrtc.org / website: www.sccrtc.org

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Broadcasts: Many of the meetings are broadcast live. Meetings are cablecast by Community Television of Santa Cruz. Community TV's channels and schedule can be found online (www.communitytv.org) or by calling (831) 425-8848.

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

- Aptos Branch Library
- Central Branch Library
- Watsonville Library
- Branciforte Library
- Scotts Valley Library

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

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

HOW TO REQUEST

❖ ACCOMMODATIONS FOR PEOPLE WITH DISABILITIES

The Santa Cruz County Regional Transportation Commission does not discriminate on the basis of disability and no person shall, by reason of a disability, be denied the benefits of its services, programs, or activities. This meeting location is an accessible facility. If you wish to attend this meeting and require special assistance in order to participate, please contact RTC staff at 460-3200 (CRS 800/735-2929) at least three working days in advance of this meeting to make arrangements. People with disabilities may request a copy of the agenda in an alternative format. As a courtesy to those person affected, Please attend the meeting smoke and scent-free.

❖ SERVICIOS DE TRADUCCIÓN/ TRANSLATION SERVICES

Si gusta estar presente o participar en esta junta de la Comisión Regional de Transporte del Condado de Santa Cruz y necesita información o servicios de

traducción al español por favor llame por lo menos con tres días laborables de anticipo al (831) 460-3200 para hacer los arreglos necesarios. (Spanish language translation is available on an as needed basis.) Please make advance arrangements (at least three days in advance) by calling (831) 460-3200.

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Santa Cruz County Regional Transportation Commission

MINUTES

**Thursday, March 1, 2012
9:00 a.m.**

**County Board of Supervisors
701 Ocean St.
Santa Cruz CA 95060**

1. Roll call

The meeting was called to order at 9:02 a.m.

Members present:

Rich Krumholz

Don Lane

Eduardo Montesino

John Leopold

Lynn Robinson

Greg Caput

Neal Coonerty

Kirby Nicol

Ellen Pirie

Ron Graves

Randy Johnson

Staff present:

George Dondero

Luis Mendez

Tegan Speiser

Elena Loya

Yesenia Parra

Karena Pushnik

2. Oral communications

Chair Kirby Nicol presented a certificate of appreciation to Commissioner Rich Krumholz and thanked him for his dedication in improving transportation in Santa Cruz County and for all his work to ensure construction of the Highway 1 Soquel to Morrissey Auxiliary Lanes project. Mr. Krumholz thanked the Commission and said it had been an honor to work with them.

Chair Nicol reported that Commissioners Johnson, Caput, Pirie, Leopold and himself will serve as the Ad Hoc Rail Acquisition Committee.

3. Additions or deletions to consent and regular agendas

Executive Director George Dondero said that there were replacement pages for items 23 and 24.

**CONSENT AGENDA
(Leopold, Pirie) unanimous**

MINUTES

4. Approved draft minutes of the February 2, 2012 SCCRTC meeting
5. Approved draft minutes of the February 16, 2012 Transportation Policy Workshop (TPW) meeting
6. Accepted draft minutes of the February 9, 2012 Budget and Administration/Personnel (B&A/P) Committee meeting
7. Accepted draft minutes of the February 14, 2012 Elderly & Disabled Transportation Advisory (E&D TAC) Committee meeting
8. Accepted final minutes of the January 19, 2012 Interagency Technical Advisory Committee (ITAC) meeting

POLICY ITEMS

No consent items

PROJECTS and PLANNING ITEMS

9. Accepted Santa Cruz County Regional Transportation Commission (RTC) second quarter FY 11-12 work program progress report
10. Approved contract award for On-Board Transit Ridership survey (Resolution 13-12)

BUDGET AND EXPENDITURES ITEMS

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

ADMINISTRATION ITEMS

No consent items

INFORMATION/OTHER ITEMS

12. Accepted monthly meeting schedule
13. Accepted correspondence log
14. Accepted letters from SCCRTC committees and staff to other agencies

- a. Letter to Mayor Don Lane and City of Santa Cruz Council members regarding adding bicycle lanes on Rooney Street as part of the Hwy 1 Auxiliary Lanes Project
 - b. Letter to Assemblyman Luis Alejo regarding RTC SAFE Modernization Bill
15. Accepted miscellaneous written comments from the public on SCCRTC projects and transportation issues
16. Accept information items-none

REGULAR AGENDA

17. Commissioner reports

Commissioner Leopold reported that the County of Santa Cruz held a meeting on Tuesday, February 28, 2012 for the Soquel Drive Corridor Study and acknowledged the participation of RTC staff. The community process will include a variety of local and regional stake holders. Commissioner Leopold will inform the Commission on any upcoming meetings.

Commissioner Nicol nominated Daniel Kostelec to the RTC Bicycle Committee as the alternate representative for the City of Capitola.

18. Director's report – oral report

Executive Director George Dondero recognized Senior Transportation Planner, Tegan Speiser for her 10 years of service to the RTC. He noted several of the projects that Ms. Speiser has lead including the Autonomy project, redesign of the RTC Website, and most recently managing the Commute Solutions program and the 511 Monterey Bay Traveler Information System Project.

Ms. Speiser appreciated the acknowledgment and looks forward to many more years of service to the Commission.

Commissioner Leopold thanked Ms. Speiser for her service adding that he has worked with Ms. Speiser in other capacities and appreciates her sense of organization, thoroughness and accessibility.

Mr. Dondero reported that the Soquel Corridor meeting was very engaging and successful. He noted that RTC staff is part of one of the advisory committees. RTC staff will be providing transportation information to Planners at the County and will work with them to ensure that their plan is consistent with the regional transportation plans.

Mr. Dondero reported that the RFP for the Rail Operator was issued last week and that a pre-proposal conference is scheduled for March 14, 2012.

Polling consultant contract has been awarded to Godbe Research from San Mateo.

Commissioner Nicol said the City of Capitola just completed polling for a quarter cent sales tax. The completed information will be provided tomorrow and the results will be shared with the Commission.

19. Caltrans report and consider action items

Mr. Krumholz will retire from Caltrans on April 2, and he thanked the Commission and said he valued the partnership with the RTC. He said that looking back many great projects have been accomplished and he is especially proud of the SAFE on 17 program which has dramatically increased safety on that highway. He is also proud of the Highway 17 Merge lanes project and the Soquel to Morrissey Auxiliary Lanes, which will also be very valuable to commuter safety.

He noted the due dates for some Caltrans Grants: Safe Routes to School due end of March, Caltrans Transportation Planning Grants due April 2, 2012, and another opportunity for Tiger funding grants (Federal funding) applications due by March 19, 2012.

Mr. Krumholz reminded the Commission that CalTrans is conducting a California household travel survey that will go through this calendar year. Findings will be incorporated in the State and AMBAG's travel models.

Mr. Krumholz announced that Caltrans awarded 11 million, from Proposition 1B, to METRO for the METRO base facility.

Commissioners discussed concerns received by the community on the rumble strip project on Highway 1 from Mission St/Shaffer Road to Swanton Road past Davenport. Mr. Krumholz said that this project is necessary to reduce the head-on and run-off-the-road crashes on this corridor. He said that Caltrans has also received the community concerns and will be holding community meetings to keep the public informed about the project. Responding to a question, Mr. Krumholz said that the rumble strips would be placed outside the fog stripe.

Commissioner Pirie asked about the Highway 1 guard rail on the north bound side between Rio Del Mar Exit and Seacliff/State park exit. She said the 100 foot drop off is dangerous. Commissioner Nicol asked about the Salinas Rd westbound traffic entering SR1. Mr. Krumholz will check on both of these projects and report back at the next meeting.

Commissioner Caput thanked Caltrans for the completion of the Lake View sidewalk project and pedestrian crossing. He also thanked Mr. Krumholz for his availability, his follow up and follow through on all the projects in District 5.

Commissioner Robinson thanked Caltrans for the METRO base funding and said that the project was dedicated to a deceased METRO employee, Judy K Souza. She also thanked Mr. Krumholz for serving the county well.

20. Appointment of Commissioners to the Budget and Administration Personnel Committee – oral report

Commissioner Pirie moved and Commissioner Robinson seconded Chair Nicol's appointment of Commissioners Montesino, Coonerty, Pirie, Stone, Leopold, and Caput to the Budget and Administration/Personnel Committee. The motion passed unanimously.

21. Highway 1 Soquel/Morrissey Auxiliary Lanes project update

Executive Director George Dondero reported that the vegetation removal continues and that the installation of project signs and safety barriers is complete. He also reported that RTC staff met with County and City of Santa Cruz staff, to discuss the RTC Bicycle Committee's proposal regarding Brookwood Dr. The City's Fire, Police and Public Works departments determined that making the recommended changes will create enforcement issues and unsafe conditions.

Bruce Shewchuk, Resident Engineer, reviewed the request for the two change orders. He said that the next steps will be slope stabilization, excavation to prepare for the northbound retaining wall, and temporary lane marking paint.

Commissioners discussed concerns with change orders and requested that staff work with consultants to keep change orders to a minimum. Mr. Shewchuk responded to a question stating that the need for additional signage is not always known at the beginning of the project because changes within the project could lead to the need of different or additional signs. Mr. Shewchuk added that the only about \$500 of the \$25,000 contract changer order for signage work has been used and that the stripping change order reduced the cost of the construction contract by \$13,000. Commissioners also confirmed that 55 mph in constructions zones is the law 24/7.

22. Caltrans Environmental Justice 'Safe Paths to Travel' final report

Karena Pushnik said that the RTC received an Environmental Justice Grant in 2009 to review and make recommendations on pedestrian access and travel plans. The Pedestrian Safety Work Group, a subcommittee of the RTC's Elderly & Disabled Transportation Advisory Committee, worked with several agencies and the community on this project. Ms. Pushnik said that we are all pedestrians and thanked Caltrans for the grant that made this work possible.

Veronica Elsea, Chair of the Pedestrian Safety Work Group, recognized subcommittee members: Sally French, Hal Anjo and RTC staff Karena Pushnik, Ginger Dykaar, and Amy Naranjo. Ms. Elsea summarized the findings in the report to include: sidewalk maintenance standards, maps of pedestrian accident data, priority origin and destination locations for seniors and people with disabilities and a list of pedestrian facilities near priority origins and destinations. She also discussed the opportunities for collaboration with Cities and the County. Ms. Elsea said that staff was recommending approval to apply for a follow-up grant.

Ms. Elsea thanked Commissioner Montesino on behalf of the Work Group for his participation in the South County Pedestrian Workshop. She also thanked Caltrans for the environmental justice grant.

Commissioners thanked Ms. Elsea and the Work Group and congratulated them on a cutting edge report. They also said that this is a good example of a good return on investment.

Responding to a question, Ms. Pushnik said that they could not find a county that had already implemented the point of sale recommendation but that the County of Los Angeles researched and considered this for a while. Ms. Pushnik noted that the follow-up grant would be used for this type of research. Responding to a question Ms. Elsea said that there are Cities and Counties that assist home owners with sidewalk restoration and also mentioned that some homeowners insurance cover these types of repairs.

Commissioner Pirie moved and Commissioner Lane second to:

1. Accept the 'Safe Paths to Travel: Projects, Results and Continuing Efforts' final report for Caltrans Environmental Justice grant; and
2. Approve by resolution (14-12) to apply for a follow up grant to pursue the Next Steps outlined in the report

The motion passed unanimously.

23. Amendments to Fiscal Year FY11-12 Budget and Work Program
(*Luis Mendez, Deputy Director*)

Deputy Director Luis Mendez reported that the Budget & Administration/Personnel Committee considered the proposed amended Budget and Work Program and recommends approval. He discussed the proposal to add a temporary half-time transportation planner to assist with the significant workload for the Highway 1 Soquel to Morrissey Auxiliary Lanes construction project. There are sufficient funds in the project so it will not affect any other funds.

Mr. Mendez noted that after the Budget and Administration/Personnel Committee meeting, staff received a request from the County to exchange

Federal RSTP funds for State RSTP Exchange Funds. Staff is recommending approval of this request. He also noted that the replacement pages address the increase in consultant cost for the On-Board Transit Study Project.

Mr. Mendez clarified Commissioners concerns regarding the \$50,000 TDA funding allocation to the Bike to Work program, stating that the line item was already approved for the FY11-12 budget.

Commissioner Leopold moved and Commissioner Montesino second to:

1. Approve by resolution (15-12) amending the FY 11-12 Budget and Work Program
2. Approve by resolution (15-12) to exchange \$1,460,000 in federal Regional Surface Transportation Program (RSTP) funds previously programmed to projects for state RSTP Exchange (RSTPX) funds and amend the Regional Transportation Improvement Program (RTIP) to reflect this exchange.

The motion passed unanimously.

24. Fiscal Year 12-13 Proposed Budget and Work Program
(Luis Mendez, Deputy Director)

Deputy Director Luis Mendez said that the Budget & Administration/Personnel Committee considered the proposed FY12-13 Budget and is recommending the approval with a recommendation that Bike to Work be funded at the augmented amount of \$50,000 for FY12-13 and on an on-going basis. Mr. Mendez reported that the Freeway Service Patrol (FSP) does not have sufficient funds for the full FY12-13. He said that staff is recommending using some of the Highway 1 Soquel to Morrissey's construction project funds for the Highway 1 FSP beat. However, this would only be a temporary solution. Staff will continue to seek funds to use for this program.

Mr. Mendez also noted that staff is recommending the continued funding of a ½ time Transportation Planner to assist with the Highway 1 Auxiliary Lanes Project workload.

Mr. Mendez noted that for FY12-13 the previously allocated State Transportation Improvement Program funds of \$300,000 will be reduced to \$175,000. He also discussed the Budget and Administration/Personnel recommendation to begin to build the RTC reserve funds by allocating funds to the actual line and not relying on carryover funds from the previous year.

Staff is only recommending adopting the budget at this time and will bring back the work program at another meeting.

Commissioners discussed the increased staffing cost, the need to have staff oversee the Highway 1 Soquel to Morrissey Auxiliary Lanes construction contract change orders and the augmented funding for Bike to Work Program.

Diane Eidam, Interim Director for the Association of Monterey Bay Area Governments (AMBAG) said that AMBAG is working hard to develop the Overall Work Program (OWP) while under a great deal of scrutiny. She thanked RTC staff for all their work.

Commissioner Robinson moved and Commissioner Leopold seconded the revised Budget and Administration Personnel Committee and staff recommendations to:

1. Adopt the resolution (16-12) approving the proposed FY12-13 Budget; and
2. Direct staff to build an RTC fund reserve for the FY13-14 RTC budget that does not rely on carryover funds from the previous year; and
3. Commit to providing \$50,000 per year for Bike to Work funding.

Commissioner Nicol said that the RTC has demands it cannot meet. It is our responsibility to be fiscally responsible. He noted that the Bike to Work Program received a 41% increase for FY11-12 and is now asking for another 25% increase during these times. Granting the request sends the wrong message to the public.

The motion passed with Commissioners Johnson and Nicol opposing.

25. Adjourn to special meeting of the Service Authority for Freeway Emergencies-

No meeting this month

26. Next Meetings

Meeting adjourned at 11:14 am

The next SCCRTC meeting is scheduled for Thursday, April 5, 2012 at 9:00 a.m. at the County Board of Supervisors Chambers, 701 Ocean St., Santa Cruz, CA.

The next Transportation Policy Workshop meeting is scheduled for Thursday, March 15, 2012 at 9:00 a.m. at the SCCRTC Offices, 1523 Pacific Avenue, Santa Cruz, CA.

Respectfully submitted,

Yesenia Parra, Staff

ATTENDEES

Les White
Bruce Shewchuk
Diane Eidam

SC METRO
Parsons Brinckerhoff
AMBAG



Santa Cruz County Regional Transportation Commission's BICYCLE COMMITTEE

Minutes - Draft

Monday, February 13, 2012
6:30 p.m.

SCCRTC Office
1523 Pacific Ave
Santa Cruz CA 95060

1. Call to Order at 6:33 pm
2. Introductions

Members Present:

Kem Akol, District 1
David Casterson, District 2, Chair
Bill Fieberling, City of Santa Cruz
Rick Hyman, District 5
Leo Jed, CTSC (Alt.)
Will Menchine, District 3 (Alt.)
Lex Rau, Scotts Valley
Peter Scott, District 3
Holly Tyler, District 1 (Alt.)
Andy Ward, City of Capitola
Nick Mucha, Ecology Action/Bike-to-Work

Vacancies:

District 4 – Voting
District 5 – Alternate
City of Watsonville – Voting and Alternate
City of Capitola – Alternate

Staff:

Cory Caletti, Senior Transportation Planner
Kim Shultz, Senior Transportation Planner
Grace Blakeslee, Transportation Planner
Ginger Dykaar, Transportation Planner

Unexcused Absences:

Shahe Moutafian, District 4 (Alt.)

Excused Absences:

Carlos Garza, City of Santa Cruz (Alt.)
Gary Milburn, City of Scotts Valley (Alt.)
Eric Horton, District 2 (Alt.)
Jim Langley, CTSC

Guests:

Daniel Kostelec, Resident
Steph Nelson, AMBAG
Majid Yamin, City of Scotts Valley
Jack Sohriakoff, County of Santa Cruz
Steve All, Resident
Suzanne Sarro, Nolte Vertical Five

3. Announcements - Cory Caletti, RTC staff, provided the following announcements: 1) Brandon Kett, District 4 voting member, resigned; 2) vacancies now exist for seats representing District 4 (voting), District 5 (alternate), City of Capitola (alternate), and City of Watsonville (voting and alternate); 3) a number of seats expire in March of this year and staff is working on reappointments as well as recruiting new

members from the South County region in particular; 4) the Bike Secure parking subsidy program is on hold pending consideration of a grant extension request submitted to the Air District; 5) the 2012 California Manual of Uniform Control Devices (MUTCD) now allows wider use of the Shared Lane Pavement Markings (sharrows) and use of the Bikes May Use Full Lane signs; and 6) re-election of the Chair and Vice-Chair positions is scheduled for the April meeting.

4. Oral Communications – Andy Ward announced that Kathy Trissell, long time owner of the Sprockets Bicycle Shop and supporter of the bicycle community, passed away after a long battle with cancer. RTC staff will send a sympathy card on the Committee's behalf and will provide information on the planned memorial. Majid Yamin, Traffic Engineer for the City of Scotts Valley, thanked the Bike Committee for the letter of appreciation for the City's installation of sharrows.
5. Additions or deletions to consent and regular agenda – Leo Jed asked to pull item #9. Chair Casterson moved item #9 to item #18a on the regular agenda.

CONSENT AGENDA

A motion (Fieberling/Scott) to approve the consent agenda as amended passed unanimously.

6. Approved draft minutes of the November 14, 2011 Bicycle Committee meeting
7. Accepted Summary of Bicycle Hazard Reports
8. Accepted Bicycle Committee Roster
9. Pulled and re-assigned as item #18a - Accept letter from Caltrans to concerned citizen regarding Highway 1 speed limits and plans for rumble strip installation from Western Drive to Swanton Road
10. Accepted letter from RTC staff requesting extension of the Bike Secure grant funding from the Monterey Bay Air Pollution Control District
11. Accepted letter from Caltrans regarding call for applications for the Safe Routes to School Program
12. Accepted letter from the Bicycle Committee regarding reauthorization of the federal transportation act and inclusion of dedicated funding for Transportation Enhancement and Safe Routes to School programs
13. Accepted letter from the Bicycle Committee to City of Scotts Valley Public Works Director for placement of Shared Roadway Pavement Markings

REGULAR AGENDA

14. Monterey Bay Area Bicycle Travel Demand Modeling Project Data Collection Efforts Update – An oral presentation was provided by Steph Nelson, AMBAG Associate Analyst and Ginger Dykaar, RTC Transportation Planner on the Monterey Bay Area Travel Demand Model, its objectives, and data collection efforts including the cycletracks smart phone app and bike counts. Bike commute data is being drawn from the cycletrack app. Maps of bike count locations proposed by AMBAG's consultant were distributed and members were asked to identify additional locations that should be considered. Ms. Nelson also noted that between the three counties, a total of 40-50 counts would be conducted and about 15 of those will be in Santa Cruz County.

15. *Draft 2010 City of Scotts Valley Bicycle Transportation Plan* and Project Updates – Presentation from Majid Yamin, City Traffic Engineer. Cory Caletti summarized the staff report Mr. Yamin thanked the City of Capitola's former intern, Ariana Green, who drafted the original plan after which Scotts Valley's was modeled. He also thanked RTC staff for extensive assistance. The project list, was discussed, as were possible projects for which the City of Scotts Valley may submit a Bicycle Transportation Account (BTA) application. Glen Canyon Road bicycle lanes were mentioned as a possibility since the project was identified last year and the Bike Com voted to submit a letter of support at that time. Mr. Yamin also discussed a navigational problem from Mt Hermon to El Rancho in the City of Scotts Valley that a Bike Committee member identified. Mr. Yamin indicated that this location is within Caltrans' right-of-way. Holly Tyler, Lex Rau, and possibly Gary Milburn and Rick Hyman, agreed to meet with Mr. Yamin on site and brainstorm some recommendations with signage to facilitate navigation down El Rancho being a possibility. Staff was asked to agendize the discussion for the April meeting.
16. Update on Highway 1 Morrissey to Soquel Auxiliary Lanes project and Bicycle Committee recommendations, and Highway 1 Chanticleer Overcrossing Preliminary Design – An oral report was presented by Kim Shultz, RTC Senior Transportation Planner, and Suzanne Sarro, Consultant Design Engineer regarding the Hwy 1 Chanticleer Overcrossing. Ms. Sarro detailed design issues related to the bridge including mandates to design to a 25 mile/hour travel speed, the right-of-way required for such a structure, the prohibitive and invasive features of such a structure, as well as "design exception" that will be sought from Caltrans, to reduced project costs and the amount of right-of-way required. Members expressed concerns with the design as shown, especially in respect to on and off ramp movements on the ocean side of Soquel Drive that would require bicyclists to dismount and traverse a pedestrian crossing. Ms. Sarro will reconsider the design as well as investigate a few other considerations mentioned such as including a stairway for pedestrians and the possibility of an undercrossing.

Mr. Shultz provided a status report on the current Hwy 1 Morrissey to Soquel Auxiliary Lanes project and summarized responses to the bicycle committee's previous recommendations (see November 14, 2011 packet, pages 16-18). He indicated that 1) the pathway between La Fonda & Park Way, including curb cuts at Park Way, will be improved; 2) a curb cut at the northwest corner of Fairmont and Morrissey will be included pending Caltrans confirmation of adequate right-of-way; 3) the La Fonda/Soquel intersection has detection loops and cameras and no problems have been identified; 4) City of Santa Cruz's Public Works and Police Departments will closely monitor traffic when the LaFonda bridge is down and respond as needed, with modification to signal timing and/or traffic control during peak periods; 5) the student shuttle project is being pursued to include bicycle carrying capability; 6) and the "Recommended Guidelines to Protect Safety of Bicyclists, Pedestrians, and Disabled Travelers during Road Construction" has been forwarded to the Construction Engineer to be shared with the contractor and enforced. Additionally, he noted that the City claims insufficient street width prohibits the installation of bicycle lanes on Goss Ave, Gilbert, Rooney, Morrissey and La Fonda but that sharrows will be considered. Finally, he noted that the two-way bicycle access on Brookwood Drive proposal has been discussed at length with Caltrans, the City of Santa Cruz and the County of Santa Cruz Public Works Departments as well as the City of Santa Cruz Police Department and City Manager. Due to a number of prohibitive issues, the proposal is unlikely to be implemented at

the current time but a more formal response will be provided to the RTC and will be forwarded to the Bicycle Committee. After some discussion, a motion was made (Hyman/Akol) to write a letter to the Santa Cruz City Council requesting bicycle lanes on Rooney Street between Elk Street and Pacheco Avenue/Morrissey Boulevard. The motion passed unanimously.

17. Article 8 Transportation Development Act (TDA) Claim and Project Updates from the County of Santa Cruz – Jack Sohriakoff, Senior Civil Engineer for the County Public Works Department, and Cory Caletti presented the TDA claims. Mr. Sohriakoff described bicycle/pedestrian safety improvements planned for Calabasas Road in the vicinity of Calabasas School. He also summarized the bicycle lane maintenance request and noted that the Board of Supervisors ruled that TDA funds be distributed throughout the supervisorial districts based on total number of road miles. Additionally, Mr. Sohriakoff agreed to replace the “Share the Road” signs on the Aptos bridge approaches where sharrows are stenciled with “Bikes May Use Full Lane” signs. Finally, he indicated that Soquel Drive is scheduled for a full overlay from State Park Drive to Porter Gulch Road. In response to previous requests from Bicycle Committee members, the segment in front of Cabrillo College will be stenciled with inside and outside bicycle lanes so that a division is demarcated between the parking spaces and bicycle travel zones. A motion was made (Hyman/Fieberling) to recommend that the RTC approve the County’s TDA allocation claim. Members also requested that the County provide an update within the next 4-6 months on the costs allocated for each category of bike maintenance tasks (bike lane re-striping vs. minor repairs vs sweeping, etc). The motion passed unanimously.
18. Regional Transportation Plan (RTP) Sustainability Framework and Regional Complete Streets Initiative – Grace Blakeslee, RTC Senior Transportation Planner provided a presentation summarizing the staff report and progress towards adoption of the 2014 RTP. She discussed the role of a sustainable framework within the RTP and indicated that she would return in April with a list of draft goals and policies for the Bicycle Committee to review.
- 18a. Pulled from Consent Agenda (formerly item #9) - Accept letter from Caltrans to concerned citizen regarding Highway 1 speed limits and plans for rumble strip installation from Western Drive to Swanton Road. Leo Jed requested that the item be agendaized for the April 9th Bicycle Committee meeting, addressed wide-ranging concerns regarding the impacts of rumble strips to the comfort and safety of bicycling, and asked that staff provide background information on the project at the next meeting. He indicated that he spoke with Caltrans’ project manager and implementation is not planned for 6-12 months. He, Jim Langely, Lex Rau, and Kem Akol indicated interest in forming a subcommittee to search this issue further. Leo Jed indicated that Piet Canin is also interested.
19. Project Tracking/Subcommittee Tasks: Oral Reports
 - a. City of Santa Cruz Project Tracking: Bill Fieberling indicated that the Coastal Commission approved the Arana Gulch Master Plan and that the City of Santa Cruz is taking steps to bring the project to construction by working to meet the Coastal Commission’s conditions.
 - b. City of Capitola Project Tracking: No update was provided.

- c. City of Scotts Valley project Tracking: The Vine Hill Road bike lane project was completed and vegetation was trimmed back on Green Hills Road.
- d. City of Watsonville Project Tracking: No update was provided.
- e. County of Santa Cruz Project Tracking: Covered as part of earlier item.
- f. Bike to Work Update: This spring marks the 25th anniversary of the Bike to Work event. Bike Week is scheduled for May 6th through May 12th.
- g. CTSC and the South County Bike/Pedestrian Work Group Update: No update was provided.
- h. UCSC: No update was provided.
- i. Legislative Tracking: Leo Jed indicated that there are plans for a 3-foot passing law to be re-introduced in the legislature this year.
- j. Sanctuary Scenic Trail: Cory Caletti reported that the first set of public workshops were attended by over 200 members of the public and good feedback was received on the opportunities and constraints maps shown. Rick Hyman requested a dedicated Bicycle Committee meeting to receive information about the project's planning efforts and to review the maps in greater detail. Staff indicated that an appropriate time for such a presentation is after the Draft Plan will be released and that staff resources are not available to dedicate an extra meeting to such an exercise at this point in time. Ms. Caletti did note that the maps are available online and that Committee members may provide feedback, either individually or through the Technical Subcommittee.
- k. Technical Subcommittee: No report was provided.
- l. Bicyclist/Motorist Safety Education: No report was provided.
- m. RTC Packet Monitoring Subcommittee: No report was provided.
- n. Safe Routes to School: Cory Caletti mentioned that a concrete pad was poured at Rio Del Mar Elementary School and that the approved bike racks will be installed shortly.

20. Meeting adjourned at 9:45 p.m.

NEXT MEETING: The next Bicycle Committee meeting is scheduled for Monday, April 9th, 2012 at the **Special Meeting Time of 6:30 p.m.** at the RTC office, 1523 Pacific Avenue, Santa Cruz, CA.

Minutes respectfully prepared and submitted by:

Cory Caletti, Senior Transportation Planner

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**Santa Cruz County
Regional Transportation Commission
Interagency Technical Advisory Committee (ITAC)**

DRAFT MINUTES

Thursday, February 16, 2012
1:30 p.m.

SCCRTC Conference Room
1523 Pacific Ave, Santa Cruz, CA

ITAC MEMBERS PRESENT

Taylor Bateman, City of Scotts Valley Community Development and Public Works Proxy
Tove Beatty, Santa Cruz METRO
Teresa Buika, UCSC
Russell Chen, County Planning Proxy
Erich Friedrich, Santa Cruz METRO
Steve Jesberg, City of Capitola Public Works and Planning Proxy
David Koch, City of Watsonville Public Works
Maria Esther Rodriguez, City of Watsonville Community Development Proxy
Chris Schneider, City of Santa Cruz Public Works and Planning Proxy
Anais Schenk, Association of Monterey Bay Area Governments (AMBAG)
Steve Wiesner, County Public Works

STAFF PRESENT

Grace Blakeslee
Rachel Moriconi
Kim Shultz

OTHER PRESENT

Mark McCumsey, Caltrans District 5

-
1. Call to Order – Chair Chris Schneider called the meeting to order at 1:30 p.m.
 2. Introductions – Self introductions were made.
 3. Oral communications – Anais Schenk (AMBAG) reminded agencies to input data to the webportal for the model improvement project. AMBAG has staff available to assist agencies.
 4. Additions or deletions to consent and regular agendas – None

CONSENT AGENDA (Rodriguez/Koch) approved unanimously

5. Approved Minutes of the January 19, 2012 ITAC meeting, with one minor addition
6. Received a copy of the Central Coast Coalition Letter on the House Transportation Bill

REGULAR AGENDA

7. Status of ongoing transportation projects, programs, studies and planning documents - Verbal updates from project sponsors

Watsonville: Maria Rodriguez reported that RSTP-funded construction of the Freedom Boulevard

Reconstruction project continues. The City approved a cooperative agreement with Caltrans for the STIP-funded Highway 1/Harkins Slough Road Interchange project.

County of Santa Cruz: Russell Chen and Steve Wiesner reported that construction of the STIP-funded Graham Hill Road safety project has wrapped up for the winter, though PG&E and AT&T are relocating utilities. Construction of a new turn lane at Airport Boulevard/Green Valley Road is ongoing. East Cliff Parkway construction is scheduled to be completed Summer 2012. The County is starting work on several storm damage repairs, but continues to seek state funding assistance for repairs on non-federal-aid roads.

SC Metro – Tove Beatty reported that Metro received \$11 million in Proposition 1B bond (PTMISEA) funds and will break ground on construction of the operations facility within six months. Metro has received several new buses, with additional buses funded from a State of Good Repair (SOGR) grant coming soon. Metro awarded the contract for the second CNG fueling station. Metro is not pursuing TIGER, JARC, or New Freedom grants this year, but will be seeking a SOGR grant for auto-vehicle locator (AVL) and auto passenger count (APC) technology, as well as a planning grant to develop a short range transit plan. Metro staff is recommending their board oppose the House transportation bill (H.R. 7) and support the Senate bill (MAP-21). Metro will be presenting the Watsonville Transit Study on March 9. STIP-funded bus stop improvements continue. March 29, \$1 million in bus service is being restored, including service to UCSC, service between Santa Cruz and Watsonville, and Live Oak weekend service.

Capitola – Steve Jesberg reported that the City is polling on a potential Transient Occupancy Tax (TOT) and extension of their ¼ cent sales tax. A portion of the funds could be used for the pavement management program. Poll results are anticipated by the end of March.

RTC – Grace Blakeslee reported that the RTC is interviewing firms for a Caltrans' Planning Grant-funded on-board transit survey to support the regional model and other planning efforts. Rachel Moriconi reported the RTC is also interviewing polling consultants to assess voter support of new funding revenues for transportation projects and asked members to inform her by February 24 of any issues they would like considered in the poll. RTC will also be issuing a Request for Proposals (RFP) for a new rail short-line operator. Steve Wiesner reported on the County's work to get approval for changes to crossings associated with planned Aptos Village construction.

City of Santa Cruz – Chris Schneider reported that the Coastal Commission signed off on the Arana Gulch Master Plan. The City is receiving an award for the ARRA-funded Pacific Avenue/Depot Park Roundabout. City Council will be having a workshop on the Climate Action Plan.

Caltrans: Mark McCumsey reminded the ITAC that Safe Route to Schools grant applications are due March 30; Caltrans Planning Grant applications are due April 2; TIGER grant applications are due March 19. He reiterated that Caltrans has awarded \$11 million in Proposition 1B funds for Metro's Operation Facility.

8. Regional Transportation Plan (RTP) Sustainability Framework and Regional Complete Streets Initiative

Grace Blakeslee reported that as part of the update of the Regional Transportation Plan (RTP) the RTC has been working with the North American Sustainable Transportation Council (STC) to use the Sustainable Transportation Analysis and Rating System (STARS) to develop standards for basing the next RTP on three sustainable outcomes. **She requested input on the sustainability framework and targets being used to develop goals and policies.** The goals and policies will

ultimately influence project selection. **She also requested that members take the online "sustainability" survey and share the survey with other interested parties.** Erich Friedrich suggested distributing to one of Metro's public information lists. Teresa Buika suggested changes to wording for the equity goal. Ms. Blakeslee noted that RTC has the flexibility to modify goals from that identified in STARS.

Ms. Blakeslee also reported that a Complete Streets Assessment is being done to identify transportation infrastructure needed to support multi-modal connectivity and walkability in Sustainable Community Strategy (SCS) Priority Areas where the region expects future growth to be concentrated in order to minimize vehicle miles traveled. **She requested information on Complete Streets efforts currently underway and recommendations from ITAC members on how to collect information on Complete Streets needs.** ITAC members noted that Watsonville has the pedestrian network in GIS, that walkability audits may be necessary in some areas, and that some General Plan documents include Complete Streets information.

9. Regional Transportation Plan (RTP) Targets for System Maintenance

Rachel Moriconi requested input from ITAC members on possible targets for the RTP STARS Cost Effectiveness goal for maintaining the existing system. Members discussed the availability of information on pavement conditions, Level of Service, non-pavement infrastructure, and cost-benefit of ongoing maintenance over major rehabilitation. Several local jurisdictions reported that they have Pavement Condition Index (PCI) goals of 70, though existing pavement conditions are significantly lower and are reported in gas tax (HUTA) reports. \$20-30 million per year for 15-20 years would be needed to achieve a PCI of 70 on County roads. Capitola would need to spend approximately \$700,000 per year. Grace Blakeslee noted that target setting provides an opportunity to articulate system needs and the environmental and economic benefits of ongoing maintenance. It was noted that drainage plays an important role in extending the life of roadways. There are several old culverts and pipes that need replacement. Steve Wiesner noted that reducing stormwater runoff and sedimentation is the focus of a joint County-RCD project.

Santa Cruz Metro noted that they have a system management plan that identifies the useful life of facilities and replacement vehicle needs.

The meeting adjourned at 2:45 p.m. The next ITAC meeting is scheduled for **April 19, 2012 at 1:30 PM** in the SCCRTC Conference Room, 1523 Pacific Avenue, Santa Cruz, CA.

Minutes prepared by: Rachel Moriconi

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**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
TDA REVENUE REPORT
FY 2011-2012**

MONTH	FY10-11 ACTUAL REVENUE	FY11-12 ESTIMATE REVENUE	FY11-12 ACTUAL REVENUE	DIFFERENCE DIFFERENCE	DIFFERENCE AS % OF PROJECTION	CUMULATIVE % OF ACTUAL TO PROJECTION
JULY	410,500	499,800	499,800	0	0.00%	100.00%
AUGUST	547,300	547,300	666,400	119,100	21.76%	111.37%
SEPTEMBER	819,955	779,955	699,895	-80,060	-10.26%	102.14%
OCTOBER	458,300	498,300	486,400	-11,900	-2.39%	101.17%
NOVEMBER	611,000	611,000	648,500	37,500	6.14%	102.20%
DECEMBER	776,432	736,433	804,308	67,875	9.22%	103.61%
JANUARY	502,700	479,259	510,100	30,841	6.44%	103.93%
FEBRUARY	670,300	639,012	680,100	41,088	6.43%	104.27%
MARCH	510,760	625,623	625,667	44	0.01%	103.78%
APRIL	412,600	396,653				
MAY	605,300	579,581				
JUNE	631,612	624,034				
TOTAL	6,956,759	7,016,950	5,621,170	204,488	2.91%	80%

Note:

S:\RTC\TC2012\0412\TDA Report.xlsx\FY2012

TO: Regional Transportation Commission

FROM: Daniel Nikuna, Fiscal Officer

RE: FY11-12 SCCRTC Semi-Annual Internal Financial Statements

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission review and accept the FY11-12 Annual Financial Statements (enclosed separately for Commissioners)

BACKGROUND

Every year the Regional Transportation Commission's Fiscal Officer prepares internal financial statements after half of the fiscal year is complete and after the end of the fiscal year. The internal financial statements provide an overview of the financial position prior to the audited report. The interim reporting is also an opportunity to review the books and produce reliable financial information which could be useful to management for decision making purposes

DISCUSSION

As shown in the semi-annual financial statements, a new fund has been established to account for the Hwy 1 Auxiliary Lanes Construction Project; therefore the RTC currently has 12 funds with six Governmental (Operating) Funds and an equal number of Trust Funds.

Overall, the RTC is in stable financial health. In the detail sections of the financial statements, 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 at the RTC Office.

SUMMARY

The FY11-12 semi-annual internal financial statements have been completed and staff recommends review and acceptance by the Commission.

Enclosure: FY11-12 SCCRTC Semi-annual Financial Statement (enclosed separately for Commissioners)

AGENDA: April 5, 2012

TO: Regional Transportation Commission

FROM: Cory Caletti, Senior Transportation Planner/Bicycle Coordinator

RE: Bicycle Committee Membership Appointments

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission make the following appointments to the Santa Cruz County Regional Transportation Commission's Bicycle Advisory Committee:

1. David Casterson (voting) and Eric Horton (alternate) to represent District 2;
 2. Wilson Fieberling (voting) and John Carlos Garza (alternate) to represent the City of Santa Cruz;
 3. Daniel Kostelec (alternate) to represent the City of Capitola; and
 4. Leo Jed (voting) and Jim Langley (alternate) to represent the Community Traffic Safety Coalition.
-

BACKGROUND

Seats on the Regional Transportation Commission's Bicycle Committee correspond to City and Supervisorial District seats on the Regional Transportation Commission (RTC). Commissioners may nominate individuals for the RTC's consideration. Two additional seats for Bike to Work and the Community Traffic Safety Coalition also exist and nominations are made by the respective agency. Seats for three-year terms on the Bicycle Committee expire on a rotating basis. This March 2012, positions expired for the City of Santa Cruz, District 2 and the Community Traffic Safety Coalition. Additionally, staff works throughout the year to fill vacant seats.

The Bicycle Committee's description, role and membership are shown on the 2004 Santa Cruz County Regional Transportation Commission Rules and Regulations ([Attachment 1](#)). A draft roster is also included as [Attachment 2](#).

DISCUSSION

Seats on the Regional Transportation Commission's Bicycle Committee for the City of Santa Cruz, District 2 and the Community Traffic Safety Coalition expired in March, 2012. All current Bicycle Committee members and alternates indicated interest in reappointment and their requests were forwarded to the respective Commissioners.

Vacancies exist for alternate seats representing Districts 4 (voting and alternate) and 5 (alternate), as well as the City Watsonville (voting and alternate) and the City of Capitola (alternate). An application was received to fill the City of Capitola vacancy. Staff has been working to recruit applicants to fill vacancies and welcomes recommendations from Commissioners.

RTC staff requests applications from new applicants. Expiring members' applications are on file and available for review upon request.

City of Santa Cruz Appointments – Voting member Wilson Fieberling and alternate member John Carlos Garza are both seeking reappointment to serve in the same capacity. Mr. Fieberling has served actively on the Committee since 1997 as well as numerous commissions and committees. Mr. Garza has served as his alternate since 2002. Mr. Leo Jed, representative to the Community Traffic Safety Coalition since 2009, also requested appointment as the voting member for the City of Santa Cruz. Staff forwarded the three requests and applications to Commissioner Lane who nominated Mr. Wilson and Mr. Garza for voting and alternate seats, respectively, for three year terms (Attachment 3 – a).

Community Traffic Safety Coalition – Voting member Jim Langley and alternate Leo Jed are both seeking reappointments. Since Mr. Jed was not selected to represent the City of Santa Cruz, he requested appointment to represent the Coalition as the voting member. Mr. Langley, who has served the Committee aptly since 2002, is interested in switching to the alternate seat. The Community Traffic Safety Coalition staff nominated Mr. Jed and Mr. Langley to serve in the capacities they requested for three year terms (Attachment 3 – b).

District 2 Appointments – For District 2, voting member and chair David Casterson, who was first appointed in 2005, and Eric Horton, an alternate since 2009, indicated interest in continuing service to the Bicycle Committee in their current roles. Their requests were forwarded to Commissioner Pirie who nominated Mr. Casterson and Mr. Horton for District 2 voting and alternate seats, respectively, for three year terms (Attachment 3 – c).

City of Capitola Appointments – Former City of Capitola voting member and past chair, Daniel Kostelec, is seeking appointment after a one-year hiatus. Mr. Kostelec's request and application was forwarded to Commissioner Nicol who nominated Mr. Kostelec as the City of Capitola alternate for the remainder of the current term through an oral communication at the March 1st, 2012 RTC meeting. The nomination is reflected in the RTC meeting minutes included in the current packet.

Staff recommends that the Regional Transportation Commission approve nominations submitted by Commissioners Pirie, Lane, Nicol, and Community Traffic Safety Coalition and appoint voting and alternate representatives to the RTC's Bicycle Committee.

SUMMARY

Seats on the Regional Transportation Commission's Bicycle Committee for the Cities of Santa Cruz, District 2 and the Community Traffic Safety Coalition expired at the end of March, 2012. Reappointment requests were submitted from all members and an additional request was received to fill the City of Capitola's vacant seat. Staff recommends that the Regional Transportation Commission appoint the individuals nominated to fill those seats.

Attachments:

- 1) SCCRTC Rules and Regulations: Exhibit 4 – Bicycle Committee description
- 2) Draft Bicycle Committee roster
- 3) Appointment letters

Exhibit 4

Committee: **BICYCLE COMMITTEE**

Committee Objectives: Serves in an advisory capacity to the Regional Transportation Commission and its member agencies on bicycle-related issues, policies, plans, programs and projects.

1. Reviews claims submitted to the Commission that deal with bicycle facilities;
2. Reviews recommendations for the bicycle section of the Regional Transportation Plan, including policies, programs and capital improvement projects;
3. Reviews the bicycle sections of other studies, programs and plans prepared by the Commission;
4. Reviews and advises implementing agencies in a timely manner on transportation capital improvement projects with bicycle elements for projects which are either funded by the SCCRTC or are otherwise major, regional level transportation projects. Project review by the Bicycle Committee involves review of the proposed concept and proposed design for the bicycle features of the transportation project. Local implementing agencies may seek the advice of the Bicycle Committee for more localized, locally funded bicycle projects at their discretion.
5. Advises the local jurisdictions' Public Works and Planning departments and Santa Cruz Metro, at their request, in their other functions as they related to bicycling, including bicycle plans, policies and ordinances and bikeway maintenance activities.
6. Advises local agencies and the Commission on the implementation of bicycle promotion programs funded by Commission funds;
7. Reviews and approves applications for Bikes Secure bike parking grant applications;
8. Assists in the pursuit of local, state and federal funds for bicycle projects and advises the Commission on project priorities for funding and grant applications for bicycle projects;
9. Serves as advocates on behalf of the bicycling population regarding bicycle related issues before the Commission.

Committee Membership:

One person representing each of the five supervisorial districts

5

One person representing each of the four cities	4
One at-large member (until March, 2005 expiration of this position)	1
A representative of Bike to Work	1
A representative of the Community Traffic Safety Coalition	1
<u>Total (prior to April, 2005)</u>	<u>12</u>
Total (after March, 2005)	11

Appointments: Members representing agencies specified above are appointed by that agency and accepted by the Commission; all other members are appointed by the Commission based on recommendations of the Bicycle Committee and via open application process. The cities and the County Supervisors may nominate individuals for Commission consideration.

Quorum: A quorum is six members, assuming that there are no vacant positions. If there are vacant positions, a quorum will be half of the number of filled positions.

Meeting Frequency and Time: Set meeting time as 2nd Monday of the month from 7:00-9:00pm.

Meeting Location: At least one meeting annually will be scheduled for an appropriate location outside of the City of Santa Cruz and in proximity to a major transit route.

S:\RULESREG\2003 rules & regs\BIKE COMM.doc

Attachment 2

Representing	Member Name/Contact Info	Appointment Dates
District 1 - Voting Soquel, Live Oak, part of Capitola	Kem Akol kemakol@msn.com 247-2944	First Appointed: 1993 Term Expires: 3/13
Alternate	Holly M. Tyler Holly.m.tyler@gmail.com 818-2117	First Appointed: 2010 Term Expires: 3/13
District 2 - Voting Aptos, Corralitos, part of Capitola, Nisene Marks, Freedom, PajDunes	David Casterson, Chair dcasterson@gmail.com 588-2068	First Appointed: 2005 Term Expires: 3/15
Alternate	Eric Horton erichortondesign@gmail.com 419-7296	First Appointed: 3/09 Term Expires: 3/15
District 3 - Voting Big Basin, Davenport, Bonny Doon, City of Santa Cruz	Peter Scott drip@ucsc.edu 423-0796	First Appointed: 2007 Term Expires: 3/13
Alternate	William Menchine (Will) menchine@cruzio.com 426-3528	First Appointed: 4/02 Term Expires: 3/13
District 4 - Voting Watsonville, part of Corralitos	Vacant	Term Expires: 3/12
Alternate	Vacant	Term Expires: 3/12
District 5 - Voting SL Valley, Summit, Scotts Valley, part of Santa Cruz	Rick Hyman bikerick@att.net	First Appointed: 1989 Term Expires: 3/13
Alternate	Vacant	Term Expires: 3/13
City of Capitola - Voting	Andy Ward, Vice Chair Andrew.ward@plantronics.com 462-6653	First Appointed: 2005 Term Expires: 3/14
Alternate	Daniel Kostelec dkostelec@sbcglobal.net 325-9623	First Appointed: Term Expires: 3/14
City of Santa Cruz - Voting	Wilson Fieberling anbfieb@yahoo.com	First Appointed: 2/97 Term Expires: 3/15
Alternate	Carlos Garza carlos@cruzio.com	First Appointed: 4/02 Term Expires: 3/15
City of Scotts Valley - Voting	Lex Rau lexrau@sbcglobal.net 419-1817	First Appointed: 2007 Term Expires: 3/14
Alternate	Gary Milburn 427-3839 hm g.milburn@sbcglobal.net/438-2888 ext 210 wk	First Appointed: 1997 Term Expires: 3/14
City of Watsonville - Voting	Vacant	Term Expires: 3/13
Alternate	Vacant	Term Expires: 3/13
Bike To Work - Voting	Nick Mucha nmucha@ecoact.org 426-5925 x.128	First Appointed: 4/11 Term Expires: 3/13
Alternate	Piet Canin pcanin@ecoact.org 426-5925 ext. 127	First Appointed: 4/02 Term Expires: 3/13
Community Traffic Safety Coalition - Voting	Leo Jed leojed@gmail.com 425-2650	First Appointed: 3/09 Term Expires: 3/15
Alternate	Jim Langley jim@jimlangley.net 423-7248	First Appointed: 4/02 Term Expires: 3/15

All phone numbers have the (831) area code unless otherwise noted.

Attachment 3-a

Cory Caletti

From: Don Lane [dlane@cityofsantacruz.com]
Sent: Tuesday, March 20, 2012 10:37 AM
To: Cory Caletti
Subject: RE: bike committee

Dear Cory,

I would like to reappoint Bill Fieberling as our city's primary member of the RTC Bicycle Committee and John Carlos Garza as the alternate member.

Thanks

Don Lane

Mayor
City of Santa Cruz
831-420-5022

Attachment 3-6

Cory Caletti

From: Theresia Rogerson [trogerso@health.co.santa-cruz.ca.us]
Sent: Thursday, January 26, 2012 11:59 AM
To: Cory Caletti
Cc: 'Jim Langley'; 'Leo Jed'; Katie LeBaron; Dena Loijos; Sarah Harmon; 'Debbie Bulger (E-mail)'
Subject: RE: CTSC reappointments to the Bicycle Committee

Hi Cory - Thanks for the reminder. As staff to and on behalf of the CTSC, we would like to reappoint Leo Jed as the Voting Member to the Bicycle Committee of the SCCRTC and Jim Langley as the Alternate.

Thanks -

Theresia

Theresia L. Rogerson, MPH, LCI #1672
Health Educator
Santa Cruz County - Health Services Agency
Chronic Disease and Injury Prevention
1070 Emeline Avenue
Santa Cruz, CA 95060
TEL: (831) 454-4312 FAX: (831) 454-5048
WEB: www.sctrfficsafety.org

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

From: Leo Jed [mailto:leojed@gmail.com]
Sent: Thursday, January 26, 2012 11:12 AM
To: Cory Caletti; Theresia Rogerson; Katie LeBaron; Dena Loijos; Sarah Harmon
Cc: 'Jim Langley'
Subject: RE: CTSC reappointments to the Bicycle Committee

Cory,

Thanks for the reminder. I believe (?) the recommendation needs to come from our health department; or is it from CTSC?

However for all involved, with your concurrence, Jim and I would like to exchange positions for committee seats for this term. Jim would be the alternate and I would be the member.

We both thank you for considering our request for bike committee participation.

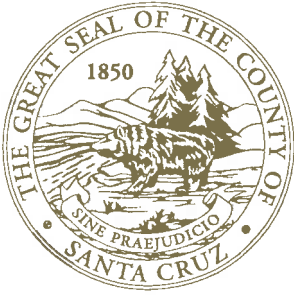
Thank you,
Leo

From: Cory Caletti [mailto:ccaletti@sccrtc.org]
Sent: Thursday, January 26, 2012 10:21 AM
To: Theresia Rogerson; Katie LeBaron; Dena Loijos; Sarah Harmon
Cc: Jim Langley; Leo Jed
Subject: CTSC reappointments to the Bicycle Committee

Hello CTSC staffers: We need to reappoint CTSC representatives to the Bicycle Committee. Please send me an email with the names of the individuals you'd like to recommend for appoint to the RTC as member and as the alternate.

Please let me know if you have any questions.

Attachment 3-c



County of Santa Cruz

BOARD OF SUPERVISORS

701 OCEAN STREET, SUITE 500, SANTA CRUZ, CA 95060-4069
(831) 454-2200 • FAX: (831) 454-3262 TDD: (831) 454-2123

JOHN LEOPOLD
FIRST DISTRICT

ELLEN PIRIE
SECOND DISTRICT

NEAL COONERTY
THIRD DISTRICT

GREG CAPUT
FOURTH DISTRICT

MARK W. STONE
FIFTH DISTRICT

March 13, 2012

Santa Cruz County Regional
Transportation Commission
1523 Pacific Avenue
Santa Cruz, CA 95060

Dear Members of the Commission:

I recommend the reappointment of David Casterson as the Second District representative on the Regional Transportation Commission's Bicycle Committee and Eric Horton as the Second District Alternate on the Committee.

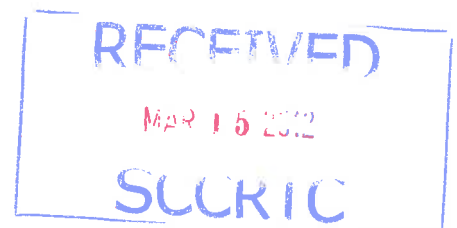
Very truly yours,


ELLEN PIRIE, Supervisor
Second District

EP:pmf

cc: David Casterson
Eric Horton

1317C2



Santa Cruz County Regional Transportation Commission
THREE MONTH MEETING SCHEDULE
APRIL 2012
Through
JUNE 2012

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/

Meeting Date	Meeting Day	Meeting Type	Meeting Time	Meeting Place
04/09/12	Monday	Bicycle Committee	6:30 pm	Museum of Art and History*
04/10/12	Tuesday	Elderly & Disabled Transportation Advisory Committee	2:30 pm*	Community Foundation*
04/12/12	Thursday	Budget and Administration /Personnel Committee	3:30 pm	Commission Offices
04/19/12	Thursday	Transportation Policy Workshop	9:00 am	Commission Offices
04/19/12	Thursday	Interagency Technical Advisory Committee	1:30 pm	Commission Offices
04/19/12	Thursday	RTP Goals and Policies Public Workshop	6:30 pm	Live Oak (Elena Baskin) Senior Center*
05/03/12	Thursday	Regional Transportation Commission	9:00 am	Capitola City Council Chambers
05/14/12	Monday	Bicycle Committee	6:30 pm	Commission Offices
05/17/12	Thursday	Transportation Policy Workshop	9:00 am	Commission Offices
05/17/12	Thursday	Interagency Technical Advisory Committee	1:30 pm	Commission Offices
06/07/12	Thursday	Regional Transportation Commission	9:00 am	Watsonville City Council Chambers
06/11/12	Monday	Bicycle Committee	6:30 pm	Commission Offices
06/12/12	Thursday	Elderly & Disabled Transportation Advisory Committee	1:30 pm	Commission Offices
06/14/12	Thursday	Budget and Administration /Personnel Committee	3:30 pm	Commission Offices
06/21/12	Thursday	Interagency Technical Advisory Committee	1:30 pm	Commission Offices
06/21/12	Thursday	Transportation Policy Workshop	9:00 am	Commission Offices
* Note Change in time or location				
Commission Offices -1523 Pacific Ave- Santa Cruz, CA				
Board of Supervisors Chambers/CAO/RDA Conference room-701 Ocean St-5 th floor-Santa Cruz, CA				
City of Capitola-Council Chambers-420 Capitola Ave-Capitola, CA				
City of Santa Cruz-Council Chambers-809 Center St-Santa Cruz, CA				
City of Scotts Valley-Council Chamber-1 Civic Center Dr-Scotts Valley, CA				
City of Watsonville-Council Chambers-275 Main St Ste 400-Watsonville, CA				

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Correspondence Log
April 5, 2012

Date Letter Rec'd/Sent	Format	Incoming/ Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
02/14/12	Letter	I		George	Dondero	SCCRTC	Aileen K	Loe	Department of Transportation	Structure of Upcoming Fiscal Year (FY) 2012/13
02/14/12	Letter	O		Lynn	Robinson	SCMTD	A John	Daugherty	SCCRTC E&D TAC	Reinstatement of Metro Bus Service to the Frederick Street/Gault/La Posada Neighborhood
02/14/12	Letter	O		Lynn	Robinson	SCMTD	A John	Daugherty	SCCRTC E&D TAC	Support of Q-Pod Restraint Device System in Metro Buses
02/15/12	Letter	I		Kim	Shultz	SCCRTC	Stephanie	Strong	NV5	Invoices 11120301, 1110242
02/15/12	Email	I	KP 02/15/12			SCCRTC	Mary	Lieby		Sidewalk on Rooney Street
02/18/12	Email	I	KP 02/18/12			SCCRTC	Lisa	Pavone		Highway 1 Project Email Updates
02/20/12	Email	I	CJ 02/20/12			SCCRTC	David	Eselius		Santa Cruz County Thirteen- year 32-Mile RR Right of Way Purchase

Correspondence Log
April 5, 2012

Date Letter Rec'd/Sent	Format	Incoming/ Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
02/21/12	Letter	O		Adam	Fukushima	Department of Transportation	Karena	Pushnik	SCCRTC	Contract No. 74A0150, Accessible Pedestrian Safe Path of Travel
02/22/12	Letter	I		George	Dondero	SCCRTC	Martin	Bernal	County of Santa Cruz	Highway 1, Soquel to Morrissey Auxiliary Lane Project - Brookwood Drive
02/22/12	Letter	O		Garin	Schneider	Department of Transportation	Luis	Mendez	SCCRTC	Billing Invoice #4 for the Monterey Bay Sanctuary Scenic Trail Project
02/24/12	Letter	O		Mindy	Rhindress	Abt SRBI	Rachel	Moriconi	SCCRTC	Response to Request for Qualifications for Transportation Funding Poll
02/24/12	Letter	O		John	Nienstedt	Competitive Edge Research and Communication	Rachel	Moriconi	SCCRTC	Response to Request for Qualifications for Transportation Funding Poll
02/24/12	Letter	O		Jon	Canapary	Corey, Canapary & Galanis Research	Rachel	Moriconi	SCCRTC	Response to Request for Qualifications for Transportation Funding Poll
02/24/12	Letter	O		David	Metz	FM3	Rachel	Moriconi	SCCRTC	Response to Request for Qualifications for Transportation Funding Poll

Correspondence Log
April 5, 2012

Date Letter Rec'd/Sent	Format	Incoming/ Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
02/24/12	Letter	O		Richard	Stedman	MBUAPCD	Tegan	Speiser	SCCRTC	Request to Extend Grant Agreement for AB 2766 #09-36: Carpool incentive Program
02/24/12	Letter	O		Richard	Stedman	MBUAPCD	Tegan	Speiser	SCCRTC	request to Extend Grant Agreement for AB 2766 #09-38: Countywide Emergency Ride Home Service
02/24/12	Email	I	SCCRTC 02/24/12			SCCRTC	Jim	Langley		Rumble Strips on Highway 1 to Davenport
02/27/12	Letter	I		George	Dondero	SCCRTC	Anna G	Eshoo	U. S. House of Representatives	H.R. r, the American Energy and Infrastructure Jobs Act
02/27/12	Email	I	SCCRTC 02/27/12			SCCRTC	Janet	Starr		Rumble Strips on Highway 1 to Davenport
02/28/12	Letter	O		Mark	McCumsey	Caltrans, District 5	George	Dondero	SCCRTC	Safe Paths of Travel Final Report - Caltrans Environmental Justice Grant #74A0510
02/28/12	Email	I	SCCRTC 02/28/12			SCCRTC	Scott	Campbell		Rumble Strips on Highway 1 to Davenport

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April 5, 2012

Date Letter Rec'd/Sent	Format	Incoming/ Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
02/29/12	Email	I	SCCRTC 02/29/12			SCCRTC	Rick	Butler		Rumble Strips on Highway 1 to Davenport
02/29/12	Email	I	SCCRTC 02/29/12			SCCRTC	John F	Moran		Rumble Strips on Highway 1 to Davenport
03/01/12	Email	I	SCCRTC 03/01/12			SCCRTC	Carlos	Ovalle		Rumble Strips on Highway 1 to Davenport
03/01/12	Email	I	SCCRTC 03/01/12			SCCRTC	Lisa	Charest		Rumble Strips on Highway 1 to Davenport
03/01/12	Email	I	SCCRTC 03/01/12			SCCRTC	Bill	Kiess		Rumble Strips on Highway 1 to Davenport
03/01/12	Email	I	SCCRTC 03/01/12			SCCRTC	Darrin	Lay		Rumble Strips on Highway 1 to Davenport
03/01/12	Email	I	SCCRTC 03/01/12			SCCRTC	Jeff	Linder		Rumble Strips on Highway 1 to Davenport

Correspondence Log
April 5, 2012

Date Letter Rec'd/Sent	Format	Incoming/ Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
03/01/12	Email	I	SCCRTC 03/01/12			SCCRTC	Nancy	Lund		Rumble Strips on Highway 1 to Davenport
03/01/12	Email	I	SCCRTC 03/01/12			SCCRTC	Dick	Bryant		Rumble Strips on Highway 1 to Davenport
03/01/12	Email	I	SCCRTC 03/01/12			SCCRTC	Bruce	Parker		Rumble Strips on Highway 1 to Davenport
03/01/12	Email	I	SCCRTC 03/01/12			SCCRTC	Steven	Peterson		Rumble Strips on Highway 1 to Davenport
03/01/12	Email	I	SCCRTC 03/01/12			SCCRTC	Wayne	Lessard		Rumble Strips on Highway 1 to Davenport
03/01/12	Email	I	SCCRTC 03/01/12			SCCRTC	Martin	Lyons		Rumble Strips on Highway 1 to Davenport
03/01/12	Email	I	SCCRTC 03/01/12			SCCRTC	Jim	Taggart		Rumble Strips on Highway 1 to Davenport

Correspondence Log
April 5, 2012

Date Letter Rec'd/Sent	Format	Incoming/ Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
03/01/12	Email	I	SCCRTC 03/01/12			SCCRTC	John	Schaffers		Rumble Strips on Highway 1 to Davenport
03/01/12	Email	I	SCCRTC 03/01/12			SCCRTC	Warren H	Naugler		Rumble Strips on Highway 1 to Davenport
03/01/12	Email	I	SCCRTC 03/01/12			SCCRTC	Rick	Taylor		Rumble Strips on Highway 1 to Davenport
03/01/12	Email	I	SCCRTC 03/01/12			SCCRTC	Peter	Walz		Rumble Strips on Highway 1 to Davenport
03/01/12	Email	I	SCCRTC 03/01/12			SCCRTC	Jay M	Dillion		Rumble Strips on Highway 1 to Davenport
03/01/12	Email	I	SCCRTC 03/01/12			SCCRTC	Ayla	Gokturk		Rumble Strips on Highway 1 to Davenport
03/01/12	Email	I	SCCRTC 03/01/12			SCCRTC	Vincent	Hoagland		Rumble Strips on Highway 1 to Davenport

Correspondence Log
April 5, 2012

Date Letter Rec'd/Sent	Format	Incoming/ Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
03/01/12	Email	I	SCCRTC 03/01/12			SCCRTC	Jim	Kirsner		Rumble Strips on Highway 1 to Davenport
03/01/12	Email	I	SCCRTC 03/01/12			SCCRTC	Eileen	Vergino		Rumble Strips on Highway 1 to Davenport
03/01/12	Email	I	SCCRTC 03/01/12			SCCRTC	Byron	Hay		Rumble Strips on Highway 1 to Davenport
03/01/12	Email	I	SCCRTC 03/01/12			SCCRTC	David	White		Rumble Strips on Highway 1 to Davenport
03/01/12	Email	I	SCCRTC 03/01/12			SCCRTC	Dennis	Mandigo		Rumble Strips on Highway 1 to Davenport
03/01/12	Email	I	SCCRTC 03/01/12			SCCRTC	Scott	Carpenter		Rumble Strips on Highway 1 to Davenport
03/01/12	Email	I	SCCRTC 03/01/12			SCCRTC	J.A.	Zaitlin		Rumble Strips on Highway 1 to Davenport

Correspondence Log
April 5, 2012

Date Letter Rec'd/Sent	Format	Incoming/ Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
03/01/12	Email	I	SCCRTC 03/01/12			SCCRTC	Bob	Fusco		Rumble Strips on Highway 1 to Davenport
03/01/12	Email	I	SCCRTC 03/01/12			SCCRTC	Jason	Wehmhoener		Rumble Strips on Highway 1 to Davenport
03/01/12	Email	I	SCCRTC 03/01/12			SCCRTC	Adrienne	Rubin		Rumble Strips on Highway 1 to Davenport
03/01/12	Email	I	SCCRTC 03/01/12			SCCRTC	David	McRobbie		Rumble Strips on Highway 1 to Davenport
03/01/12	Email	I	SCCRTC 03/01/12			SCCRTC	Tom	Kuhn		Rumble Strips on Highway 1 to Davenport
03/01/12	Email	I	SCCRTC 03/01/12			SCCRTC	Phil	Magallanes		Rumble Strips on Highway 1 to Davenport
03/01/12	Email	I	SCCRTC 03/01/12			SCCRTC	Richard H	Elderkin		Rumble Strips on Highway 1 to Davenport

Correspondence Log
April 5, 2012

Date Letter Rec'd/Sent	Format	Incoming/ Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
03/01/12	Email	I	SCCRTC 03/01/12			SCCRTC	Frank	Wilkeson		Rumble Strips on Highway 1 to Davenport
03/01/12	Email	I	SCCRTC 03/01/12			SCCRTC	Steven	Chabra		Rumble Strips on Highway 1 to Davenport
03/01/12	Email	I	SCCRTC 03/01/12			SCCRTC	Kurt Wallace	Martin		Rumble Strips on Highway 1 to Davenport
03/01/12	Email	I	SCCRTC 03/01/12			SCCRTC	Douglas R	Newberg		Rumble Strips on Highway 1 to Davenport
03/01/12	Email	I	SCCRTC 03/01/12			SCCRTC	Dennis M. P.	Ehling		Rumble Strips on Highway 1 to Davenport
03/01/12	Email	I	SCCRTC 03/01/12			SCCRTC	Tim	Rygg		Rumble Strips on Highway 1 to Davenport
03/01/12	Email	I	SCCRTC 03/01/12			SCCRTC	Mick	Weninger		Rumble Strips on Highway 1 to Davenport

Correspondence Log
April 5, 2012

Date Letter Rec'd/Sent	Format	Incoming/ Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
03/01/12	Email	I	SCCRTC 03/01/12			SCCRTC	Bruce	Ohlson		Rumble Strips on Highway 1 to Davenport
03/02/12	Email	I	SCCRTC 03/02/12			SCCRTC	Sue	Pott		Rumble Strips on Highway 1 to Davenport
03/02/12	Email	I	scrcrc 03/02/12			SCCRTC	Neil	Carman		Rumble Strips on Highway 1 to Davenport
03/02/12	Email	I	SCCRTC 03/02/12			SCCRTC	Matt	Politzer		Rumble Strips on Highway 1 to Davenport
03/02/12	Email	I	SCCRTC 03/02/12			SCCRTC	Jose	Armas		Rumble Strips on Highway 1 to Davenport
03/02/12	Email	I	SCCRTC 03/02/12			SCCRTC	Amy	Robertson		Rumble Strips on Highway 1 to Davenport
03/02/12	Email	I	SCCRTC 03/02/12			SCCRTC	Mark	Gunther		Rumble Strips on Highway 1 to Davenport

Correspondence Log
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Date Letter Rec'd/Sent	Format	Incoming/ Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
03/02/12	Email	I	SCCRTC 03/02/12			SCCRTC	Richard	Burton		Rumble Strips on Highway 1 to Davenport
03/02/12	Email	I	SCCRTC 03/02/12			SCCRTC	Mark	Emery		Rumble Strips on Highway 1 to Davenport
03/03/12	Email	I	SCCRTC 03/03/12			SCCRTC	Fred	Rose		Rumble Strips on Highway 1 to Davenport
03/03/12	Email	I	SCCRTC 03/03/12			SCCRTC	Rod	Shearer		Rumble Strips on Highway 1 to Davenport
03/03/12	Email	I	SCCRTC 03/03/12			SCCRTC	Nikki	Grimes		Rumble Strips on Highway 1 to Davenport
03/03/12	Email	I	SCCRTC 03/03/12			SCCRTC	Ned	Pelger		Rumble Strips on Highway 1 to Davenport
03/04/12	Email	I	SCCRTC 03/04/12			SCCRTC	Mike	DeMicco		Rumble Strips on Highway 1 to Davenport

Correspondence Log
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Date Letter Rec'd/Sent	Format	Incoming/ Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
03/04/12	Email	I	SCCRTC 03/04/12			SCCRTC	Larry	Parker		Rumble Strips on Highway 1 to Davenport
03/04/12	Email	I	SCCRTC 03/04/12			SCCRTC	Mick	Jordan		Rumble Strips on Highway 1 to Davenport
03/04/12	Letter	O		Ray	Zhang	Department of Transportation	Ginger	Dykaar	SCCRTC	Agreements for Fiscal Year 2011/2012 Freeway Service Patrol Program for Santa Cruz County Regional Transportation Commission (RTC)
03/05/12	Email	I	SCCRTC 03/05/12			SCCRTC	Steve	Cohen		Rumble Strips on Highway 1 to Davenport
03/05/12	Email	I	SCCRTC 03/05/12			SCCRTC	Stan	Munn		Rumble Strips on Highway 1 to Davenport
03/06/12	Letter	I		Anna G	Eshoo	U.S. House of Representatives	George	Dondero	SCCRTC	Budget Priorities
03/06/12	Email	I	SCCRTC 03/06/12			SCCRTC	Vanessa	McDonnell		Rumble Strips on Highway 1 to Davenport

Correspondence Log
April 5, 2012

Date Letter Rec'd/Sent	Format	Incoming/ Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
03/06/12	Email	I	SCCRTC 03/06/12			SCCRTC	Michel	Glouchevitch		Rumble Strips on Highway 1 to Davenport
03/08/12	Letter	O		Rachel	Zack	Metropolitan Transportation Commission - SAFE	Ginger	Dykaar	SCCRTC	Safe on 17 Invoice: October 1, 2011 - December 30, 2011
03/08/12	Letter	O		Richard	Krumholz	Caltrans, District 5	George	Dondero	SCCRTC	Rumble strips on Highway 1 in Santa Cruz County
03/08/12	Email	I	SCCRTC 03/08/12			SCCRTC	William	Mayberry		Rumble Strips on Highway 1 to Davenport
03/08/12	Email	I	SCCRTC 03/08/12			SCCRTC	Gary	Coyne		Rumble Strips on Highway 1 to Davenport
03/08/12	Email	I	SCCRTC 03/08/12			SCCRTC	Vincent	Hoagland		Rumble Strips on Highway 1 to Davenport
03/09/12	Letter	O		Don	Lane	County of Santa Cruz	Cory	Caletti	SCCRTC	Appointments to the RTC Bicycle Committee

Correspondence Log
April 5, 2012

Date Letter Rec'd/Sent	Format	Incoming/ Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
03/09/12	Letter	O		Kirby	Nicol	City of Capitola	Cory	Caletti	SCCRTC	City of Capitola Bicycle Committee Member Nomination
03/09/12	Letter	O		Ellen	Pirie	County of Santa Cruz	Cory	Caletti	SCCRTC	District 2 Appointments to the RTC Bicycle Committee
03/10/12	Email	I	SCCRTC 03/10/12			SCCRTC	Allison	Cruz		Rumble Strips on Highway 1 to Davenport
03/11/12	Email	I	SCCRTC 03/11/12			SCCRTC	Gina	Bliss		Santa Cruz Citizen General Hopes
03/12/12	Letter	O		Mark	McCumsey	Caltrans, District 5	Luis	Mendez	SCCRTC	FY2011-2012 Invoice #2 for the Rural Planning Assistance Funds (state Highway Account)
03/12/12	Email	I	KP 03/12/12			SCCRTC	David	Baxter		Soquel/Morrissey Project Update
03/12/12	Amendment	O		Thomas J	Egan	Egan Consulting Group	George	Dondero	SCCRTC	Amendment 9 to Agreement Between Egan Consulting Group and the Santa Cruz County Regional Transportation Commission

Correspondence Log
April 5, 2012

Date Letter Rec'd/Sent	Format	Incoming/ Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
03/13/12	Email	I	SCCRTC 03/13/12			SCCRTC	Miguel F	Aznar		Rumble Strips on Highway 1 to Davenport
03/13/12	Invoice	O		Alan	Romero	MBUAPCD	Luis	Mendez	SCCRTC	Invoice: 2 Grant Agreement Number & Title: 09-36 Carpool Incentive Program Billing Period: July 1, 2010 - June 20, 2011
03/13/12	Invoice	O		Alan	Romero	MBUAPCD	Luis	Mendez	SCCRTC	Invoice: 3 Grant Agreement Number & Title: 09-36 Carpool Incentive Program Billing Period: July 1, 2011 - December 31, 2011
03/15/12	Letter	I		Les	White	SCMTD	Diane C	Eidam	AMBAG	FY 2012/13 Community-Based Transportation Planning (CBTP) Program: Santa Cruz County Transit Plan Proposal, Santa Cruz Metropolitan Transit District and Santa Cruz County Regional Transportation Commission (RTC)
03/15/12	Letter	I		George	Dondero	SCCRTC	Richard	Krumholz	Department of Transportation	Rumble Strips on Highway 1 from Shaffer Road to Swanton Road in Santa Cruz County
03/16/12	Letter	O		Diane	Eidam	AMBAG	Luis	Mendez	SCCRTC	FY2011-2012 Second Quarter FHWA PL Invoice and the Quarterly Progress Report
03/16/12	Letter	O		Richard	Stedman	MBUAPCD	Tegan	Speiser	SCCRTC	Request to Amend AB2766 Grant Agreement #09-36: Carpool Incentive Program

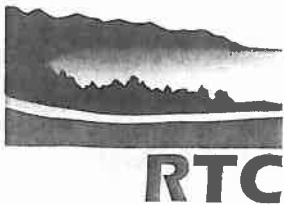
Correspondence Log
April 5, 2012

Date Letter Rec'd/Sent	Format	Incoming/ Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
03/17/12	Email	I	SCCRTC 03/17/12			SCCRTC	Nino	Pacini		Rumble Strips on Highway 1
03/19/12	Letter	I				SCCRTC	Sally	French	Hope Services	FY 2012 Caltrans Environmental Justice Grant - Santa Cruz County Regional Transportation Commission's Safe Paths of Travel/Pedestrian Improvements at Time of Sale
03/20/12	Invoice	O		Luis	Duazo	Caltrans, District 5	Luis	Mendez	SCCRTC	Invoice #2 Billing No: 2 for Bond-Corridor Mobility Improvement (CMI) and STIP/RIP Funds
03/20/12	Email	I	SCCRTC 03/20/12			SCCRTC	Sean	Coffey		Rumble Strips on Highway 1
03/20/12	Email	I	SCCRTC 03/20/12			SCCRTC	Nils	Tikkanen		Rumble Strips on Highway 1
03/21/12	Letter	O		Peter Adam	Rogoff Schildge	Federal Transit Administration	George	Dondero	SCCRTC	Santa Cruz METRO's State of Good Repair AVL/APC Technology Proposal
03/21/12	Letter	I		Michael	Mallon		Erich R	Friedrich	SCMTD	Nighttime Safety in the Rio Del Mar Area

Correspondence Log
April 5, 2012

Date Letter Rec'd/Sent	Format	Incoming/ Outgoing	Response	TO			FROM			Subject
				First	Last	Organization	First	Last	Organization	
03/21/12	Email	I	EL 03/21/12			SCCRTC	William	Sollars		Laurel Curve
03/23/12	Letter	O		Allison	Moore	Moore & Associates	Grace	Blakeslee	SCCRTC	Contract with Santa Cruz County Regional Transportation Commission for on Board Transit Ridership Study
03/23/12	Email	I	KP 03/23/12			SCCRTC	Geri	Lieby		Sidewalk Grant

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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

March 8, 2012

Rich Krumholz, District Director
Caltrans District 5
50 Higuera Street
San Luis Obispo, CA 93401-5415

Re: Rumble Strips on Highway 1 in Santa Cruz County

Dear Mr. Krumholz:

I understand that Caltrans has initiated a project to install centerline and shoulder rumble strips on Highway 1 from the Mission Street/Shaffer Road intersection to Swanton Road after a recent analysis of collision data. As you know, the Regional Transportation Commission and staff have concerns regarding how this project is scoped and the potential impacts to all road users.

Highway 1 is heavily trafficked by tourists, local residents, bicyclists, surfers, equestrians, as well as agricultural and refuse trucks. Highway 1 is also recognized as the Pacific Coast Bicycle Route and due to its spectacular scenery, draws many recreational bicycle riders, mountain bikers accessing Wilder Ranch, charity ride participants, weekly training group riders, organic farm bike delivery operations, as well as triathlon and bicycle road races, most notably the Amgen Tour of California. Rumble strips with their deep depressions in the asphalt that alert inattentive drivers to when they are veering out of the travel lane are an unsuitable riding surface for bicyclists and can potentially cause a loss of control when ridden over.

While I understand that rumble strips would not be placed where the shoulder is less than 5 feet wide, I urge the project team to consider the effective and usable width of the shoulder since many drain grates, debris, failing asphalt, tracked dirt, overgrown landscaping and other obstructions limit the usability of the shoulder. Additionally, in order to maintain continuity throughout the region only centerline striping should be considered since immediately to the north and south of the Santa Cruz County line (in San Mateo and Monterey County) no rumble strips are installed in the shoulder. Please notify Cory Caletti, RTC Senior Transportation Planner/Bicycle Coordinator, of any project team meetings where these issues may be addressed.

Finally, since this topic is generating community, state and even national interest, please consider providing a report to the RTC covering the project scope, budget, time frame, and the crash data used to determine this project's necessity.

If you have additional questions, please contact Cory Caletti at ccaletti@sccrtc.org or (831) 460-3201.

Sincerely,

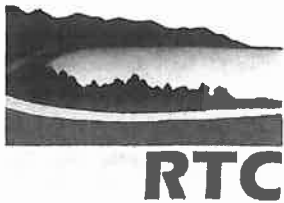


George Dondero
Executive Director

cc Regional Transportation Commission
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

March 22, 2012

Christopher J. Murphy, Director
Office of Traffic Safety
2208 Kausen Drive, Ste. 300
Elk Grove, CA 95758-7115

RE: Letter of Support for the County of Santa Cruz Health Services Agency 2013 OTS grant

Dear Mr. Murphy:

I am writing on behalf of the Bicycle Committee of the Santa Cruz County Regional Transportation Commission (RTC) to offer our support of the County of Santa Cruz County Health Services Agency's (HSA) 2013 OTS grant proposal *Safe and Sober Traffic Safety Education and Encouragement Project*. The project will address pedestrian, bicycle, child passenger, teen driver safety, as well as distracted driving.

The Regional Transportation Commission's Bicycle 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 HSA grant complements the Bicycle Committee's goals by providing enhanced safety awareness and education resulting in increased and safer bicycle trips. The RTC also provides direct funding to the HSA's Ride 'n Stride Program, the Community Traffic Safety Coalition, and the coalition's South County Bicycle and Pedestrian Work Group to address community wide bicycle and pedestrian safety education and inter-jurisdictional collaboration on traffic safety needs.

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

Sincerely,

David Casterson
Chair, RTC Bicycle Committee

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

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Friday, February 24, 2012 11:56 AM

I'm writing because at a recent RTC Bicycle Committee meeting we learned of CalTrans' plans to install rumble strips on the centerline and shoulders of Highway 1 from Santa Cruz all the way past Davenport and to Swanton Road.

I'm greatly concerned about how this would ruin this incredible and famous Santa Cruz road for cyclists and I urge you to not let it happen. I'm also writing to everyone else I think can help.

I understand wanting to do something to prevent car accidents, however, I can't understand why CalTrans would choose something that is so wrong for a road that has so many other users besides cars, and that is a famous tourist destination and frequented by bicyclists, surfers, hikers, horse riders and pedestrians, who all are put at risk by rumble strips.

As a cyclist and making my living in the bicycle industry (I brought two cycling companies, Bicycling Magazine and SmartEtail.com to Santa Cruz County), I am especially worried about the dangers to cyclists of installing these treacherous rumble strips on the road. In case you're unfamiliar with them, rumble strips are deep indentations in the pavement designed to capture and shake car wheels to alert drivers they are about to drive out of their lane.

They shake the car so violently that they prevent drivers from wanting to cross the centerline, which means they are more likely to pass cyclists, pedestrians and anyone else on the shoulder too closely (rather than move left), which is a dangerous thing. But, much worse, rumble strips placed on the shoulders (we were told that they would likely extend from 6 to 12 inches inside the fog line) shrinks the effective width of the shoulder. And on Highway 1 where erosion is a common problem and already reduces shoulder width, rumble strips would create a dangerous new hazard.

Cyclists would have to avoid hitting the rumble strips and hang on if they did, as they got bounced over the bumpy surface and could get jostled right into the traffic lane. As you know, bicycles have only two wheels, weigh very little, have to be balanced and are inherently unstable over potholes and road debris like sand. Putting deep ruts in the road creates a significant hazard that any cyclist could ride right into with a second of inattention, reaching for a water bottle or adjusting a helmet or swatting away a bug. It just doesn't make any sense to me that CalTrans would even consider doing something like this when it's been common knowledge since rumble strips were invented that they aren't for use on roads frequently by cyclists. That's why you hardly ever see them.

Another danger is that they would trap cyclists on the shoulder. Right now it's easy on Highway 1 for cyclists to look back, make sure it's safe and move into the traffic lane if there's a too-narrow shoulder because rocks slid down and litter the road, or you have to avoid surfers' parked cars, for example. But, with a dangerous rumble strip all along the shoulder, that won't be easy anymore and it will make a very safe road significantly less safe.

Please keep in mind too that Highway 1 from San Francisco to Santa Cruz has long been known as one of the greatest cycling routes anywhere so cyclists travel from around the world to ride here. That's why the Tour of California, arguably one of the most important professional endurance sports events in the world has been coming here (ironically, a photo from that race even graces the CalTrans website).

Highway 1 is also part of the Pacific Coast Bike Route, established over 30 years ago, that travels from Washington to San Diego and is how my wife Deb (a second-grade teacher at Westlake School), and I discovered Santa Cruz on a cross-country bicycle tour and decided to buy a home here and settle down. I could list numerous other famous rides that use the road and can add that Santa Cruz County itself is one of the most famous bicycling centers in the world with almost endless bike stores, companies and innovators. Surely we don't want to take away the great cycling on Highway 1 that's helped put us on the map.

Summing up, I'm all for safety. I'm on the Santa Cruz Community Traffic Safety Coalition and the Regional Transportation Committee's Bike Committee - but there's nothing safe about rumble strips for cyclists. The complete opposite is true. In fact, you can find language in the engineering manual that recommends rumble strips be used on cars-only roads, like closed highways and not even be considered on multi-use destination roads like our precious Highway 1.

If CalTrans has to do something to Highway 1, I urge them to use an alternative safety measure that works for all users of Highway 1 (lowering speed limits comes to mind or creating a lights-on safety zone as they did on Highway 1 South). But please do not allow rumble strips and put cyclists at such great risk and ruin such a wonderful and safe road.

Jim Langley

Monday, February 27, 2012 1:25 PM

PLEASE DO NOT PUT RUMBLE STRIPS ON HIGHWAY 1 BETWEEN SANTA CRUZ AND SWANTON RD!

I ride my bicycle on that road, and since there is no bike path past Wilder Ranch, it would make that ride very dangerous or impossible. It is not very crowded on that stretch of road like (it is south of Santa Cruz), and is a very wonderful place to ride a bike.

Money could be much better spent repairing damaged roads. I live off of Rodeo Gulch Rd. and that road lost a lane last year and was replaced with barricades and a stop sign. We are fortunate that it didn't rain much this year, as we could have lost the whole road.

I would appreciate your support in this matter.

Janet Starr

Tuesday, February 28, 2012 12:26 AM

I am a cyclist, a member of the Santa Cruz County Cycling Club, and a voter. I love to ride Highway One for health, exercise, and the ocean view. The proposed installation of rumble strips on the shoulders will effectively create a dangerous situation for all road users, most especially cyclists. I have traveled this great country and whenever I encountered rumble strips in those states that use them I found it safer to ride in the lane rather than chance rolling over the deep gouges in the asphalt. Most of you would think this is an unwise decision but when you have to deal with the alternative, the possibility of taking a fall, you would have to agree with my choice.

It has already been stated how great our Highway One is for all road users but when you consider all the users of this stretch of road you must agree this is a bad choice for all.

I have a question for all of you; how can the state afford to pay for this project when it can't even afford to pay for repairing or stripping the roads?

Scott Campbell

Wednesday, February 29, 2012 11:51 PM

I'm a cyclist. And this link makes the argument: <http://www.roadbikerider.com/jims-tech-talk> Thanks for taking the time to consider.

Rick Butler

Wednesday, February 29, 2012 3:19 PM

As an avid travel cyclist in the state of California, I plead with you; do not put rumble strips on Highway 1.

Rumble strips are virtually impossible to ride a bicycle on or over – they are at best uncomfortable, even for a very short distance, and at worst can cause a cyclist to lose control of their bike and fall. They can damage a bicycle wheel, can cause a flat tire, and/or shake loose parts off a bicycle. Consequently, cyclists will avoid riding over them – and when rumble strips leave no room on a shoulder, the cyclist will have no other option than to ride in the travel lane. While rumble strips do not deter car, truck or bus travel, they have a severe impact on bicycling travel, and have ruined popular cycling routes.

AASHTO's Guide for Development of Bicycle Facilitiesⁱⁱⁱ says that rumble strips "are not recommended where shoulders are used by bicyclists unless there is a minimum clear path of 0.3 m (1 foot) from the rumble strip to the traveled way, 1.2 m (4 feet) from the rumble strip to the outside edge of paved shoulder, or 1.5 m (5 feet) to adjacent guardrail, curb or other obstacle. If existing conditions preclude

achieving the minimum desirable clearance, the width of the rumble strip may be decreased or other appropriate alternative solutions should be considered." Cyclists find that placing the rumble strip 1 foot to the right of the edge line is unsatisfactory and strongly recommend a minimum of four or five feet on the outside of the shoulder.

The FHWA guidance on Roadway Shoulder Rumble Strips supports this policy, saying, "Rumble strips should only be installed when an adequate unobstructed width of paved surface remains available for bicycle use." The guidance notes that 12 foot gaps placed periodically in the strips allow cyclists to avoid debris and parked vehicles on the shoulder, or safely pass over the rumble strip for any reason. Because rumble strips occupy the favored part of the shoulder closest to the roadway, which generally remains clearer of debris due to the draft caused by passing automobiles, the FHWA guidance recommends that highway maintenance agencies regularly sweep the entire shoulder along bike routes and high bike traffic areas. The guidance states that shallower ("reduced depth") rumble strips, which are less jarring to cyclists, are a good compromise to accommodate bicyclists.

For rural freeways and expressways on the National Highway System, the FHWA guidance endorses "system-wide installation" of rumble strips to take advantage of economies of scale. Since bicyclists are generally prohibited from these highways, and there is often a wide shoulder when they are allowed, this guidance is appropriate

John F Moran

Thursday, March 01, 2012 5:38 AM

I have done long distance cycling rides on Hwy 1 – Seattle to San Francisco and Portland to Newport Beach, CA – plus 2 cross country rides, a ride down the east coast, Tuscany, Newfoundland, Labrador.

The rides on the West Coast are my two favorite rides due to the ever changing beauty the coastal ride offers. Traffic is always a concern while cycling and I urge you to reconsider the placement of rumble strips on the 11 miles section of highway 1 from Davenport to Santa Cruz.

Bill Kiess

Thursday, March 01, 2012 5:57 AM

I am not from California. I live in Louisville, KY. However, I have made the trip to your beautiful state several times, to ride my bicycle on Hwy 1's amazing route. On occasion, from San Diego to Santa Barbara and on others up past Santa Cruz. These are multi-day rides, where I eat in restaurants and stay in hotels along the way.

I can assure you I would not be able to do this if Rumble Strips are installed. Most likely, I would go to Colorado instead.

Please consider the ramifications of just 1 person speaking to you about this, while many, many others do not know about it or would just simply not come back without expressing their disappointment. While safety is your motive, the reality is that Rumble Strips are not the answer to why people cross lanes or go off the road. Put your dollars to work on distracted driving penalties and arrests and let the beautiful coastline views be shared by all, not at the expense of others

Darrin Lay

Thursday, March 01, 2012 6:30 AM

Please, please do not allow the installation of rumble strips as proposed along Highway 1 from Santa Cruz north to Davenport. I have experienced these rumble strips along highways while riding coast to coast a few years ago and they are incredibly dangerous to cyclists. I would be greatly disappointed if these strips are installed. Disappointed enough to allow this to affect my voting preference.

Jeff Linder

Thursday, March 01, 2012 7:01 AM

Please take into consideration the number of cyclists that use this route to get from San Francisco to points south. By putting in rumble strips on the portion of the road from Davenport south, it will require those of us on two wheels to venture into the traffic lane which would put our lives at stake. Having been hit by a car once was enough for me. I sustained injuries (broken hip) but was lucky to come out alive. Others have not.

We want roads that are safe for EVERYONE, not just a segment of the population that uses them. I

Please look at other options before you proceed with this unwise plan.

Nancy Lund

Thursday, March 01, 2012 7:20 AM

As an avid cyclist who may be touring Highway 1 on future rides, I want to urge you NOT to install the planned rumble strips on this route. Rumble strips are VERY dangerous for cyclists and this route is a very popular route for cycle tours as well as individual rides.

Please consider the safety of everyone using this road and cancel this plan. I can testify from personal experience that hitting rumble strips on your bicycle can cause a loss of control leading to a crash.

For more scientific information on this issue, please review this page, posted by the League of American Bicyclists:

http://www.bikeleague.org/resources/reports/pdfs/rumble_strips.pdf

Especially note the AASHTO and FHWA recommendation that "at least four feet of unobstructed roadway shoulder remains after the rumble strips have been installed". Having driven Highway 1 myself, I think it unlikely that this requirement can be met in any areas where the installation of rumble strips would be considered in the first place.

Dick Bryant

Thursday, March 01, 2012 7:30 AM

While I agree that motorists need to be protected from themselves, it should not be at the sacrifice of the safety of other road users whose taxes also support California's roads and highways. Please read through the recommendations contained in

http://www.bikeleague.org/resources/reports/pdfs/rumble_strips.pdf

and give them careful consideration before proceeding with installation of rumble strips on Highway 1 or any other route within your responsibility. Thank you. Sincerely yours,
Bruce Parker

Thursday, March 01, 2012 7:45 AM

I understand Caltrans is considering placing rumble strips along the Coast Highway between Santa Clara and Davenport, CA. I hope you will reconsider this idea. I am an enthusiastic road bicyclist, and would hate to see you ruin the cycling safety of one of the most beautiful stretches of cycling road in the United States. Coming from Oregon, and growing up cycling on the central Oregon coast, I do not bestow that honor lightly!

I ride a bicycle because it is healthy, fun and has low environmental impact. Rumble strips will remove the first two of these reasons for that stretch of road. I ride on two wheels that are less than an inch wide. Rumble strips are not only a maintenance hazard for bicycles by increasing the chance of flats, they reduce safety for all by increasing the chances of a flat repair being conducted on the side of the sometimes limited Coast Highway shoulders, or a fall into the traffic lane. Either of these instances will

cause any alert and competent motorist to swerve to avoid them. I am sure you see that swerving motorists are a hazard to not only bicyclists and pedestrians, they are a hazard to other motorists.

Please review the statistics on how many head-on or off-the-road motor accidents rumble strips are likely to avoid. I think you will find the answer is: not many. But I assure you they will increase cyclist accidents. Do you really want to impose the accidental death of even one cyclist on the heart of one of your California motorists?

Steven Peterson

Thursday, March 01, 2012 8:02 AM

I am writing from Ontario, Canada to object to the use of rumble strips on the right hand side of highway.

I have ridden this highway, albeit many, many years ago, and as I recall it is one of the most beautiful cycling roads in the world. Please do not mess it up by putting in rumble strips.

While they may, this is a big MAY, improve conditions for drivers this must be balanced against the interests of all road users. Rumble strips are just plain dangerous for cyclists.

Wayne Lessard, B.A., LL.B.

Thursday, March 01, 2012 8:03 AM

Rumble strips will trap cyclists on the shoulders and prevent them from using the traffic lane to pass parked vehicles, avoid wind-blown sand that's often across the road or bypass glass or debris on the shoulder.

In short, rumble strips are a terrible idea that will ruin this treasure of a road.

Martin Lyons

Thursday, March 01, 2012 8:14 AM

I recently read that CalTrans is planning to install 11 miles worth of rumble strips on the shoulder of Hwy 1 between Santa Cruz & Davenport. As a cyclist, I would ask you to please reconsider. That is a heavily cycled route and rumble strips create a significant danger for cyclists. For example, rumble strips will trap cyclists on the shoulders and prevent them from using the traffic lane to pass parked vehicles, avoid wind-blown sand that's often across the road, or bypass glass or other debris on the shoulder. Additionally, rumble strips may not just shake a cyclist like it does a driver. It could cause a breakdown or buck them into the traffic lane where they might get struck and killed. Bicycles aren't like cars, after all. We have to balance and avoid obstacles or we'll crash, and we don't have a metal enclosure to protect us.

I can see how a restricted-use parkway or highway, like an interstate, might be a good use for rumble strips but not Hwy 1. Hwy 1 is a highway in name only. It's actually a 2-lane country road with farms, surfing spots, shoulder parking, multiple pull-outs, popular public beaches, scenic spots, and lots of cyclists, pedestrians, surfers and even equestrians frequently sharing the shoulders.

Again, please reconsider your plan and do not install rumble strips on Hwy 1. Thank you.

Jim Taggart

Thursday, March 01, 2012 8:23 AM

I read with great concern Jim Langley's report that you are considering RUMBLE STRIPS on Highway 1 between Santa Cruz and Davenport.

We have ridden Highway 1 in California on a bicycle with gear, camping and staying in Hotels. Putting Rumble Strips on this highway, and not increasing the road surface so that all users can be protected (impossible in some coastal areas), will only serve to reduce the number of bicycle tourists that visit your fine state. I vacation annually with for a week camping, staying in Hotels and eating at local establishments – We do not go back to locations with RUMBLE STRIPS and will avoid them if at all

possible. This will be our 10th year of touring 7-10 days through the western US. And we make every effort to publicize our poor treatment for more years than when CalTrans finally changes from RUMBLE STRIPS.

RUMBLE STRIPS will not work on Highway 1 or through communities that benefit from bicycle tourists!
John Schaffers

Thursday, March 01, 2012 8:38 AM

It came to my attention today that CalTrans was planning on putting rumble strips on Highway 1 between Santa Cruz and Davenport.

As a life-long California native and avid cyclist I can't fully express the negative ramifications of this idea.

While rumble strips in the centerline can help drivers stay on the road, installing them to the right of the white lines (where us cyclists go) can be very dangerous.

We want to be able to enjoy this wonderful area and share it with cars, but rumble strips can be problematic and even cause crashes.

Safety first is a great motto, but as with any great plan, it's all in the execution. I am hoping that there are other alternatives to increase safety along this beautiful roadway (lowering speed limits, more patrols, etc.)

Warren H. Naugler

Thursday, March 01, 2012 9:15 AM

Please do not put rumble strips on Highway One (PCH) . I live in the Las Vegas area but I have ridden Highway One in the area of discussion .I believe putting the strips in will make the road unsafe for the many cyclists that use the highway . We have them here in Southern Nevada and on narrow roads they force cyclist to actually have to ride in the traffic lane. If you must install them may I suggest that they be placed to

the left of the white fog line, because once a vehicle has crossed the line it is usually already too late to recover in time to avoid going off road or hitting cyclists or pedestrians on the shoulder of the road .

Thank You for taking my concerns in advisement.

Rick Taylor

Thursday, March 01, 2012 9:21 AM

I recently read a cycling article that indicated a CalTrans proposal to install rumble strips along HWY 1 from Santa Cruz to Davenport.

As a concerned cyclist living in Santa Cruz and I would certainly not support highway shoulder rumble strips.

I work in Moss Landing, and a few years ago CalTrans created a rumble strip down the middle of hwy 1 from Salinas Road to the Castroville area where it is a 2 lane hwy (similar to the area north of Santa Cruz with farms, turnouts, pedestrians, cyclists etc . . .). I would hope that CalTrans would only replicate this treatment (if any) along the hwy 1 corridor north of Santa Cruz. To me, the center rumble strip does make sense if the goal is to reduce head on collisions.

However, in my opinion, reducing the rideable and useable area of the shoulder with rumble strips would make the road more dangerous for a variety of users. The ubiquitous "bots dots" (http://en.wikipedia.org/wiki/Botts%27_dots) accomplish the same thing along the shoulder and do not create a hazard to cyclists.

Thanks for your attention and consideration of road safety for all users of the HWY 1 corridor.

Peter Walz

Thursday, March 01, 2012 9:33 AM

I am writing to ask you not to install rumble strips on Highway 1 between Santa Cruz and Davenport. This is a very popular route among cyclists. While these rumble strips are designed to protect motorists in cars, they are extremely dangerous for cyclists.

Rumble strips will trap cyclists on the shoulders and prevent them from using the traffic lane to pass parked vehicles, avoid wind-blown sand that's often across the road or bypass glass or debris on the shoulder.

Much worse, should a newbie or inattentive cyclist ride onto the strip, it won't just shake them, like a driver. It could cause a breakdown or buck them into the traffic lane where they might get struck and killed. You have to wonder how it can even be legal to install such a dangerous hazard. Bicycles aren't like cars, after all. We have to balance and avoid obstacles or we'll crash, and we don't have a metal enclosure to protect us.

Jay M. Dillon

Thursday, March 01, 2012 9:42 AM

Please reconsider the shoulder rumble strips on Hwy 1. They are unsafe for cyclists as it traps us either on the shoulder or in the roadway. While considerate and experienced cyclists try to ride the shoulder as much as possible to share the road with cars, we need to be free to jump out into the traffic lane to avoid debris in our path. Rumble strips make this dangerous for us both while trying to get out of the shoulder and then back in.

Twice the danger for us.
Ayla Gokturk

Thursday, March 01, 2012 9:45 AM

As a member of the Sonoma County Bicycle and Pedestrian Advisory Committee and a bicycle tourist, I strongly object to the installations of rumble strips on Highway 1 in Santa Cruz county. This road is heavily traveled by bicyclists and has fairly narrow shoulders. AASHTO's Guide for Development of Bicycle Facilities says that rumble strips "are not recommended where shoulders are used by bicyclists unless there is a minimum clear path of 0.3 m (1 foot) from the rumble strip to the traveled way, 1.2 m (4 feet) from the rumble strip to the outside edge of paved shoulder, or 1.5 m (5 feet) to adjacent guardrail, curb or other obstacle." The FHWA guidance on Roadway Shoulder Rumble Strips supports this policy, saying, "Rumble strips should only be installed when an adequate unobstructed width of paved surface remains available for bicycle use."

My experience with CalTrans in Sonoma County is that it is trying to work with bicyclists to provide safe travel for ALL users of the roads and tries to follow AASHTO policies. I would hope that this is true throughout the state, especially along Highway 1 which is such an important bicycle route.
Vincent Hoagland

Thursday, March 01, 2012 10:01 AM

Rumble strips are virtually impossible to ride a bicycle on or over
– they are at best uncomfortable, even for a very short distance, and at worst can cause a cyclist to lose control of their bike and fall. They can damage a bicycle wheel, can cause a flat tire, and/or shake loose parts off a bicycle. Consequently, cyclists will avoid riding over them – and when rumble strips leave no room on a shoulder, the cyclist will have no other option than to ride in the travel lane. While rumble strips do not deter car, truck or bus travel, they have a severe impact on bicycling travel, and have ruined popular cycling routes.

The negative impact of rumble strips on the ride-ability of a roadway has prompted American Association of State Highway and Transportation Officials (AASHTO) and the Federal Highway Administration (FHWA) to provide guidance to follow when considering rumble strips on roadways used by cyclists. They recommend that rumble strips should not be used indiscriminately on roadways that

are not limited-access. Rumble strips should be used where there is a history of run-off-the-road crashes; especially where there is sufficient recovery room for a motorist to react to the alert provided by the rumble strip; and when the impact cyclists can be minimized. This means that at least four feet of unobstructed roadway shoulder remains after the rumble strips have been installed.

States should train and monitor contractors to ensure best practices are followed. Advocates should work with their state DOTs, Municipal Planning Organizations (MPOs), and county road commissions to verify that unnecessary rumble strips are not installed and that preferred bicycling routes, especially, are kept free of rumble strips. It is important to get it right the first time. Improperly installed rumble strips are expensive to repair – often costing many times more than the original installation – and usually cannot be repaired without leaving behind an uneven surface or a shoulder prone to early failure.

Jim Kirsner

Thursday, March 01, 2012 10:39 AM

As an avid cyclist I am disheartened to hear of the proposal for installing rumble strips on Hwy 1 specifically between Davenport and Santa Cruz. I ride with our team annually from Livermore to Santa Cruz and we always finish up along the coast. These proposed rumble strips would reduce our usable bike lane, make it dangerous for us as cyclists as they truly do make it nearly impossible to hold onto the bars and even worse could force us in places into the traffic lane. I understand wanting to keep cars in their lane however doing it at the expense of bicycles is fully unfair and downright dangerous. Please reconsider the installation of these strips especially on roads heavily utilized by cyclists.

Eileen Vergino

Thursday, March 01, 2012 10:41 AM

I was made aware there is a project planned to install rumble strips on highway 1. I live in California and I bicycle on highway 1 in various parts of the state. I am very concerned by this project and I urge you to reconsider and stop this project. Additionally I believe Caltrans should consider in their road planning for multi-use instead of car specific. These rumble strips are hazardous and can be downright dangerous for cyclists.

Byron Hay

Thursday, March 01, 2012 10:49 AM

Roads are paid for by all tax payers. They should be made and kept safe for all tax payers - including bicyclists. Rumble strips provide a huge hazard for bicyclists. Go out on a bike and run into one yourself. Even doing so intentionally is a hair-raising experience. When it happens by accident (and it easily can due to a wind gust, etc) it can be a cause of collision or crash. There are several places in this country where rumble strips have had to be filled due to these problems. Do NOT waste tax payer money cutting them in the first place. Stop thinking only of cars and consider all tax payers. Really, should I have to tell you this?

David White

Thursday, March 01, 2012 11:04 AM

Please do not move forward with the plans to put rumble strips on the section of Hwy. 1 near Santa Cruz. This project does not result in increased safety but in fact decreasing safety because of it's impact on bicycle traffic. The tires of a road bike can easily catch in such a groove and easily throw a cyclist off balance. This could result in serious injury. If a tire is cut or a wheel damaged the result could also be a cyclist down on the road.

Please keep Hwy. 1 safe for all who use it.

Dennis Mandigo

Thursday, March 01, 2012 11:12 AM

As an avid cyclist and rider in the California Coast classic which raises money for arthritis research. I am writing you to ask that you please reconsider the installation of rumble strips. They are incredibly dangerous for cyclists and could halt charity rides such as aids, the arthritis foundation, and ride to

recovery from using this scenic highway. As a Californian I ask that you please take into consideration the safety of everyone that uses this road.

Scott Carpenter

Thursday, March 01, 2012 11:14 AM

I am writing to oppose Caltrans' plan to install rumble strips on an 11-mile stretch of Highway 1, starting in Santa Cruz and continuing north up the coast to Davenport. There's nothing safe about rumble strips for cyclists.

Rumble strips will trap cyclists on the shoulders and prevent them from using the traffic lane to pass parked vehicles, avoid wind-blown sand that's often across the road or bypass glass or debris on the shoulder.

Much worse, should a newbie or inattentive cyclist ride onto the strip, it won't just shake them, like a driver. It could cause a breakdown or buck them into the traffic lane where they might get struck and killed.

Highway 1 is among the most famous, most ridden and most celebrated cycling routes anywhere. It should be made safe for ALL users, including cyclists.

J.A. Zaitlin

Thursday, March 01, 2012 11:31 AM

I am writing to ask that you not support the addition of rumble strips on Highway One or other roadways used by bicyclists. I looked over my shoulder and drifted onto such a rumblestrip on Hwy 84 near Livermore. I was thrust out into automobile traffic, which could easily have resulted in severe injury or death had the approaching car been closer.

Thanks for helping to save lives and preserving one of America's greatest cycling roads.

Bob Fusco

Thursday, March 01, 2012 12:04 PM

The stretch of Hwy 1 from Santa Cruz to Davenport is a well known portion of the route of Tour of California, the California Coastal Classic and California AIDS Ride. Installing rumble strips on this stretch of Hwy 1 would ruin this amazing road for cyclists, and would likely do little to reduce off-the-road and head-on collisions. Reducing speed limits and increasing patrols would do much more to reduce these collisions.

From http://www.bikeleague.org/resources/reports/pdfs/rumble_strips.pdf :

The negative impact of rumble strips on the ride-ability of a roadway has prompted American Association of State Highway and Transportation Officials (AASHTO) and the Federal Highway Administration (FHWA) to provide guidance to follow when considering rumble strips on roadways used by cyclists. They recommend that rumble strips should not be used indiscriminately on roadways that are not limited-access. Rumble strips should be used where there is a history of run-off-the-road crashes; especially where there is sufficient recovery room for a motorist to react to the alert provided by the rumble strip; and when the impact cyclists can be minimized. This means that at least four feet of unobstructed roadway shoulder remains after the rumble strips have been installed.

Additional guidance on how to avoid ruining roads for cyclists with rumble strips can be found at the above link.

Please do not install rumble strips on the stretch of Hwy 1 between Santa Cruz and Davenport.

Jason Wehmhoener

Thursday, March 01, 2012 12:11 PM

I am writing to you as a cyclist who has enjoyed riding my bicycle on Highway 1. It has come to my attention that Caltrans is planning to install rumble strips on an 11-mile stretch of Highway 1, starting in

my town of Santa Cruz and continuing north up the coast to Davenport. If this happens, I will not be able to ride my bike there, as it will become too dangerous for me, and surely for many others as well. I certainly hope it doesn't happen, and ask you to consider this seriously.

Cycling is becoming a popular sport. Changing Highway 1 will affect hundreds, if not thousands of us. If there is no bike lane, at the very least, we need an adequate shoulder for safety.

Please continue reading below what another cyclist has to say:

"According to Wikipedia, rumble strips were first installed in 1952 on New Jersey's Garden State Parkway. You can see how a restricted-use parkway or highway, like an interstate, might be a good use for them. But Highway 1 is a highway in name only. It's actually a 2-lane country road with farms, surfing spots, shoulder parking, multiple pull-outs, popular public beaches, scenic spots, and lots of cyclists, pedestrians, surfers and even equestrians frequently sharing the shoulders.

Plus, the stats we've rounded up researching this issue indicate that rumble strips would hardly have an impact on preventing head-ons and run-off-the-road crashes. In contrast, simply lowering speed limits or increasing police patrols would help more and have no negative impact on other road users.

All road users deserve safety, not just drivers

The fact that Caltrans is even considering putting rumble strips on such a multi-use and heavily biked road is as inconceivable to me as the California Coastal Commission allowing whaling in the waters adjacent to it. Rumble strips will trap cyclists on the shoulders and prevent them from using the traffic lane to pass parked vehicles, avoid wind-blown sand that's often across the road or bypass glass or debris on the shoulder.

Much worse, should a newbie or inattentive cyclist ride onto the strip, it won't just shake them, like a driver. It could cause a breakdown or buck them into the traffic lane where they might get struck and killed. You have to wonder how it can even be legal to install such a dangerous hazard. Bicycles aren't like cars, after all. We have to balance and avoid obstacles or we'll crash, and we don't have a metal enclosure to protect us."

Adrienne Rubin

Thursday, March 01, 2012 12:14 PM

I was shocked to read in Road Biker Rider that CalTrans plans to install rumble strips on Highway One north of Santa Cruz.

This poses a serious threat to cyclists. I've ridden along a highway in Colorado that had rumble strips, and the instability caused me at one point to veer into traffic and almost crash.

Twice a year I do a bicycle trip along Highway One, and I don't look forward to navigating this section. Please, for the sake of us cyclists, don't do it!

David McRobbie

Thursday, March 01, 2012 12:18 PM

I am writing to discourage implementation of rumble strips on the shoulders of Highway 1 north from Santa Cruz. I actually believe they don't belong on shoulders of Highway 1 anywhere, but I understand they are being considered specifically for the Santa Cruz to Davenport section.

I am a bicyclist, and have experienced rumble strips in other parts of the state. They are a very real danger to cyclists. They serve to "trap" cyclists between the traffic lane and the shoulder. At times and in some locations, it is unsafe to be trapped there. This can be a location for debris, glass, dead animals, and other hazards. If a cyclist needs to avoid these obstacles, they only choice they have is to enter the roadway. An attentive cyclist will only do this when safe (no passing vehicles), so there is minimal danger

to the cyclist. I have at times even crossed the rumble strip to get into the traffic lane. This can also be very dangerous since the nature of the rumble strips used makes it very easy for a cyclist to loose control.

Please do not install rumble strips!

Tom Kuhn

Thursday, March 01, 2012 12:33 PM

The California coastal highway is the dream route for many bicyclists. I hear it is planned to receive rumble strips, which would go a long way toward ruining it. Please reconsider.

Rick Elderkin

Thursday, March 01, 2012 12:33 PM

"According to Wikipedia, rumble strips were first installed in 1952 on New Jersey's Garden State Parkway. You can see how a restricted-use parkway or highway, like an interstate, might be a good use for them. But Highway 1 is a highway in name only. It's actually a 2-lane country road with farms, surfing spots, shoulder parking, multiple pull-outs, popular public beaches, scenic spots, and lots of cyclists, pedestrians, surfers and even equestrians frequently sharing the shoulders.

Plus, the stats we've rounded up researching this issue indicate that rumble strips would hardly have an impact on preventing head-ons and run-off-the-road crashes. In contrast, simply lowering speed limits or increasing police patrols would help more and have no negative impact on other road users.

All road users deserve safety, not just drivers

The fact that Caltrans is even considering putting rumble strips on such a multi-use and heavily biked road is as inconceivable to me as the California Coastal Commission allowing whaling in the waters adjacent to it. Rumble strips will trap cyclists on the shoulders and prevent them from using the traffic lane to pass parked vehicles, avoid wind-blown sand that's often across the road or bypass glass or debris on the shoulder.

Much worse, should a newbie or inattentive cyclist ride onto the strip, it won't just shake them, like a driver. It could cause a breakdown or buck them into the traffic lane where they might get struck and killed. You have to wonder how it can even be legal to install such a dangerous hazard. Bicycles aren't like cars, after all. We have to balance and avoid obstacles or we'll crash, and we don't have a metal enclosure to protect us."

As an avid cyclist and bicycle commuter I believe the instillation of rumble to be counter to the safety of cyclists. PLEASE rethink the issue to develop a more inclusive solution.

Thank you,
Phil Magallanes

Thursday, March 01, 2012 12:54 AM

I'm writing in opposition to the installation of rumble strips on Highway 1, particularly along the shoulder of the road.

I have been off my bicycle for the last two months after breaking two vertebrae, my right hand, and ripped tendons in my right shoulder; all from a bicycling accident that is due in large part to the lack of importance placed on the bicycle as a means of transportation and recreation. I would even call it disdain. The person who caused my accident, which by the way resulted in severe injuries to my wife as well, had the gall to ask for apologies from us as we lay bleeding on the pavement. I can assure you that more of this is going to happen with the rumble strips. Caltrans ought to be representing not just motor vehicle users but bicyclists as well, particularly because we're the cleanest and most efficient means of transportation in existence.

I've been an avid cyclist for the last 35 years, and so are my wife and son, and most of my family and my wife's family. I've ridden my bicycle all over Southern California and beyond. I've ridden the length of the west coast of the U.S., from Port Angeles in Washington down to San Diego California, most of it along the beautiful Highway 1.

Please stop this insanity, the road belongs to cyclists as well as motorists.
Carlos Ovalle, AIA, LEED AP

Thursday, March 01, 2012 1:24 PM

The fact that Caltrans is even considering putting rumble strips on such a multi-use and heavily biked road as Highway 1 is as inconceivable to me as the California Coastal Commission allowing whaling in the waters adjacent to it. Rumble strips will trap cyclists on the shoulders and prevent them from using the traffic lane to pass parked vehicles, avoid wind-blown sand that's often across the road or bypass glass or debris on the shoulder.

Much worse, should a newbie or inattentive cyclist ride onto the strip, it won't just shake them, like a driver. It could cause a breakdown or buck them into the traffic lane where they might get struck and killed. You have to wonder how it can even be legal to install such a dangerous hazard. Bicycles aren't like cars, after all. We have to balance and avoid obstacles or we'll crash, and we don't have a metal enclosure to protect us.

Frank Wilkeson

Thursday, March 01, 2012 1:30 PM

Rumble strips do not treat the underlying cause of any "accident" involving inattentive or sleeping drivers.

On the other hand, rumble strips pose very real dangers to cyclists' safety:

- Rumble strips restrict the width of roadway available for cyclists. Restricting the width of the roadway presents a dangerous condition where roadways are narrow, and restricts cyclists' ability to avoid other road hazards, such as parked cars, road surface defects, and debris.

- Rumble strips cause cyclists to crash when they must be traversed.

For these safety reasons, rumble strips must not be installed on Highway 1.

Doubtless, the idea of installing rumble strips on Highway 1 is well-intentioned. However, installing rumble strips in order to forestall "accidents" involving inattentive and sleeping drivers is ineffective.

Rather than installing rumble strips, enforcement and driver education should be increased. Driver education should not only emphasize the dangers of driving inattentively, or while impaired in any way, but should also emphasize how inattentive driving, or driving while impaired, places lives at risk.

Steven Chabra

Thursday, March 01, 2012 2:18 PM

I was an auto industry exec for many years but also enjoy our roads as a cyclist. I have to say it's hard for me to picture how rumble strips on Highway 1 north of Santa Cruz serve the full use community, let alone cost-effectively. The road there is very much multi-use, and I've found rumble strips are most appropriate for remote, high-speed limited access freeways.

I don't think this is a good match, or a good use of funds. I would be greatly disappointed to find rumble strips on any road of this type, but Highway 1 in particular.

Kurt Wallace Martin

Thursday, March 01, 2012 2:46 AM

Rumble strips are a terrible idea that will ruin the treasure of Highway 1. I do not agree with their use on this roadway and believe they will endanger cyclists.

Lisa Charest

Thursday, March 01, 2012 3:28 PM

By placing rumble strips on Hwy1 between Santa Cruz and Davenport, yes you may be making it a bit safer for a drunk motorist and few other drivers, but in turn you are making it much more dangerous for bicyclists by narrowing an already fairly narrow shoulder in much of that part of Hwy1. You may not be aware but hundreds, thousands of bicyclists have and are still riding that section of Hwy1, since its the major scenic route for bicyclists traveling the coast. You are putting many more bicyclists in danger than the helping the few in-attentive motorists driving that section.

Please re-think what you think is important.

Douglas R. Newberg

Thursday, March 01, 2012 3:46 PM

I write to express my deep concern and strong objections to the proposal apparently under consideration by CalTrans to install "rumble strips" on HWY 1 between Davenport and Santa Cruz.

As an avid cyclist who rides through this area at least once a year – usually with a large bike tour – I know this stretch of road very well. Given the sand in the area, the narrow shoulders in many places, and the lack of escape alleys for cars and bikes alike, it would be extremely dangerous to install rumble strips on what is essentially a 2-lane country road. Where there is not sufficient shoulder space, rumble strips force riders to ride in traffic – even for experience cyclists, riding in and around rumble strips could not only be an incredibly painful experience, but also a very dangerous one in the event that a wheel catches or is turned crossing one of the strips – leading people to veer unexpectedly into traffic and/or go down. Even when there is sufficient shoulder space generally, rumble strips will trap cyclists on the shoulders and prevent them from using the traffic lane to pass parked vehicles, avoid wind-blown sand that is often across the road or bypass glass or debris on the shoulder. Moreover, rumble strips in the middle of the road make drivers less likely to ride closer to the center line – even when it is safe to do so – in order to give cyclists adequate space to ride, which will inevitably lead to more near-collisions and collisions with cyclists when cars do not leave enough room while passing a cyclist.

The California Legislature has declared through several legislative pronouncements that, except on separated freeways, all traffic ways should be made as safe as possible for both cyclists and motorized vehicles. Putting rumble strips on a public roadway that is intended for a frequented by cyclists is a very bad, dangerous. I urge CalTrans not to make this dangerous mistake.

Dennis M.P. Ehling

Thursday, March 01, 2012 6:42 PM

It has been brought to my attention that you are planning to install rumble strips on Hwy 1 north from Santa Cruz to Davenport. Please put me down as a concerned citizen/cyclist that oppose this move because while it may be perceived as a safety issue for motorists, it will have the opposite effect on bicyclists. In fact, I am pretty sure that due to the inherent narrow width of this highway, adding rumble strips will probably force bicyclist to ride to the left of the rumble strips and more in the lane of vehicle traffic. How about lowering the speed limit and enforcing it? That will increase safety for everyone and maintain this iconic road for all users... Don't I have that right to safe passage?

While not a citizen of California, I have taken at least a dozen vacations to California for bicycle trips varying in duration from day trips to Mt Polomar to long trips bicycling down the entire California coast. And yes, we do spend a lot of money on motels, food, supplies, and bicycle equipment in your state - just ask my wife. I'm asking you to keep the highway safe to every stakeholder and don't put in rumble strips.

Tim Rygg

Thursday, March 01, 2012 8:54 PM

While riding my bike from Oregon to California on US 101 at the state line I got onto the tractor strips. I was avoiding a piece of truck tire in the bike lane and ended up in the car lane after regaining control of the bike in the car lane I wanted back into the bike lane (across the rumble strips) losing control again and onto the shoulder and into the bushes. This was a near death experience. These strips could be deadly to a cyclist and I'm asking you to please stop using them.

PS: I had the same thing happen to me with "Botts Dots on the bicycle lane white line."
Mick Weninger

Thursday, March 01, 2012 11:29 PM

Rumble strips are a bad idea. Though rumble strips make the road slightly safer for inattentive drivers, rumble strips make the road less safe for bicyclists.

I have no problem with intervening in cases when someone should be getting the Darwin award, but I strongly feel that we should not reduce the safety of those who are paying attention. Let Darwin do his deeds!

Bruce Ohlson

Friday, March 02, 2012 5:52 AM

I have just read about the rumble strip plan on Hwy 1 near Santa Cruz (in the Road Bike Rider e-zine) and would like to put in a vote against them. As the writer suggests it might be better to lower the speed limit there. I am from Canada and do a lot of cycle touring. The best tour ever was the Pacific Coast Highway ride that I did about 4 years ago from Seattle to San Diego. I loved every minute of it and for the most part drivers were very respectful. It is a scenic drive and people shouldn't be speeding on it anyway.

Rumble strips would ruin it for cyclists and you get many of them on this tour. I have never met up with so many cycle tourists as I have on this route.

You have a beautiful state, and your state parks are amazing.
Just my thoughts.
Sue Pott

Friday, March 02, 2012 8:36 AM

Rumble strips are a hazard to bicyclists. This highway offers a scenic ride along California's beautiful coast. Often times there is debris covering the highway shoulder requiring cyclists to temporarily cross into the traffic lane. Crossing and recrossing rumble strips greatly increases the possibility of a crash and the rider could end up in the traffic lane or over correct and crash into the guard rail.

I urge you to reconsider putting rumble strips along highway 1.
Neil Carman

Friday, March 02, 2012 8:39 AM

I was just made aware of the CalTrans plan to put in 11 miles of rumble strips onto Hwy 1 shoulders from Santa Cruz to Davenport. I'm a long time resident of California, business owner, property owner and concerned avid cyclist. The installation of rumble strips on the shoulder or near them will make riding bicycles extremely dangerous and difficult. You are essentially putting bicycle riders at greater risk OF A HEAD ON COLLISION WITH A CAR on this beautiful stretch of road that is for all users. Cars, pedestrian, bicycles and motorized two wheelers can share this spectacular stretch of road without creating greater risk for any user. Please reconsider and put up more signage, lower speed limits, reflective materials, botts dots on the centerlines, ... There are alternatives that don't kill a recreational activity so vital to our state, country and Hwy 1.

Thanks for your time and I implore you to consider and affect other solutions to reducing head on collisions without the use of rumble strips on the shoulders of Hwy 1 from Santa Cruz to Davenport.

Matt Politzer

Friday, March 02, 2012 11:04 AM

I have been made aware of the proposal to install rumble strips between Davenport and Santa Cruz along the CA Coast. I manage a bike tour that rides right through that area, and I wanted to express my concern for the safety of all the cyclists that ride that gorgeous route.

These strips are extremely dangerous for cyclists and will have a direct impact on the ability to ride safely through that area. Please consider the thousands of cyclists that ride that strip of the coast when making this decision about whether to install the strips.

With my thanks,

Amy Robertson

Friday, March 02, 2012 11:20 AM

Please consider the needs of cyclists in evaluation the potential installation of rumble strips on the shoulders of Highway 1. They can pose an extremely dangerous hazard to all cyclists, no matter their level of experience, and Highway 1 may not be wide enough to provide the best benefit to drivers. A lot of information about the danger is available here:

http://www.bikeleague.org/resources/reports/pdfs/rumble_strips.pdf.

Please carefully consider these impacts as planning moves forward.

Mark Gunther

Friday, March 02, 2012 12:37 PM

I heard about a plan to put rumble strips on Highway 1 between Santa Cruz and Davenport, CA. This section of roadway is regularly used by bicyclists, including by myself on several occasions. Rumble Strips would be very dangerous for bicyclists, limiting their available space to ride on the shoulder of the roadway. Highway 1 is not limited access in that section and is a well known bicycle route. Unless there would be 4 feet of more of available shoulder space after the rumble strips were installed, I urge you not to proceed.

Thank you for your consideration.

Richard Burton

Friday, March 02, 2012 12:57 PM

I urge you to NOT install rumble strips along on the PCH between Davenport and Santa Cruz. They are a hazard to bicyclists! The Pacific Coast Highway is one of the most wonderful cycling experiences in the entire country. PLEASE do not ruin it!

Rumble strips will trap cyclists on the shoulders and prevent them from using the traffic lane to pass parked vehicles, avoid wind-blown sand that's often across the road or bypass glass or debris on the shoulder.

Much worse, should a newbie or inattentive cyclist ride onto the strip, it won't just shake them, like a driver. It could cause a breakdown or buck them into the traffic lane where they might get struck and killed. You have to wonder how it can even be legal to install such a dangerous hazard. Bicycles aren't like cars, after all.

We have to balance and avoid obstacles or we'll crash, and we don't have a metal enclosure to protect us.

Again... Please DO NOT INSTALL RUMBLE STRIPS on the PCH!

Mark Emery

Friday, March 02, 2012 10:45 PM

I am not the type of person who normally sends emails in support or opposition to a cause, but in this case I can't possibly feel any stronger disapproval of any proposal to install rumble zones along portions of Highway 1.

As a cyclist who has ridden the California Coast I can't think of any stretch of the country that is more beautiful. While driving the coast is a beautiful adventure in itself, riding a bike along the coast is amazing. The idea of adding a rumble zone along the shoulder just doesn't make any sense to me. I realize the idea behind the rumble zone, but as you must know there are sections where the shoulder is practically non-existent. So to add a rumble zone doesn't prevent inattentive drivers from going off the road, it places cyclist closer to traffic. Adding these rumble zones along the shoulder will only increase the number of accidents involving cyclist, who are already at the mercy of faster moving and much heavier cars. It doesn't make any sense to increase the State's liability by forcing cyclist closer to the center of the road.

I invite you to get on a bicycle and ride this stretch of the coast yourself before you consider doing this. Cyclists have the same rights to the road as motorists and doing this will only endanger more cyclists, increase tensions between motorists and cyclists and increase the State's liability.

Jose Armas

Saturday, March 03, 2012 1:07 AM

As an avid cyclist I'm against installing rumble strips on a 11-mile stretch of Highway 1, starting in Santa Cruz and continuing north up the coast to Davenport, actually I'm opposed to any rumble strips anywhere on highway 1.

I understand you're trying to reduce head on collisions but stats show that rumble strips do little to prevent that. It would be wiser, safer for both cars, pedestrians, and cyclists, in addition save taxpayers money by simply reducing the speed limit by 5 to 10 mph.

Rumble strips are a hazard to cyclists. Should a newbie or inattentive cyclist ride onto the strip, it won't just shake them, like a driver, it could cause a breakdown or buck them into the traffic lane where they might get struck and killed. You have to wonder how it can even be legal to install such a dangerous hazard. Bicycles aren't like cars, after all, we have to balance and avoid obstacles or we'll crash, and we don't have a metal enclosure to protect us.

The Bike League offers this web site:

http://www.bikeleague.org/resources/reports/pdfs/rumble_strips.pdf where you can read more on the negative impact of rumble strips for cyclists.

In short, rumble strips are a terrible idea that will ruin this treasure of a road and create more hazards than it will prevent.

Fred Rose

Saturday, March 03, 2012 9:30 AM

I am a cyclist located in Ohio although I visited California with my wife this past fall. SF, Yosemite, and Sonoma valley. I rented a mtn bike and did some riding with friends south of SF and then in Santa Rosa for a ride in wine country.

My wife and I had our honeymoon 15 years ago in CA. We flew into San Diego and drove up highway 1 to SF. Awesome trip, great road, great cities, great state, great views!

I just finished reading Road Bike Rider article from Jim Langley included below on the idea of installing rumble strips on highway 1. I wanted to let you know that I agree with Jim that installing rumble strips is a bad idea.

Thanks for your time.

Rod Shearer

Saturday, March 03, 2012 1:04 PM

Please don't install rumble strips at Hwy 1 near Santa Cruz. That change would greatly decrease the safety for the many bicycle riders along that route.

Ned Pelger, P.E.

Saturday, March 03, 2012 10:18 PM

I understand there is planning to install rumble strips. I would ask you to please consider some other safety device to keep drivers alert and safe.

I observed a nasty accident caused by rumble strips when I was on a bicycle ride in Montana. The cyclist hit the rumble strip which threw her and her bike into the air. She fell into the traffic lane and was knocked unconscious. Before I could get off my bike, a car came around the corner. Although the driver tried to avoid her, the bike and rider were caught under the car and drug down the highway. Fortunately, the cyclist did not suffer any broken bones but she had a serious concussion and road rash.

There has to be another answer to the problem of drivers who do not pay attention, drive when sleepy, drift out of their lane, etc. which will not impact other users of the road.

Nikki Grimes

Sunday, March 04, 2012 7:46 AM

I heard about CalTrans plans to install rumble strips on Hwy. 1 between Santa Cruz and Davenport. I would implore CalTrans to not install them. Hwy. 1 is a popular route for cyclists and rumble strips are at best an annoyance and at worst a hazard for cyclists. I have been an avid cyclist for 25 years now, and rumble strips are ruining our ability to utilize the road shoulder for riding. Please do not install them on Hwy. 1 nor anywhere else, for that matter. Thanks for your consideration.

Mike DeMicco

Sunday, March 04, 2012 1:10 PM

All road users deserve safety, not just drivers

Please, Don't put rumble strips along Highway 1. The fact that Caltrans is even considering putting rumble strips on such a multi-use and heavily biked road is as inconceivable to me as the California Coastal Commission allowing whaling in the waters adjacent to it. Rumble strips will trap cyclists on the shoulders and prevent them from using the traffic lane to pass parked vehicles, avoid wind-blown sand that's often across the road or bypass glass or debris on the shoulder.

Much worse, should a newbie or inattentive cyclist ride onto the strip, it won't just shake them, like a driver. It could cause a breakdown or buck them into the traffic lane where they might get struck and killed. You have to wonder how it can even be legal to install such a dangerous hazard. Bicycles aren't like cars, after all. We have to balance and avoid obstacles or we'll crash, and we don't have a metal enclosure to protect us.

Why not just make drivers stay alert?? Why endanger others to keep drivers from endangering themselves? I HATE rumble strips. When I drive, if I am losing my alertness I GET OFF THE ROAD and REST for a bit, or longer. Rumble strips are state mandated malfeasance, and may soon be exposed as such in the courts.

Larry Parker

Sunday, March 04, 2012 7:03 PM

I am writing to urge you not to install rumble strips on Hwy 1 near Santa Cruz as is proposed. While they may be a good idea on high speed roads with very wide shoulders, e.g. US395, they are a clear danger to cyclists on a road like Hwy 1, which I have ridden many times. I have personal experience of the frightening experience of riding into the rumble strip, which can easily cause a cyclist to crash. Where the shoulder is not clean (and Caltrans doesn't seem to pay any attention to this) having to move in and out to avoid debris and crossing the rumble strip is quite hazardous, e.g. as on Hwy 25 towards Hollister.

Mick Jordan

Monday, March 05, 2012 4:52 AM

As a cyclist, I worry about the installation of rumble strips near Santa Cruz on Highway 1. This will make the road much more dangerous for cyclists. There are alternative ways to make the road safer, and I urge you to explore them before making this dangerous change, including increased police patrol and reducing the speed limit. Thanks for your consideration

Stephen Cohen

Monday, March 05, 2012 9:19 AM

California Hwy 1 is a route I would like to cycle, it's a major cycling destination. Please don't ruin it for cyclists by cutting rumble strips.

Thanks for reading this,
Stan Munn

Tuesday, March 06, 2012 12:30 PM

I'm an avid road cyclist who lives here in sunny California. I count myself very lucky to live in such a beautiful state and to have the opportunity to ride on so many wonderful roads especially our scenic HWY 1. It pained me greatly when I read about CalTrans plans to add rumble strips to HWY 1 from Santa Cruz to Davenport. I understand that the reason CalTrans is considering doing so is to decrease the number of head on car collisions. Unfortunately, though, adding rumble strips to the sides of the road will adversely affect the safety of cyclists. Simple stated rumble strips are very dangerous for cyclists. They eat up what little shoulder cyclists already have available to them and crossing back and forth across them (to avoid obstacles, parked cars etc...) is bone jarring at best. If you hit one just wrong you go down and on a highway like HWY 1 that's not a good thing. In places where there isn't enough room to safely ride to the right of a rumble strip riders will be forced in the main traffic lane (which as road vehicles they are entitled to do) slowing traffic down. Impatient drivers, of which there are many, may be tempted to try to pass cyclist either too closely or by driving down the wrong side of the road risking more head on crashes. So, I implore you to reconsider adding rumble strips to HWY 1.

Thank you for reading,
Vanessa McDonnell

Tuesday, March 06, 2012 2:42 PM

I learned that you were considering the use of rumble strips on CA 1 which will result in unsafe road conditions for cyclists who are frequent travelers on this stretch of road. In considering the issue of safety, you need to consider the entire picture and not just what applies to motorists. You may well prevent a fatality from a motorist but cause several new ones with cyclists. On the margin, if it is safety neutral it will clearly be a real inconvenience to cyclists who have every right to enjoy the road as much as motorists.

Thank you for allowing us to participate in the conversation on this topic.
Michel Glouchevitch

Thursday, March 08, 2012 9:25 AM

Rumble strips will trap cyclists on the shoulders and prevent them from using the traffic lane to pass parked vehicles, avoid wind-blown sand that's often across the road or bypass glass or debris on the shoulder.

Much worse, should a newbie or cyclist avoiding a roadside hazard ride onto the strip, it won't just shake them, like a driver. It could cause a breakdown or buck them into the traffic lane where they might get struck and killed. Bicycles aren't like cars, after all. We have to balance and avoid obstacles or we'll crash, and we don't have a metal enclosure to protect us.

William Mayberry

Thursday, March 08, 2012 11:30 AM

There are alternatives.

At a minimum, they do not need to be continuous for an entire strip of freeway.

Bike travel from between 10-25 mph on general terrain and that lets a bike rider slip in between regions of rumble-free strips. On downhill sections, bike can reach speeds of 30-50 mph (depending on rider and descent angle) and any rumble strips need to be spaced further apart.

As a driver I can respect the value of rumble strips, as a bike rider, I hate them. However, they can co-exist. It just has to be done smartly!

Please, work with all users of the roads, not against a specific group
Gary Coyne

Thursday, March 08, 2012 1:19 PM

As a member of the Sonoma County Bicycle and Pedestrian Advisory Committee and a bicycle tourist, I strongly object to the installations of rumble strips on Highway 1 in Santa Cruz county. This road is heavily traveled by bicyclists and has fairly narrow shoulders. AASHTO's Guide for Development of Bicycle Facilities says that rumble strips "are not recommended where shoulders are used by bicyclists unless there is a minimum clear path of 0.3 m (1 foot) from the rumble strip to the traveled way, 1.2 m (4 feet) from the rumble strip to the outside edge of paved shoulder, or 1.5 m (5 feet) to adjacent guardrail, curb or other obstacle." The FHWA guidance on Roadway Shoulder Rumble Strips supports this policy, saying, "Rumble strips should only be installed when an adequate unobstructed width of paved surface remains available for bicycle use."

My experience with CalTrans in Sonoma County is that it is trying to work with bicyclists to provide safe travel for ALL users of the roads and tries to follow AASHTO policies. I would hope that this is true throughout the state, especially along Highway 1 which is such an important bicycle route.
Vincent Hoagland

Saturday, March 10, 2012 8:19 AM

At first I thought it was a joke. Then I realized your department is seriously considering putting rumble strips on the sides of highway 1.

It just seems so obvious to me that any roadway that allows bicycles cannot also have rumble strips. When cyclists ride on busy roads there is often a lot of debris on the sides. The cyclists need to balance the fine line between riding away from the debris so as to not get a flat tire, while also riding away from the traffic lane for cars so as to not get hit. Rumble strips would force cyclists into the far right of the shoulder, where all of the debris from cars sits.

If you insist on rumble strips, then I must insist that you also continuously clean up the roadside debris. Even with the separate bike path, which stops at Wilder Ranch, fast cyclists will continue to use the shoulder of the highway. How about putting the rumble strips within the car traffic lane on the far right side?

Thank you for your consideration,
Allison Cruz

Tuesday, March 13, 2012 11:39 AM

As a cyclist, I am concerned that the proposed shoulder rumble strips on Hwy 1 from Shaffer Road to Swanton Road will force me into high speed traffic everywhere that rocks, overgrown plants, or broken pavement makes the shoulder not rideable. Without shoulder rumble strips, I can skirt these hazards without taking the traffic lane.

As a car driver, I am concerned that cyclists will swerve into my path. The speed limit is probably 50 and everyone drives faster, so there will be little time to swerve into oncoming traffic or brake to match the cyclists' speed.

It seems that this project, intended to improve safety, would dramatically decrease it. The centerline rumble strips appear to benefit without causing hazard. The shoulder rumble strips are dangerous.

How much would it cost to create / install shoulder (not centerline) rumble strips? It would be cruel irony if true road hazards were not addressed / repaired because budget were allocated away from them and to creating a new hazard.

Thank you for your consideration.
Miguel F. Aznar

Saturday, March 17, 2012 4:18 AM

Greetings,

I think that installing rumble strips on the eleven miles of Highway 1 from Santa Cruz and continuing north up the coast to Davenport is a terrible idea! I urge you Not to do this and vote against it!!!

Safety measures are all well and good, but there's nothing safe about rumble strips for cyclists. And this stretch of Highway 1 is among the most famous, most ridden and most celebrated cycling routes anywhere. It's a key part of Adventure Cycling's Pacific Coast Bicycle Trail, which runs the length of the West Coast and has been in existence since the 1970s. It's actually how I "discovered" Santa Cruz at the end of my cross-country tour.

It's been used several times for stages in the Tour of California and will host Stage 2 on May 14. Plus, it's traveled by the Arthritis Foundation's California Coastal Classic. And, it's also the route of the super-popular and longtime California AIDS Rides and many other popular cycling events and triathlons.

A great road ruined

In case you've never experienced these miserable wheel-wrecking, tire-puncturing road ruiners, rumble strips come in many nasty varieties, but all consist of deep horizontal grooves (or sometimes raised

bumps like mini speed bumps) tightly spaced and continuous on the centerline and/or shoulders of the road.

On the shoulders they are typically placed inside the white line, reducing the available shoulder width for cycling (already shrunk in Santa Cruz from erosion and pavement damage caused by steady wind and the harsh ocean climate).

Designed for drivers

Rumble strips were designed as a safety measure to alert inattentive drivers that they are crossing the center of the road or drifting off the sides of it. When a car tire rolls over the strip it gets violently shaken by the deep grooves and makes a loud buzzing noise, startling and alerting the driver to veer back into their lane.

According to Wikipedia, rumble strips were first installed in 1952 on New Jersey's Garden State Parkway. You can see how a restricted-use parkway or highway, like an interstate, might be a good use for them. But Highway 1 is a highway in name only. It's actually a 2-lane country road with farms, surfing spots, shoulder parking, multiple pull-outs, popular public beaches, scenic spots, and lots of cyclists, pedestrians, surfers and even equestrians frequently sharing the shoulders.

Plus, the stats I've rounded up researching this issue indicate that rumble strips would hardly have an impact on preventing head-ons and run-off-the-road crashes. In contrast, simply lowering speed limits or increasing police patrols would help more and have no negative impact on other road users.

All road users deserve safety, not just drivers The fact that Caltrans is even considering putting rumble strips on such a multi-use and heavily biked road is as inconceivable to me! Rumble strips will trap cyclists on the shoulders and prevent them from using the traffic lane to pass parked vehicles, avoid wind-blown sand that's often across the road or bypass glass or debris on the shoulder.

Much worse, should a newbie or inattentive cyclist ride onto the strip, it won't just shake them, like a driver. It could cause a breakdown or buck them into the traffic lane where they might get struck and killed. You have to wonder how it can even be legal to install such a dangerous hazard. Bicycles aren't like cars, after all. We have to balance and avoid obstacles or we'll crash, and we don't have a metal enclosure to protect us.

In short, rumble strips are a terrible idea that will ruin this treasure of a road.
Nino Pacini

March 20, 2012 11:51 AM

Please do not install rumble strips on the shoulder of Hwy 1. Despite your intentions you will make this road far more dangerous for the thousands of cyclists like myself.

Statistics I have seen show that rumble strips do little to prevent distracted and drunk drivers from veering off the road. So nobody wins.

Sean Coffey

Tuesday, March 20, 2012 9:40 AM

As a resident of Santa Cruz for over 12 years and avid cyclist, I am seriously concerned about the plans to add rumble strips to the fog lines on Highway 1 along our beautiful coastline.

They present a hazard to cyclists on a road, especially one with such a narrow shoulder. I have ridden down the Pacific Coast several times (a major tourist attraction) and the rumble strip on US101 near Santa Barbara (which has a much wider shoulder) significantly degrades the quality of the experience. This planned modification to Highway 1 would not only be a safety issue, but it would also deter cycling tourists and, with them, the money they'd spend.

Please reconsider this short-sided project.

Thank you,
Nils Tikkanen

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

We are in communication with Caltrans about your concerns and the information will be on the Bike Committee agenda at our next meeting on Monday, April 9 @ 6:30 p.m. at the Commission Offices.

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

Thank you again.



[Santa Cruz County Regional Transportation Commission](http://www.sccrtc.org)

831.460.3200 - Santa Cruz Office (main location)

831.768.8012 - Watsonville Office

1523 Pacific Avenue | Santa Cruz, CA 95060



Follow our social networks for the latest RTC news

From: Gina Bliss [<mailto:gbwater@cruzers.com>]
Sent: Sunday, March 11, 2012 3:08 PM
To: info@sccrtc.org
Subject: Santa Cruz citizen general hopes

Dear Transportation Team

Thank you for your work, and for considering our children and our future.

I am a homeowner and live on the west side of Santa Cruz.
I frequently have reason to go to the east side, mainly:
to Simpkins pool
to Jade Street park
to a violin lesson

I truly hope we will have the rail trail within my lifetime. I am 62 now. I love to ride my bike, and will do so more as the days are longer. The safety issues are very important. Riding along the many city streets with cars passing - usually quickly and loudly - is not very enjoyable. Vehicles passing too closely, vehicles exhaust, lights that do not recognize bicyclists - these are negatives.

I think of cities in Europe where families can do bike adventures of several days on bikeways free of cars. I believe Santa Cruz will appeal to a wonderful group of new visitors if we develop the rail trail.

Thank you

Gina Bliss
126 Ladera Drive
Santa Cruz 95060

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

We are in communication with Caltrans about your concerns and the information will be on the Bike Committee agenda at our next meeting on Monday, April 9 @ 6:30 p.m. at the Commission Offices.

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



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1523 Pacific Avenue | Santa Cruz, CA 95060



Follow our social networks for the latest RTC news

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

From: [\[mailto:dbaxter@thenetwork360.com\]](mailto:dbaxter@thenetwork360.com)

Sent: Monday, March 12, 2012 1:11 PM

To: Regional Transportation Commission

Subject: Soquel/Morrissey Project Update

Hello,

I'm getting your updates. I am concerned because a neighbor happened to talk with a guy who works for Cal Trans (he was in our neighborhood walking around). When asked about the sound wall, he said it wouldn't go up until the new bridge was completed.

This info is not what you put out with your March 9 update. I am very concerned and I'm sure all my neighbors will be too if this is true.

Please clarify.

David Baxter
148 Oak Way
Santa Cruz

David Baxter -

Your email to the Santa Cruz County Regional Transportation Commission (RTC) regarding the Highway 1 Soquel/Morrissey Auxiliary Lanes project was received.

The **sound** walls along the northbound side of Highway 1 adjacent to Oak Way will be constructed later in the project, after the **retaining** walls are complete. According to preliminary schedules, the **sound** walls will be constructed in late July, concurrent with the La Fonda Bridge deconstruction/construction which will begin in the summer and last 6-8 months. That said, the construction contractor (RGW) has discretion over the order of many of the work tasks to optimize use of work crews and materials. RTC is managing the construction activities and will continue to provide updates about the project as construction activities are known.

Please note that the March 9th update referenced the start **retaining** wall construction, not **sound** walls.

Thank you for your comments.

.....



[Karena Pushnik](#), Senior Planner/Public Information Coordinator

[Santa Cruz County Regional Transportation Commission](#)

Santa Cruz Office (main) 831.460.3210 | Watsonville 831.768.8012

1523 Pacific Avenue | Santa Cruz, CA 95060



Follow our social networks for the latest RTC news

From: William Sollars [<mailto:Wsollars@gso.com>]
Sent: Wednesday, March 21, 2012 10:27 AM
To: info@sccrtc.org
Subject: Laurel curve

I have been exiting onto Laurel Road from the south bound lane for the last 35 years without any problems. One of the major problems with Laurel curve is the banking and with the widening of the road it has become more of a problem. By blocking the turn lane onto Laurel it will also impact Emergency services into the area. We are already 30 minutes from the nearest Fire station and this will only increase their response time. If you are going to block our entrance the least you could do is repair upper Schulties Road so that we would have another way into the area.

Concerned resident of Laurel

Good afternoon Mr. Sollars,

Thank you for your comments. Your concerns have been forwarded to Caltrans District 5, your County Supervisor John Leopold and the County Public Works Department.

For more information about the Santa Cruz County Regional Transportation Commission and its activities, please visit the SCCRTC website at www.sccrtc.org. Thank you again.

.....
[Santa Cruz County Regional Transportation Commission](http://www.sccrtc.org)
1523 Pacific Avenue | Santa Cruz, CA 95060
Main Office 831.460.3200 | Watsonville 831.768.8012

From: geri lieby [mailto:glieby@gmail.com]

Sent: Friday, March 23, 2012 1:36 PM

To: Karena Pushnik

Subject: sidewalk grant

Hi,

I strongly support all efforts to improve the sidewalks (existing and future) of Santa Cruz city and county.

Geri Lieby

310 Everson Drive

Santa Cruz 95060

From: Karena Pushnik

Sent: Friday, March 23, 2012 2:36 PM

To: 'geri lieby'

Subject: RE: sidewalk grant

Dear Geri –

Thank you for your support.

I'll share your comments with the Santa Cruz County Regional Transportation Commission (RTC).

For more information about the Pedestrian Safety Work Group and other activities, please see the RTC website:

<http://sccrtc.org/projects/pedestrian/>

To report a sidewalk maintenance hazard, please use this form: <http://sccrtc.org/services/hazard-reports/>

.....

Karena Pushnik

RTC | 831.460.3210

Temporary barrier installed at Laurel Curve aimed at safety

By Ramona Turner - Santa Cruz Sentinel Santa Cruz Sentinel

Posted:

SantaCruzSentinel.com

SCOTTS VALLEY - At 7:30 a.m. Thursday, all left turns onto and from Highway 17 and Laurel Road came to an end.

That's when Caltrans began the process of installing about 250 feet of K-rail along the middle of the highway to act as a temporary barrier. The K-rail aims to eliminate head-on collisions that occur when southbound drivers lose control of their vehicle, cross the center double yellow line and collide with oncoming traffic.

The barrier installation, which required the closure of the No. 1 - or fast lanes - in both directions, was complete by 1 p.m. but crews remained on scene doing extraneous work, including removing the left pocket lane lines. They'll return 8 a.m. to 2 p.m. Friday to paint new markings in the southbound lanes only. The work will require the closure of the No. 1 lane.

While the barrier's installation came after a Brentwood man lost his life in a head-on collision during last week's rain storm, Caltrans had been considering sealing that intersection, citing statistics that showed crashes had increased there in the past five years.

"During the past 10 years, collisions on Highway 17 as a whole have been on the decrease," said officer Sarah Jackson, spokesperson for the CHP's Aptos office. "The decrease has happened everywhere else on Highway 17 except this location (Laurel Curve), which has seen five fatalities in the past five years. Caltrans looked at that before making its decision."

Jackson noted that two officers have been struck while working Laurel Curve in the past year and a half.

The CHP and Caltrans will monitor how well the barrier is working before deciding whether it should remain on a permanent basis. While they don't expect traffic collisions to end on Laurel Curve, they hope the barrier will help save lives by ending crossover head-on collisions, Jackson said.

"Accidents did seem to increase after the Laurel Curves project," said Susana Cruz, Caltrans spokesperson said of the safety improvement project that wrapped up in 2007. "We have made several improvements and are always looking to improve the safety of an area wherever possible. But driver behavior didn't change. Even though the site distance and the sharpness of the curve improved, motorists continue to speed and drive the curve at the same speed when it rains as when it's dry."

While crashes have declined dramatically on the mountainous road linking Silicon Valley with Santa Cruz since an intensive safety campaign began 12 years ago, the risks at Laurel Curve have grown. From 2004 to September 2010, 1 of every 4 accidents on the Santa Cruz County side of Highway 17 occurred at this harrowing, twisty stretch south of Summit Road.

Earlier this month, there was a nine-vehicle pileup there.

This spring, Caltrans will test a high-friction surface that resembles sandpaper on a few hundred feet at the southbound downhill Laurel Curve.

14-1

In the past couple of years, Caltrans has made several improvements including resurfacing Highway 17 with pavement that better drains water off the road, adding shoulders and trimming trees to give drivers a better view.

None of that worked. CHP officers say some drivers break the 50 mph speed limit, thinking a safer-looking road can be driven faster.

Caltrans hopes the new thin, one-eighth-inch epoxy surface will be a noisy, rough ride that is expected to slow drivers.

But that's not it. Later this year, an electronic warning sign flashing a motorist's speed will be installed before the curve. In a couple of years the shoulders will be widened and a taller guardrail installed.

Thursday, sentiment about the closure among Laurel Road area residents was mixed as they lamented the need to use other routes to get to their destination.

"I can't stand it," said Eli Fernandez, a one-year resident of Laurel Road who grew up in Los Gatos and has successfully navigated Highway 17 for years without any collisions. "I don't want it at all but people are stupid and drive too fast and reckless."

To reach Santa Cruz, Fernandez plans to use Redwood Lodge Road to access Old Soquel-San Jose Road. But said that in itself is treacherous, as the one-lane road is partially washed out due to storms. The county is working on repairing Redwood Lodge, as well as Nelson and Schulties roads, said Steve Weisner, county public works assistant director. About \$250,000 set aside for Schulties, bidding is to begin April 5 and work should begin in July, he said. Meanwhile, next week, the California Transportation Commission is to decide whether to fund repairs to Redwood Lodge and Nelson. If yes, the projects will occur in fiscal year 2014-15, Weisner said.

Besides using the back roads, residents can head northbound on Highway 17 and make a U-turn at the Summit to reach Santa Cruz. If they're heading home from Silicon Valley, they can stay on the highway make a U-turn at Sugar Loaf or points beyond before heading north to Laurel Road.

Opposite to Fernandez' opinion, a former sheriff's deputy who goes by "Uncle Phil" favors the K-rail barrier at the mouth of Laurel Road at Highway 17.

He's lived near the intersection for a decade and has been the first on scene and to dial 911 whenever a collision occurs there.

"I think that it's a great idea," said the man who calls Laurel Curve, "The Curve of Doom."

The Mercury News contributed to this report.

Ramona Turner writes the Street Smarts column and blog. The column appears Mondays, while new topics are posted on the blog weekdays at Street Smarts

Risks on this Highway 17 spot have grown

From 2004 through September 2010, there were 2,092 crashes on the Santa Cruz County side of Highway 17.

14-2

Over the same period, there were 534 crashes at Laurel Curve - 26 percent of all crashes.

About 150 crashes occurred at Laurel Curve in the first nine months of 2010, compared with 70 the year before.

New pavement technique will be tried at Laurel Curve on Highway 17

By Gary Richards grichards@mercurynews.com Contra Costa Times

Posted:

[SantaCruzSentinel.com](http://www.santacruzsentinel.com)

In an effort to reduce an alarming number of crashes at the most dangerous location on Highway 17, an innovative paving technique will be tested this spring at Laurel Curve.

A high-friction surface that resembles sandpaper will be laid down over a few hundred feet at the southbound downhill curve. The thin, one-eighth-inch epoxy is being tried at a handful locations across the country and at another location in Southern California.

While crashes have declined dramatically on the mountainous road linking Silicon Valley with the coast since an intensive safety campaign began 12 years ago, the risks at Laurel Curve have grown. From 2004 to September 2010, 1 of every 4 accidents on the Santa Cruz County side of Highway 17 occurred at this harrowing, twisty stretch south of Summit Road.

Last Monday, there was a nine-vehicle pileup here.

"Anytime it gets wet in that area, we have crash after crash after crash," said Capt. Matt Wilson of the California Highway Patrol. There's got to be some way to fix that roadway."

Federal officials met with Caltrans in December to survey the curve and came away convinced the new, experimental surface should be tried.

"We're reaching the end of our rope as far as what we can do," said Caltrans engineer Mark Ballantine. "They are seeing a 60 to 70 percent reduction in accidents elsewhere. I don't know if that is what we are going to see, but I hope it is. I am really excited."

Caltrans hasn't calculated data from the test on the high-risk, heavily used Sepulveda Boulevard onramp off Interstate 105 near Los Angeles International Airport. The ramp often had to be shut down following crashes.

But spokeswoman Kelly Markham said, "There have been no major closures since the high-friction surface treatment was completed last year."

In the last couple of years, Caltrans has resurfaced Highway 17 with pavement that better drains water off the road, and it has added shoulders and trimmed back trees to give drivers a better view as they head downhill.

But this approach has backfired at Laurel. CHP officers say too many drivers now exceed the 50 mph speed limit, some thinking a safer-looking road can be taken at higher speeds.

When driven over, the new surface will be a noisy, rough ride that is expected to slow drivers down.

"They are going to hear it, they are going to feel it and they are going to hit their brakes," Ballantine said.

14-5

More is planned to slow down drivers. An electronic warning sign that shows one's speed will be installed before the curve later this year, and in a couple of years the shoulders will be widened and a taller guardrail installed.

Caltrans may also consider installing a center divider to prevent southbound motorists from veering into northbound lanes and causing head-on crashes.

Drivers familiar with Laurel Curve say they know to ease off the accelerator here, but they say many others don't.

"A couple of weeks ago as I came around Laurel Curve, a small pickup was just straightening out from fishtailing," said Gloria Nieto, of San Jose.

"My experience with Laurel is that the wannabe Indy drivers take the curve way too fast."

Doug Lang of Santa Cruz has commuted over Highway 17 for more than 20 years. On Monday, he got stuck in the massive backup following the nine-car crash, which the CHP believes was caused by an elderly driver who mistakenly hit the accelerator instead of the brake as he entered the curve.

"Laurel Curve," Lang said, "does seem to be a magnet for problems."

Contact Gary Richards at 408-920-5335.

null

LAUREL CURVE: risks on this Highway 17 spot have grown

- From 2004 through September 2010, there were 2,092 crashes on the Santa Cruz County side of Highway 17.
- Over the same period, there were 534 crashes at Laurel Curve -- 26 percent of all crashes.
- About 150 crashes occurred at Laurel Curve in the first nine months of 2010, compared with 70 the year before.

Source: California Highway Patrol

14-6



DISTRICT DIRECTOR'S REPORT – SANTA CRUZ COUNTY

PREPARED FOR APRIL 5, 2012 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

DISCRETIONARY FUNDS AVAILABLE

- Caltrans Division of Mass Transportation announced the availability of the Section 5311(f) Intercity Bus Program Guidelines and Applications for fiscal year 2012. The application submission period is from **March 6, 2012 through April 16, 2012.**

The guidelines and applications is available on our website:

<http://www.dot.ca.gov/hq/MassTrans/5311.html>.

- Caltrans has announced the Call for the Projects for the 2012-2013 Bicycle Transportation Account (BTA). The BTA is an annual program providing state funds for city and county projects that improve safety and convenience for bicycle commuters. While the typical annual appropriation of the program over the last few years has been \$7.2 million, this year there is an anticipated one-time increase to \$11.9 million due to past BTA projects that did not use the funds in a timely manner and have since been placed back into the account.

The deadline for applications is **April 27, 2012**. Information on the program, including the application, can be found at: <http://www.dot.ca.gov/hq/LocalPrograms/bta/BTACallForProjects.htm>.

- Caltrans has announced the Call for Projects for the Highway Safety Improvement Program (HSIP) and High Risk Rural Road Program (HRRR) Federal funds. This is Caltrans' largest funding call for local safety projects ever. The Call is planned to begin April 2012 and applications are expected to be due in **July 2012**. Caltrans is currently finalizing the Guidelines, Application Form, Application Instructions, HSIP and HRRR websites, and the SafeTREC TIMS-Benefit/Cost Calculator for this Call. These documents will be posted on the websites by the end of April 2012.

NEWSWORTHY

Caltrans recently launched a new online interactive travel map, called QuickMap, designed to make traveling through California easier. This map enables you to quickly zoom into regional areas across the state and access real-time information such as traffic congestion and incidents, lane closures, chain controls, changeable message signs and traffic speeds on state and local roads.

This map is available online at: <http://www.dot.ca.gov/>

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



PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR APRIL 5, 2012 SANTA CRUZ REGIONAL TRANSPORTATION COMMISSION MEETING

RECENTLY COMPLETED PROJECTS

	Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Implementing Agency	Project Manager (Resident Engineer)	Contractor	Comments
1.	Hwy. 1 Guardrail Upgrades (0P2504)	Highway 1, Mon and Santa Cruz Co., Trafton Rd to .4Mi N. of 41st Ave (Various locations: Mon. 101.50 – SCr 13.62)	Metal Beam Guard Rail and Concrete Barrier Improvements	Nov. 15, 2011-Mar. 8, 2012	\$ 578,000	SHOPP	Caltrans	Luis Duazo (BR)	Frank Medina, Oroville	All contract work completed 3/8/12 and accepted 3/20/12

CONSTRUCTION PROJECTS

	Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Implement-Agency	Project Manager (Resident Engineer)	Contractor	Comments
2.	Hwy. 1 Salinas Road Interchange (315924)	Highway 1, Mon. County, North of Moss Landing at Salinas Road (PM 99.9-101.5)	Construct new interchange	April 2010-Fall 2012	\$12 Million	STIP/CMIA	Caltrans	Richard Rosales (JW)	Desilva Gates Construction LP, Dublin	Salinas Rd Detour still in place—Bridge railing pouring will be completed early April followed by traffic moved from detour to final alignment over the bridge mid-late April.
3.	Hwy. 1 Watsonville (CAPM) Rehab. (0M7504)	Hwy 1 (PM 0.0-10.2) In Santa Cruz County in Watsonville and Aptos from Pajaro River Bridge to North Aptos Underpass	Pavement Rehabilitation (hot mix asphalt on existing pavement)	March 2012-Fall 2012	\$12M	SHOPP	D5	Luis Duazo (BR)	Pavex Construction Division, Watsonville	Work scheduled to begin March 26, weather permitting
4.	Santa Cruz Highway 1 Median Barrier (0S3104)	Highway 1 in Santa Cruz (17.5-18.2)	Construct colored and textured Median Barrier	April 2012-Fall 2012	\$1.6 M	SHOPP	D5	Doug Hessing (PD)	Toms Septic Construction, Salinas	Work scheduled to begin in April, weather permitting



PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR APRIL 5, 2012 SANTA CRUZ REGIONAL TRANSPORTATION COMMISSION MEETING

CONSTRUCTION PROJECTS

	Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Implementing Agency	Project Manager (Resident Engineer)	Contractor	Comments
5.	Hwy. 9 Grind and Replace (0S0804)	In Santa Cruz from so. of the Rte 01/09 junction to just no. of Vernon St. (PM 0.0-PM 0.6)	Cold plane and hot mix asphalt and repaving	Early-Spring 2012--Mid-Spring of 2012	\$350,000	Highway Maint.	Caltrans	Kelly McClain (PD)	Pavex Construction Div., San Jose	SCr City working on water line. Nighttime One-way traffic control with flagging.
6.	Hwy. 17 Santa's Village Road Guardrail (0G4004)	Near Scott's Valley from just north of Santa's Village to Crescent Drive (PM 6.1-6.6)	Construct concrete guardrail	January 2011-Spring 2012	\$3 Million	SHOPP	Caltrans	Doug Hessing (PD)	Gordon N. Ball Inc., Alamo	In winter suspension; work scheduled to resume next spring
7.	Hwy. 17 Vinehill Wet Weather Improvements (0P8104)	Near Scotts Valley from south of West Vinehill Rd. to south of Vinehill Rd.(PM 7.0-7.3)	Construct soldier pile wall	June 2009-Spring 2012	\$1.5 Million	SHOPP	Caltrans	Doug Hessing (PD)	TBD	90% complete, contractor default, Bonding company sub-contracted Pavex to complete remaining work

PROJECTS IN DEVELOPMENT

	Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Implementing Agency	Project Manager	Phase	Comments
8.	Hwy. 1 Guardrail Upgrade, Concrete Barrier, Retaining Wall (05-0R9101)	Highway 1 from S of South Aptos Underpass to .1 Mi N. of Rt 9 (PM 9.0-17.6)	Upgrade Metal Beam Guard Rail, other improvements	Winter 2013 - Summer 2013	\$ 2.3 M	SHOPP	D5	Luis Duazo	PS&E/RW	Scheduled to be advertised early 2013
9.	Hwy. 1 Guardrail/Crash Cushions (0M970_)	Highway 1, various locations from San Lorenzo R. Bridge to Waddell Creek (PM 17.4-26.0)	Upgrade guard rail, end treatments	Summer 2012 – Summer 2013	Total \$2.8M	SHOPP	D5	Doug Hessing	PS&E	Schedule to be advertised July 2012 and Award Sept. 2012.



PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR APRIL 5, 2012 SANTA CRUZ REGIONAL TRANSPORTATION COMMISSION MEETING

PROJECTS IN DEVELOPMENT

	Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Implementing Agency	Project Manager	Phase	Comments
10.	Hwy. 9 Holiday Lane Improvements (0K2301)	Highway 9 between Ben Lomond and the Highland Co. Park; S. of Holiday Lane (PM 8.4-8.6)	Construct Viaduct, Upgrade guard rail	Summer 2012 – Winter 2013/14	\$1.3 M	SHOPP	D5	Steve DiGrazia	End of PS&E	HQ Advertising May 2012 and Award July 2012

DEPARTMENT OF TRANSPORTATION

50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3101
FAX (805) 549-3329
TTY 711
<http://www.dot.ca.gov/dist05/>



*Flex your power!
Be energy efficient!*

March 22, 2012

George Dondero, Executive Director
Santa Cruz County Regional Transportation Commission (SCCRTC)
1523 Pacific Avenue
Santa Cruz, CA 95060-3911

Dear Mr. Dondero:

MARCH 1, 2012, SCCRTC BOARD MEETING – RESPONSE(S) TO INQUIRIES

This is in response to requests for information posed by Board members to the California Department of Transportation (Caltrans) at the above noted meeting. Our responses to those enquiries are provided below.

- 1) Commissioner Ellen Pirie asked about the guardrail projects on the right side of the northbound (NB) Highway 1.

The area in question on NB Highway 1 between State Park Drive and Rio Del Mar Blvd. is part of a separate upcoming project that requires construction of retaining walls in order to place the guardrails. The project is currently in design and is on schedule and it is expected that a construction contract would begin advertising in spring 2013. Additional information can be obtained by contacting Doug Hessing, Caltrans Project Manager, at doug.hessing@dot.ca.gov or by phone at (805) 549-3386.

- 2) Chair Nicol requested clarifications about accommodations made for motorist safety at the Salinas Road Interchange Project during construction, specifically the westbound Salinas Road to northbound Highway 1 movement.

A recent field review by Caltrans staff confirmed that the Salinas Road Interchange project has appropriate design, construction, sufficient signage, adequate site distance, and is appropriately lighted for motorists during construction, as required. Additional information can be obtained by contacting Richard Rosales, Caltrans Project Manager, at Richard.rosales@dot.ca.gov or by phone at (805) 549-3792.

Sincerely,

A handwritten signature in blue ink, reading "Richard Krumholz", is positioned above the printed name.

RICHARD KRUMHOLZ
District Director

c. SCCRTC Board Members

"Caltrans improves mobility across California"



NEWS RELEASE

Today's Date: Friday, March 23, 2012

District: 05 – Santa Barbara, San Luis Obispo, Monterey, San Benito and Santa Cruz Counties

Contact: Susana Z Cruz (bilingual) or Colin Jones

Phone: (805) 549-3138 or (805) 549-3189

FOR IMMEDIATE RELEASE

HIGHWAY 1 REPAVING PROJECT THROUGH WATSONVILLE BEGINS THIS WEEK

SANTA CRUZ COUNTY – A ten-mile section of Highway 1 in Watsonville and Aptos from the Pajaro River Bridge to the North Aptos Underpass will undergo a major rehabilitation as of Monday, March 26, Caltrans officials have announced.

Roadwork involves both daytime and overnight time work consisting of alternating lane closures. One lane in each direction will remain open during roadwork and no two consecutive on/off ramps will be closed at the same time. Hot mix asphalt will be placed on the existing pavement to improve rideability and traction. 10-15 minute delays are anticipated.

Work next week involves sign installation throughout the project limits. Roadwork is expected to be completed by this fall.

The contractor for this \$12 million project is Pavex Construction, Inc. of Watsonville, CA.

Caltrans reminds motorists to move over or slow down when driving through Caltrans work zones.

For lane closure information on this project and for traffic updates on other Caltrans projects in Santa Cruz County, residents can call the District 5 toll free number at 1-831-423-0396 or can visit our website at www.dot.ca.gov/dist05/maint/road/upscr.htm





Today's Date: Wednesday, March 21, 2012

District: 5 - Santa Barbara, San Luis Obispo, Monterey, Santa Cruz and San Benito Counties

Contact: Susana Z Cruz (Bilingual) or Colin Jones

Phone: (805) 549-3138 or (805) 549-3189

FOR IMMEDIATE RELEASE

*****TRAFFIC ADVISORY UPDATE*****

CALTRANS PLANS TO INSTALL TEMPORARY MEDIAN BARRIER ON HIGHWAY 17

SANTA CRUZ COUNTY – After further consideration and consultation with our agency partners, Caltrans District 5 officials have decided to install a temporary concrete median barrier along a section of Highway 17 at Laurel Curve north of Scotts Valley.

Maintenance crews will perform morning roadwork to install the median barrier beginning Thursday, March 22.

NOTE: The pavement has to be dry for roadwork to take place. If there is **NO** rain by tomorrow morning, the southbound #1 (fast) lane will close at 8am and the northbound #1 (fast) lane will close at 8:30am. If rain occurs, the closures will take place later in the morning. If rain continues throughout the day, roadwork will be re-scheduled for a later date. The length of Thursday's closure depends on the progress of the work which will consist two days of work, weather permitting.

In addition, Caltrans is moving forward with plans to install experimental high-friction pavement treatment and a southbound curve warning sign along Highway 17 at Laurel Curve.

As always, we ask for the cooperation of motorists to drive carefully along the Highway 17 corridor, especially during the remaining weeks of the wet weather season.

Caltrans reminds motorists to move over and slow down when driving through highway construction zones.

For more information on Santa Cruz County projects, call the toll-free hotline at (831) 423-0396 or visit www.dot.ca.gov/dist05/projects/. The public may also call the statewide CHIN at (800) 427-7623 for updates on current traffic conditions.

###

17-7



**SLOW FOR THE
CONE ZONE**

C A L T R A N S



Today's Date: Thursday, March 22, 2012

District: 5 - Santa Barbara, San Luis Obispo, Monterey, Santa Cruz and San Benito Counties

Contact: Susana Z Cruz (Bilingual) or Colin Jones

Phone: (805) 549-3138 or (805) 549-3189

FOR IMMEDIATE RELEASE

*****TRAFFIC ADVISORY UPDATE #2*****

CALTRANS PLANS TO INSTALL TEMPORARY MEDIAN BARRIER ON HIGHWAY 17

SANTA CRUZ COUNTY – After further consideration and consultation with our agency partners, Caltrans District 5 officials have decided to install a temporary concrete median barrier along a section of Highway 17 at Laurel Curve north of Scotts Valley.

Maintenance crews have installed the median barrier today and will return tomorrow, Friday, March 23 for striping work. Only the southbound #1 (fast) lane will be closed between 8 am and 2 pm, the northbound direction at this location will remain open during the roadwork Friday.

In addition, Caltrans is moving forward with plans to install experimental high-friction pavement treatment and a southbound curve warning sign along Highway 17 at Laurel Curve.

As always, we ask for the cooperation of motorists to drive carefully along the Highway 17 corridor, especially during the remaining weeks of the wet weather season.

Caltrans reminds motorists to move over and slow down when driving through highway construction zones.

For more information on Santa Cruz County projects, call the toll-free hotline at (831) 423-0396 or visit www.dot.ca.gov/dist05/projects/. The public may also call the statewide CHIN at (800) 427-7623 for updates on current traffic conditions.



**SLOW FOR THE
CONE ZONE**
C A L T R A N S

17-8



NEWS RELEASE

Today's Date: Tuesday, March 27, 2012

District: 05 – Santa Barbara, San Luis Obispo, Monterey, San Benito and Santa Cruz Counties

Contact: Susana Z Cruz (bilingual) or Colin Jones

Phone: (805) 549-3138 or (805) 549-3189

FOR IMMEDIATE RELEASE

CALTRANS' WELL-SEASONED DISTRICT 5 DIRECTOR RICHARD KRUMHOLZ TO RETIRE ON MONDAY

SAN LUIS OBISPO -- Richard Krumholz, Caltrans District 5 Director, bids farewell on Monday, April 2, after serving the State of California for 33 years, the past six as District 5 Director, Caltrans officials today announced.

"I have been involved in local government since 1965 and have known each of the Caltrans District 5 Directors over the years. There is no doubt in my mind that Rich Krumholz has been the most capable and responsive District Director I have ever worked with," said Santa Maria Mayor Larry Lavagnino.

Krumholz began his transportation career as a college student working summers for a highway construction firm in Illinois. He graduated from Illinois State University in 1973. Rich began his Caltrans career in District 1, Eureka in 1979 as a Junior Engineering Technician. He was promoted to Transportation Engineer, working in Design, Maintenance, Construction and Advanced Planning over the course of ten years.

Caltrans presented a new career opportunity to Krumholz in 1989 when he transferred to District 1 Environmental Planning. He furthered his education at Humboldt State University in Natural Resources Planning.

Krumholz transferred to District 5 in San Luis Obispo in 1992 and in 1998 was promoted to District Branch Chief for Advanced System Planning. In 2002, Krumholz became the Deputy District Director for Planning and Local Programs.

On July 1, 2006, former Caltrans Director Will Kempton appointed Krumholz as the District Director for District 5. He managed all of Caltrans operations and 750 employees within the five-county Central Coast area. Krumholz believes that a quality transportation system provides a high measure of return for tax dollars and that every project, maintenance effort or planning document is a wise investment and essential to the transportation customers.



17-9



NEWS RELEASE

Among the many transportation improvements that Krumholz helped to implement during his leadership were the Highway 1/17 Merge Lanes project in Santa Cruz in 2008; the Highway 101/Santa Maria Six-Lane widening in 2009; the Highway 101/41 Atascadero interchange in 2010, the Highway 46 Widening (Phase I) completed last June; and the recently completed Highway 101/Airport Blvd Interchange in Salinas. Additionally, the \$53 million Highway 101/ Milpas-Hot Springs project in Santa Barbara will be completed next month.

During Krumholz's tenure, ongoing construction projects on the Central Coast doubled and today stand at nearly \$450 million. He brought collaborative leadership to Caltrans in relationships with the 33 cities, five counties and dozens of stakeholders groups. Krumholz also championed several innovative projects such as the Highway 246 Roundabout near Lompoc, the Highway 154/Cold Spring Bridge suicide barrier and Wildlife Protective Fencing along Highway 101 near Santa Margarita.

In addition, Krumholz oversaw an unprecedented, multi-million dollar effort to maintain, repair and improve scenic Highway 1 through the challenging Big Sur corridor between Cambria and Carmel.

Effective April 3, statewide Director of Programming Rachel Falsetti will serve as Interim District 5 Director until a permanent placement is made.



**SLOW FOR THE
CONE ZONE**

C A L T R A N S

17-16

AGENDA: April 5, 2012

TO: Regional Transportation Commission

FROM: Kim Shultz, Senior Transportation Planner

RE: Highway 1 Soquel/Morrissey Auxiliary Lanes Project Update

RECOMMENDATIONS

This item is for information only.

BACKGROUND

On January 5, 2012, the RTC authorized a construction contract with RGW Construction for work to begin on the Highway 1 Soquel/Morrissey Auxiliary Lanes project. A Notice to Proceed was issued to the contractor on February 3, 2012, following receipt of Performance Bonds and Insurance Certificates.

DISCUSSION

RTC Resident Engineer, Bruce Shewchuk, will present an oral report on current activities and will respond to any questions. Through this reporting period the tree cutting was completed and the removal of stumps and hauling of vegetation debris was initiated. Throughout this effort a local biologist, Garry Kittleson, supported the construction engineering team in monitoring the construction area to ensure there was no nesting of migratory birds and relocated several dusky-footed wood rat nests (a protected species) ahead of the tree cutting activity.

Many trees within the state right of way, but outside of the construction area were left standing to maintain as much mature landscaping as possible. The RTC has contracted with a local arborist, James P. Allen and Associates, to provide recommendations for proper treatment of the remaining trees to enhance their health and subsequent integration in the future landscaping of the project.

The project area held up well during the recent heavy rain events and the contractor was diligent in implementing storm water measures. Project work was stopped for about two weeks due to rain. When the project area dried sufficiently, work resumed. As a result of the rain delays, the contract completion date has slipped from late March to early April.

As reported last month, vegetation removal uncovered two old concrete foundations and water seepage in an unexpected location. The impact of these issues and any necessary remedial action will be better known once the contractor begins moving

the ground. If these items impact the project, RTC staff and consultants will present the best course of action to address the impacts. Meanwhile, the project team is working with the State Department of Fish and Game to allow work to begin as soon as possible on the slopes in the wetlands area. Work on the northbound retaining wall, particularly in the wetland area, is critical in preparing for the removal and replacement of the La Fonda Avenue Overcrossing in a timely manner.

Through the month of April, the contractor will start clearing and grubbing operations on the slopes and top of slope. As part of this work the slopes will be stabilized and the contractor will continue to install storm water protective measures. Early in April there will be a few late night and early morning lane closures, under guidance of the California Highway Patrol, to remove soil contaminated by vehicle emissions and operational residue.

Construction Financial Status

In discussions with Caltrans staff in preparing the financial report for the California Transportation Commission (CTC) identifying construction cost savings, staff has been advised to use a 10% contingency amount. This is welcome news and will be incorporated into the RTC budget after further clarification from Caltrans.

There have been no contract change orders through this reporting period, nor any claims or potential claims registered by the contractor. The construction engineer has asked the contractor to provide a cost estimate for extending the plant establishment period from the current one year period to three years.

For the initial month of construction activity, from January 30th to February 20th, the approved progress payment amount was \$413,004. As of this writing the progress payment for the current period is still under review by the construction engineer and will be reported at the meeting.

Following is the current contractor cost accounting, including contract change orders reviewed last month:

Updated Contract Amount	\$ 9,950,639
<u>Contingency Balance</u>	<u>\$ 484,932</u>
Approved Contract Budget	\$10,435,571
<u>Progress Payment #1</u>	<u>\$ 413,004</u>
Remaining Contract Budget	\$10,022,567

SUMMARY

The tree cutting has been completed with support from a local biologist to ensure that nests of migratory birds were not present in the construction area. The RTC has hired a local arborist to provide recommendations on how to enhance the health of the remaining trees within the state right-of-way and integrate them into

the future landscaping work. Rain delays during this reporting period have resulted in the contract completion date slipping from late March to early April. The project team is working with the State Department of Fish and Game to allow work to begin as soon as possible along the slopes in the wetland area to maintain the project schedule for removal of the La Fonda Avenue Overcrossing. The contractor has been requested to provide a cost estimate for extending the plant establishment period from the current one year period to three years. Caltrans has advised use of 10% contingency for the project which will be incorporated into the RTC budget in the future. There have been no contract change orders during this period.

TO: Regional Transportation Commission

FROM: Cory Caletti, Senior Transportation Planner/Bicycle Coordinator

RE: Article 8 Transportation Development Act (TDA) Allocation Claims from the County of Santa Cruz for Bicycle and Pedestrian Improvement Projects

RECOMMENDATIONS

The Bicycle Committee, the Elderly & Disabled Transportation Advisory Committee and staff recommend that the Regional Transportation Commission (RTC) approve the County of Santa Cruz Transportation Development Act (TDA) Article 8 allocation claims (Attachment 1 and Exhibits A-C) for the following projects and amounts:

- 1) Bike Lane Maintenance (\$150,148);
 - 2) A transfer of funds previously allocated to the Wilder Ranch Path Phase II project to Bike Lane Maintenance (\$29,526); and
 - 3) Calabasas School Safety Improvement Project (\$150,000).
-

BACKGROUND

The Transportation Development Act (TDA) was established by the State Legislature in 1971. The TDA provides one of the major funding sources for public transportation in California. TDA funds are also used by local jurisdictions for bicycle and pedestrian projects. Each year the Regional Transportation Commission (RTC) allocates Article 8 Transportation Development Act (TDA) funds to local jurisdictions for bikeway and pedestrian projects.

Funds are obtained by local jurisdictions via a three-step process: (1) apportionment, (2) allocation, and (3) payment (reimbursement). One step does not always imply or require the next. Apportionment to the local jurisdictions in Santa Cruz County is done by the RTC according to population using an approved formula in the RTC Rules & Regulations. Once funds are apportioned to a given area, they are typically available only for allocation to claimants in that area. Allocation is the discretionary action by the RTC that designates funds for a specific claimant to a specific purpose. TDA funds are apportioned annually by the RTC and allocated on an on-going, non-competitive basis. Payment is authorized by instructions issued by the RTC in its Rules and Regulations. Unused TDA funds allocated to any project may be rolled over from one fiscal year to the next.

As stated in the Rules and Regulations, a TDA Article 8 claim shall include a description of the project; justification for the project, including a statement regarding its consistency and relationship with the Regional Transportation Plan; estimated cost of the project including other funding sources; and a statement agreeing to maintain the funded project in the condition outlined in the submitted plans for a period of 20 years.

Allocation requests for bicycle facilities must be reviewed by the Bicycle Advisory Committee and requests with pedestrian components must be reviewed by the Elderly and Disabled Transportation Advisory Committee prior to consideration by the RTC. According to the RTC Rules and Regulations, only Commissioners representing the County and the Cities are eligible to vote on Article 8 allocation requests.

DISCUSSION

Exhibit 1 is a letter from the County of Santa Cruz Public Works Department requesting allocations in TDA Article 8 funds for the following projects:

- 1) Bike Lane Maintenance (Exhibit 2) – \$150,148 for maintenance, minor repairs, signage, restriping and sweeping of the County's 93 miles of bike lanes and 8.25 miles of paths. Per new direction from the Board of Supervisors, TDA funds for bike lane maintenance will be distributed throughout the supervisorial districts based on total number of road miles.
- 2) Transfer of funds previously allocated to the Wilder Ranch Path Phase II project to Bike Lane Maintenance (\$29,526). The transfer of funds is requested because the Wilder Ranch Bike Path Phase II is on hold due to right-of-way considerations related to the preferred alignment.
- 3) Calabasas School Safety Improvement Project (Exhibit 3) – \$150,000 for sidewalks and bike lanes on Calabasas Road from Buena Vista to Bradford Road. This project will provide basic safety improvements to increase pedestrian and bicycle access to an elementary school within an urbanized residential area surrounded by agricultural uses.

Each project allocation claim includes project background information, and assurance that TDA claims address the requirements of TDA statutes and/or the RTC's Rules and Regulations.

Bicycle Committee Review

As mandated by RTC Rules and Regulations, TDA allocation requests for projects with bicycle facilities are to be reviewing by the RTC's Bicycle Committee. Therefore, at the February 13, 2012 meeting the Bicycle Committee reviewed the County of Santa Cruz's allocation requests for Bike Lane Maintenance and the Calabasas School Safety Improvement Project. The Bicycle Committee recommended that the RTC approve the County's TDA claims and also requested that the County Public Works Department provide an update within the next 4-6 months on the costs allocated for each category of bike maintenance tasks (bike lane re-striping vs. minor repairs vs sweeping, etc).

Elderly & Disabled Transportation Advisory Committee Review

As mandated by RTC Rules and Regulations, TDA allocation requests for projects with pedestrian components need to be reviewed by the RTC's Elderly and Disabled Transportation Advisory Committee (E&D TAC) prior to consideration by the RTC. Therefore, at the February 14, 2012 meeting, the E&D TAC reviewed the County of Santa Cruz's allocation request for

Calabasas School Safety Improvement Project and recommended that the RTC approve the County's TDA claims.

TDA Revenues

The County of Santa Cruz has sufficient unallocated TDA revenues for this TDA claim.

Therefore, staff recommends that the RTC adopt the attached resolution approving the Santa Cruz County TDA claim as recommended by the E&D TAC and the Bike Committee for:

- 1) Bike Lane Maintenance (\$150,148);**
- 2) A transfer of funds previously allocated to the Wilder Ranch Path Phase II project to Bike Lane Maintenance (\$29,526); and**
- 3) Calabasas School Safety Improvement Project (\$150,000).**

SUMMARY

The County of Santa Cruz submitted a letter and allocation claims for two projects and a transfer of funds (Exhibit A-C). The Bicycle Committee and the E&D TAC reviewed claims with bicycle and pedestrian components, respectively, and recommended that the RTC approve the claims submitted.

Attachment:

1. Resolution

Exhibits:

- A. TDA Article 8 Allocation Request Letter from the County of Santa Cruz
- B. County of Santa Cruz Allocation Claim Form for Bike Lane Maintenance
- C. County of Santa Cruz Allocation Claim Form for Calabasas School Safety Improvement Project

Attachment 1

RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of April 5, 2012
on the motion of Commissioner
duly seconded by Commissioner

A RESOLUTION ALLOCATING TRANSPORTATION DEVELOPMENT ACT (TDA) ARTICLE 8 FUNDS TO
THE COUNTY OF SANTA CRUZ
FOR BICYCLE AND PEDESTRIAN IMPROVEMENT PROJECTS

WHEREAS, the County of Santa Cruz has sufficient unallocated Article 8 TDA revenues and has submitted a TDA allocation request for a total of \$300,148, as well as a TDA funding transfer request of \$29,526 for bicycle and pedestrian improvement projects;

WHEREAS, the Bicycle Committee and the Elderly & Disabled Transportation Advisory Committee have each reviewed the request pertaining to their charge and recommend approval;

WHEREAS, the proposed projects are consistent with the *2010 Regional Transportation Plan* and the claimant agrees to maintain funded projects for a period of 20 years;

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

TDA Article 8 funds are hereby allocated for the following projects as requested in Exhibits A-C:

1. \$150,148 for Bike Lane Maintenance;
2. \$29,526 previously allocated to the Wilder Ranch Path Phase II project transferred to Bike Lane Maintenance; and
3. \$150,000 for Calabazas School Safety Improvement Project.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSENT: COMMISSIONERS

ABSTAIN: COMMISSIONERS

Kirby Nicol, Chair

ATTEST:

George Dondero, Secretary

Exhibit A-C: Request Letter and Allocation Claim Forms

Distribution: County of Santa Cruz Public Works
RTC Fiscal
RTC Planner

Exhibit A



County of Santa Cruz

DEPARTMENT OF PUBLIC WORKS

701 OCEAN STREET, ROOM 410, SANTA CRUZ, CA 95060-4070
(831) 454-2160 FAX (831) 454-2385 TDD (831) 454-2123

JOHN J. PRESLEIGH
DIRECTOR OF PUBLIC WORKS

January 31, 2012

GEORGE DONDERO, EXECUTIVE DIRECTOR
Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue
Santa Cruz, CA 95060

SUBJECT: TRANSPORTATION DEVELOPMENT ACT ARTICLE 8 PROJECT
ALLOCATION CLAIMS

Dear Mr. Dondero:

The County of Santa Cruz Department of Public Works submits the enclosed Transportation Development Act (TDA) Article 8 allocation claims for two separate projects. One of the project claims is for unallocated funds from fiscal year (FY) 2010/2011 and is combined with an additional claim request to transfer allocated funds from a previous year. The other claim is for FY 2011/2012 allocations.

The County Board of Supervisors has approved the TDA appropriations for these projects in the FY 2010/2011 and 2011/2012 budgets. Copies of the budget and the Final 2011/2012 Capital Improvement Program pages are attached to the claim forms in lieu of the requested resolution since the Board has approved these projects.

BIKE LANE MAINTENANCE

An allocation claim for FY 2010/2011 funds of \$150,148 is requested for bike lane maintenance of County roads. In addition, the previously allocated funds for the Wilder Ranch Bike Path Phase II in the amount of \$29,526 are requested to be transferred to bike lane maintenance for a total allocation of \$179,674. Basic road maintenance funding has been drastically reduced during the current economic difficulties, and TDA funds have been used for this program in years past. The funding will allow County crews and contractors to re-stripe, sign, conduct minor repairs, and sweep the bike lanes, which are located on major arterial roads in the unincorporated area of the County. Bike lane maintenance is critical to supporting traffic safety on County roads.

CALABASAS SCHOOL SAFETY IMPROVEMENT PROJECT

An allocation claim for FY 2011/2012 funds in the amount of \$150,000 is requested for the Calabasas School Pedestrian and Bicycle Safety Improvement project. The County has designed the project and obtained all necessary right-of-way, easements, and permits to construct this project, which includes sidewalks and bike lanes on Calabasas Road from Buena Vista Drive to Bradford Road. Previous TDA allocation claims totaling \$300,000 have already been approved. This FY 2011/2012 (per the 2011/2012 Board approved budget) allocation request would bring the total allocations for this project to \$450,000. This project is a basic safety improvement to increase pedestrian and bicycle access to an elementary school within an urbanized residential area surrounded by agricultural uses.

The Department of Public Works thanks you for accepting our request for allocations of TDA funding. The preferred method of disbursement is by means of County journal (AUD48) whereby the TDA Article 8 funds should be transferred to Budget Index 621220, Subobject 1582. If you have any questions or require additional information, please contact Jack Sohriakoff, Senior Civil Engineer, at (831) 454-2160.

Yours truly,



JOHN J. PRESLEIGH
Director of Public Works

JRS:lh

Enclosures

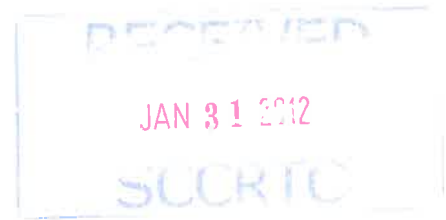


Exhibit B

Transportation Development Act (TDA) – Local Transportation Funds CLAIM FORM for Bike/Ped Projects

*If you have any questions about this claim form or would like an electronic copy of the form,
please contact the Santa Cruz County Regional Transportation Commission at 460-3200.*

Project Information

1. Project Title: Bike Lane Maintenance
2. Implementing Agency: County of Santa Cruz
3. Sponsoring Agency (if different) – must be a TDA Eligible Claimant:
4. TDA funding requested this claim: \$150,148 + \$29,526 = \$179,674
5. Fiscal Year (FY) for which funds are claimed: FY 2010/2011
6. General purpose for which the claim is made, identified by the article and section of the Act which authorizes such claims: ☒ **Article 8 Bicycle and/or Pedestrian Facility**
7. Contact Person/Project Manager: Jack Sohriakoff, Senior Civil Engineer
Telephone Number: (831) 454-2160 E-mail: dpw140@co.santa-cruz.ca.us

Secondary Contact (in event primary not available): Greg Martin, Civil Engineer
Telephone Number: (831) 454-2160 E-mail: _____
8. Project/Program Description/Scope (use additional pages, if needed, to provide details such as work elements/tasks): As in previous years these funds will be utilized by County maintenance crews and contractors to sign, re-stripe, repair, make minor improvements, and sweep bike lanes, bike routes, and bike paths maintained by the County of Santa Cruz Department of Public Works.
9. Number of people to be served/anticipated number of users of project/program:
Estimated County population in 2010 = 253,737 people. Estimated bike riders: 4% of population = 10,150 bicyclists. Bike riders consist of commuters, students, and recreational users. These are considered direct users to be served. However, to a certain extent, all motorists sharing the roads with bike lane users are being served with enhanced traffic safety measures.
10. Project Location/Limits (attach a map and/or photos if available/applicable, include street names):
See attached list of bike lane miles on County maintained roads. Bike lanes are generally located on major arterial roads throughout the County, with most bike lanes located within the urbanized areas of Aptos, Live Oak, Pajaro Valley, and Soquel.
11. Justification for the project. (Why is this project needed? Primary goal/purpose of the project; problem to be addressed; project benefits; importance to the community):
Traffic safety is the main goal. It is anticipated that more people will ride bikes due to the economic difficulties now being experienced. The maintenance of roadways has been significantly reduced due to these same economic difficulties, and the use of TDA funds to maintain these bike facilities is very critical to maintaining traffic safety.

12. Consistency and relationship with the Regional Transportation Plan (RTP) – please reference Project or Policy number:

Policy 1.1 - Ensure that adequate support is provided to maintain and operate the existing transportation system. Policy 2.1- Ensure that all major corridors provide a choice of transportation modes and are designed with multi-modal amenities such as bus stops, turnouts and shelters, bike lanes and sidewalks. Policy 4.1 – Emphasize sustainable transportation modes consistent with regional environmental policies. Policy 4.2 – Ensure that transportation projects contribute to improved regional air quality, reduce energy consumption or reduce vehicle miles traveled, or, at a minimum, do not worsen existing conditions. Policy 5.1 – Utilize limited capital resources to maximize the efficiency of the existing transportation system, and as an alternative to constructing new facilities.

13. Measures of performance, success or completion to be used to evaluate project/program:
Not applicable – on going maintenance of existing facilities.

14. Impact(s) of project on other modes of travel, if any (ex. parking to be removed):
Not applicable – on going maintenance of existing facilities.

15. Project Cost/Budget, including other funding sources, and Schedule: The Santa Cruz County Board of Supervisors approved the TDA budget for this item in June 2010 for the FY 2010/2011 budget. Attached is an excerpt from the budget indicating the re-allocation of the \$29,526 Wilder Ranch Bike Path Phase II line item and the total Bike Lane Maintenance funding. These line items remained the same for the FY 2011/2012 approved budget, and the Final 2011/2012 Capital Improvement Program TDA financing page identifies this project broken down by district.

Project Start Date: July 1, 2011, on going bike lane maintenance

	Planning	Environ- mental	Design/ Engineering	ROW	Construction	Other *	Contingency	Total
SCHEDULE (Month/Yr) Completion Date 6/30/12					6/30/2011			
Total Cost/Phase					\$179,674			\$179,674
\$TDA requested					\$150,148			\$150,148
Source 2: Prior TDA					\$29,526			\$29,526
Source 3:								
Source 4:								

**Please describe what is included in "Other":*

16. Preferred Method and Schedule for TDA fund distribution, consistent with the RTC Rules and Regulations (a. 90% prior to completion/10% upon completion; or b. 100% after completion):
Preferred method for TDA fund distribution is: a. 90% prior to completion/10% upon completion.

17. TDA Eligibility:

	YES?/NO?
A. Has the project/program been approved by the claimant's governing body? Attach resolution to claim. (If "NO," provide the approximate date approval is anticipated.)	Yes
B. Has this project previously received TDA funding?	Yes
C. For capital projects, have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency for the next 20 years?	Yes
D. Has the project already been reviewed by the RTC Bicycle Committee and/or Elderly/Disabled Transportation Advisory Committee? (If "NO," project will be reviewed prior to RTC approval).	No
E. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: http://www.dot.ca.gov).	Yes

Documentation to Include with Your Claim:**All Claims**

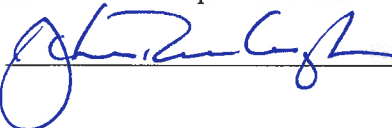
- ☐ A letter of transmittal addressed to the SCCRTC Executive Director that attests to the accuracy of the claim and all its accompanying documentation.
- ☐ Resolution from the TDA Eligible Claimant indicating its role and responsibilities.

Article 8 Bicycle/Pedestrian Claims

- ☐ Evidence of environmental review for capital projects

Local Agency Certification:

This TDA Claim has been prepared in accordance with the SCCRTC's Budget, SCCRTC's Rules and Regulations, and Caltrans TDA Guidebook (<http://www.dot.ca.gov/hq/MassTrans/State-TDA.html>). I certify that the information provided in this form is accurate and correct. I understand that if the required information has not been provided this form may be returned and the funding allocation may be delayed.

Signature:  Title: DIRECTOR OF PUBLIC WORKS Date: 1/31/2012

Bikeway Miles (Bi-directional)

Jurisdiction	Bike Lane Miles thru 2010 (Bi- directional)	County of Santa Cruz Bike Lane and Path Locations
County	3.20	7th Avenue
County	3.20	17th Avenue
County	0.90	30th Avenue (Brommer Street to Portola Avenue)
County	0.12	41st Avenue (HWY 1 to Soquel Drive)
County	0.95	41st Avenue (East Cliff to City of Capitola)
County	1.10	Airport Boulevard (Pajaro Lane to Green Valley Road)
County	0.35	Amesti Road (Green Valley to Amesti Elementary School)
County	2.75	Brommer Street
County	0.22	Cabrillo College Drive
County	0.44	Capitola Avenue (Highway 1 to Soquel Drive)
County	2.75	Capitola Road
County	3.00	Chanticleer Avenue (Brommer Street to Soquel Avenue)
County	0.07	Commercial Way
County	3.66	Corralitos Road
County	3.40	East Cliff Drive
County	0.32	East Walnut Street
County	2.73	Empire Grade
County	0.40	Felt Street
County	14.60	Freedom Boulevard
County	3.25	Glen Coolidge Drive
County	0.70	Green Valley Road (Holohan Road to Amesti Road)
County	0.55	Harkins Slough (Lee Road to Pajaro Valley High School)
County	3.04	Holohan Road
County	2.70	Mc Gregor Drive
County	0.42	Park Avenue
County	0.35	Porter Street
County	3.52	Portola Drive
County	0.36	Robertson Street (Wharf Rd to West Walnut)
County	1.14	Rodriguez Street
County	10.14	San Andreas Road
County	0.88	Soquel - San Jose Road (Paper Mill Rd. to Dawn Ln)
County	3.35	Soquel Avenue
County	15.72	Soquel Drive (Soquel Avenue to Freedom Blvd)
County	0.25	State Park (Center to Highway 1)
County	0.16	State Park (Highway 1 to Soquel Drive)
County	1.14	Thurber Lane
County	0.94	Trout Gulch Road
County	0.31	West Walnut Street
TOTAL	93.08	

Bikeway Miles (Bi-directional)

Jurisdiction	Bike Path Miles thru 2010 (Bi- directional)	Locations
County	1.60	Freedom Boulevard near Aptos High School
County	1.00	East Cliff Drive (32nd Avenue to 41st Avenue)
County	1.40	Green Valley Road (Devon to Dalton)
County	0.25	Moran Way
County	2.50	Wilder Ranch (Shaeffer Road)
County	1.50	Calabasas/Buena Vista (Bradford to Memorial)
TOTAL	8.25	

ROADSIDE BETTERMENT/TRANSPORTATION**John J. Presleigh, Director of Public Works**

Index Number 621220

Fund:

Function:

Activity :

Special Revenue

Public Ways & Facilities

Public Ways

<u>Requirements</u>	<u>Actual 2008-09</u>	<u>Appropriated 2009-10</u>	<u>Estimated 2009-10</u>	<u>Requested 2010-11</u>	<u>Recommended 2010-11</u>	<u>Change From 2009-10</u>
Appropriations						
Services & Supplies	\$0	\$1,185,969	\$150,971	\$1,164,967	\$1,164,967	(\$21,002)
Total	\$0	\$1,185,969	\$150,971	\$1,164,967	\$1,164,967	(\$21,002)
Increase Reserve	\$0	\$64,899	\$64,899	\$65,100	\$65,100	\$201
Total Requirements	\$0	\$1,250,868	\$215,870	\$1,230,067	\$1,230,067	(\$20,801)
Available Funds						
Fund Balance Avail.	\$254,203	\$259,025	\$259,025	\$196,326	\$196,326	(\$62,699)
Cancel Reserve	\$0	\$0	\$0	\$64,899	\$64,899	\$64,899
Revenue	\$4,823	\$991,843	\$153,171	\$968,842	\$968,842	(\$23,001)
Total	\$259,026	\$1,250,868	\$412,196	\$1,230,067	\$1,230,067	(\$20,801)

The 2010-11 recommended program reflects allocations for projects under consideration by the Transportation Commission. The recommended financing includes an estimated June 30, 2010, fund balance of \$196,326, cancellation of designations/reserves of \$64,899, transportation fund revenues of \$966,742 and other revenues of \$2,000. The recommended appropriations are \$1,164,967, and the recommended increase in reserves is \$65,100, leaving \$0 in unappropriated fund balance. This budget reflects the projects and programs shown in the proposed 2010-11 Capital Improvement Program document as follows:

<u>Service</u>	<u>09-10 Allow</u>	<u>10-11 Recom</u>
State Park Drive Sidewalk/Bike Lanes	\$ 262,912	\$ 262,912
Wilder Ranch Bike Path - Phase II Feasibility Study	29,526	0
Calabasas Safety Improvement Project	300,000	300,000
Boulder Creek Elementary School	331,698	331,698
Bike Lane Maintenance	171,150	179,674
Green Valley Road Pedestrian Improvements	90,683	90,683
TOTAL	\$ 1,185,969	\$ 1,164,967

- FINANCING SUMMARY -

TRANSPORTATION DEVELOPMENT ACT FUND (Bikeways) - 621220												
CIP #	DESCRIPTION	AVAILABLE	2010/11	2010/11	2010/11	FISCAL YEAR	ADOPTED		2012/13	2013/14	2014/15	2015/16
		FUND BALANCE	CIP EST	Actual	Actual		FUND BALANCE	REVENUES	EXPENDITURES	2011/12	2012/13	2013/14
		6/30/2010	REVENUE	REVENUE	EXPEND							
		\$243,521	\$968,842	\$1,131	\$139,102	CARRY OVER			\$195,426	\$325,426	\$455,426	\$585,426
PROJECTED EXPENDITURES												
B1501	SIMS ROAD - Pedestrian facilities							Deferred				
B4004	CALABASAS ROAD - Safety improvement project				\$0			\$450,000				
B4044	GREEN VALLEY ROAD - Pedestrian Improvements				\$0			\$90,683				
R1009	WILDER RANCH BIKE & PEDESTRIAN PATH - Phase II				\$0			Deferred				
B0006	STATE PARK DRIVE, at park entrance to Hwy 1 - Sidewalk improvements				\$0			\$262,912				
B5510	BOULDER CREEK ELEMENTARY SCHOOL,				\$0			\$289,496				
B9000	BIKE LANE MAINTENANCE				\$139,102							
	District 1 - Supervisor Leopold							\$52,089				
	District 2 - Supervisor Pirie							\$56,610				
	District 3 - Supervisor Coonerty							\$18,083				
	District 4 - Supervisor Caput							\$14,226				
	District 5 - Supervisor Stone							\$43,509				
					\$139,102	\$0	\$1,277,608		\$0	\$0	\$0	\$0

Exhibit C

**Transportation Development Act (TDA) – Local Transportation Funds
CLAIM FORM
for Bike/Ped Projects**

*If you have any questions about this claim form or would like an electronic copy of the form,
please contact the Santa Cruz County Regional Transportation Commission at 460-3200.*

Project Information

1. Project Title: Calabasas Road Pedestrian and Bike Safety Project
2. Implementing Agency: County of Santa Cruz
3. Sponsoring Agency (if different) – must be a TDA Eligible Claimant: County of Santa Cruz
4. TDA funding requested this claim: \$150,000 (\$300,000 previously approved)
5. Fiscal Year (FY) for which funds are claimed: FY 2011/2012
6. General purpose for which the claim is made, identified by the article and section of the Act which authorizes such claims: ☒ **Article 8 Bicycle and/or Pedestrian Facility**
7. Contact Person/Project Manager: Jack Sohriakoff, Senior Civil Engineer
Telephone Number: 831 454-2160 E-mail: dpw140@co.santa-cruz.ca.us

Secondary Contact (in event primary not available) : Greg Martin, Civil Engineer
Telephone Number: 831 454-2160 E-mail: Greg.Martin@co.santa-cruz.ca.us
8. Project/Program Description/Scope (use additional pages, if needed, to provide details such as work elements/tasks):

The project consists of the construction of 1900 lineal fee of Class II bike lanes, curbs, gutters, and sidewalks on Calabasas Road from Buena Vista Drive to Calabasas Elementary School. The main emphasis of this project is to reduce conflicts between bicycles, pedestrians, and motor vehicles. This residential community adjacent to the City of Watsonville provides a substantial number of employees to the local businesses as well which creates the need for a multi-modal transportation network. The bike lane portion of this project is needed to provide safer access and circulation for school children and bicycle commuters. Although only 15% of this project is directly adjacent to the school, it will provide an increased safety benefit to the children walking and bicycling to and from Calabasas Elementary School. The project has been fully designed and all rights-of-way have been acquired.

9. Number of people to be served/anticipated number of users of project/program:

The project provides a standard cement concrete sidewalk and Class II bicycle facility for school children at Calabasas Elementary School and a commuter route for bicyclists from a residential area to the City of Watsonville. It is estimated that up to 250 students will use the improvements daily. Calabasas Road carries approximately 4000 vehicles daily and it is estimated that the new bike lanes will capture a minimum of three percent of these trips or an additional 120 commuter trips. The total daily number of trips is estimated to be 370 school children and commuters daily.

10. Project Location/Limits (attach a map and/or photos if available/applicable, include street names):
See attached map.

11. Justification for the project. (Why is this project needed? Primary goal/purpose of the project; problem to be addressed; project benefits; importance to the community):

There are no sidewalks (except immediately adjacent to the school frontage) or bike lanes on Calabasas Road. This road has been identified as a location for obvious basic safety improvements because there are no facilities for pedestrians or bicyclists within this densely populated residential community. The County of Santa Cruz prioritizes street improvement projects based upon access to schools. The primary risk for elementary school children is being struck by a motor vehicle. The proposed project improvements are pedestrian sidewalks and bicycle lanes on Calabasas Road. These physical improvements to the infrastructure surrounding Calabasas Elementary School is expected to substantially reduce the potential conflicts with motor vehicle traffic and establish safer alternative modes of transportation.

12. Consistency and relationship with the Regional Transportation Plan (RTP) – please reference Project or Policy number:

Policy 1.6 – Emphasize safety when making decisions about transportation priorities.

Policy 2.1 – Ensure that all major corridors provide a choice of transportation modes and are designed with multi-modal amenities such as bus stops, turnouts and shelters, bike lanes and sidewalks.

Policy 2.7 – Increase trips done by bicycle to five percent of all trips and 20 percent of all work trips by 203; do so by prioritizing bikeway projects based on: 1) increased safety or access; 2) complete gaps in the regional bicycle network; 3) high-demand, high density areas and commute routes; 4) along popular recreational routes. Develop a program to measure and monitor growth rates.

Policy 3.3 – Support established urban communities, residential neighborhoods, major activity and recreation centers, and commercial districts with a broad range of transportation options.

Policy 3.7 – Allow for and anticipate future mobility needs, taking into account projected future demographics.

13. Measures of performance, success or completion to be used to evaluate project/program:
Count the number of pedestrians and bicyclists before and after project construction.

14. Impact(s) of project on other modes of travel, if any (ex. parking to be removed):
Some on-street parking will be removed.

15. Project Cost/Budget, including other funding sources, and Schedule: The Santa Cruz County Board of Supervisors approved the TDA budget for this item in June 2011 for the FY 2011/2012 budget. Attached is an excerpt from the budget indicating the restoration of the \$60,000 of TDA funding that was expected to have been expended last fiscal year but was not, and the Final 2011/2012 Capital Improvement Program TDA financing page identifying the total TDA funding allocated for this project.

Capital Projects –

Project Start Date: July 2012

	Planning	Environmental	Design/ Engineering	ROW	Construction	Other *	Contingency	Total
SCHEDULE (Month/Yr) Completion Date 4/13					6/1/12			
Total Cost/Phase					\$2,070,000			
\$TDA requested					\$450,000			
Source 2: RSTPX					\$700,000			
Source 3: Local					\$920,000			
Source 4:								

**Please describe what is included in "Other":*

16. Preferred Method and Schedule for TDA fund distribution, consistent with the RTC Rules and Regulations (a. 90% prior to completion/10% upon completion; or b. 100% after completion):

Preferred method of distribution is: a. 90% prior to completion/10% upon completion.

17. TDA Eligibility:

	YES?/NO?
A. Has the project/program been approved by the claimant's governing body? Attach resolution to claim. (If "NO," provide the approximate date approval is anticipated.)	Yes
B. Has this project previously received TDA funding?	Yes
C. For capital projects, have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency for the next 20 years?	Yes
D. Has the project already been reviewed by the RTC Bicycle Committee and/or Elderly/Disabled Transportation Advisory Committee? (If "NO," project will be reviewed prior to RTC approval).	No
E. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: http://www.dot.ca.gov).	Yes

Documentation to Include with Your Claim:

All Claims

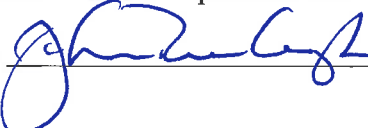
- ☐ **A letter of transmittal** addressed to the SCCRTC Executive Director that attests to the accuracy of the claim and all its accompanying documentation.
- ☐ **Resolution from the TDA Eligible Claimant** indicating its role and responsibilities.

Article 8 Bicycle/Pedestrian Claims

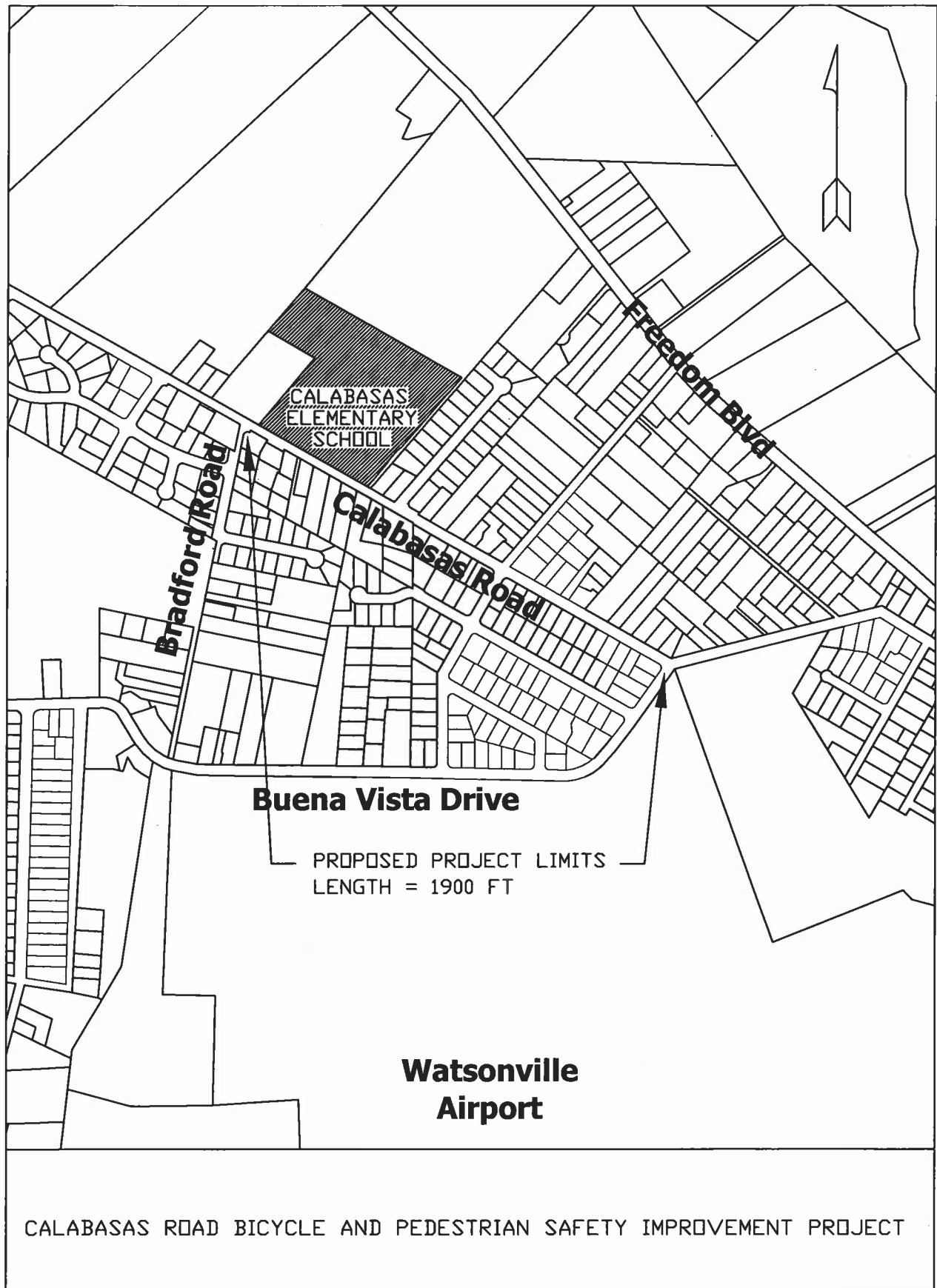
- ☐ Evidence of environmental review for capital projects

Local Agency Certification:

This TDA Claim has been prepared in accordance with the SCCRTC's Budget, SCCRTC's Rules and Regulations, and Caltrans TDA Guidebook (<http://www.dot.ca.gov/hq/MassTrans/State-TDA.html>). I certify that the information provided in this form is accurate and correct. I understand that if the required information has not been provided this form may be returned and the funding allocation may be delayed.

Signature  Title: DIRECTOR OF PUBLIC WORKS Date: 1/31/2012

\\Rtcserv2\shared\GRANTS\TDA\TDAClaimFormBikePed08.doc



ROADSIDE BETTERMENT/TRANSPORTATION
John J. Presleigh, Director of Public Works
Index Number 621220

Fund: Special Revenue
Function: Public Ways & Facilities
Activity: Public Ways

<u>Requirements</u>	<u>Actual 2009-10</u>	<u>Appropriated 2010-11</u>	<u>Estimated 2010-11</u>	<u>Requested 2011-12</u>	<u>Recommended 2011-12</u>	<u>Change From 2010-11</u>
Appropriations						
Services & Supplies	\$17,599	\$1,164,967	\$210,000	\$1,259,810	\$1,259,810	\$94,843
Total	\$17,599	\$1,164,967	\$210,000	\$1,259,810	\$1,259,810	\$94,843
Increase Reserve	\$64,899	\$47,395	\$47,395	\$65,994	\$65,994	\$18,599
Total Requirements	\$82,498	\$1,212,362	\$257,395	\$1,325,804	\$1,325,804	\$113,442
Available Funds						
Fund Balance Avail.	\$259,025	\$178,621	\$178,621	\$197,625	\$197,625	\$19,004
Cancel Reserve	\$0	\$64,899	\$64,899	\$47,395	\$47,395	(\$17,504)
Revenue	\$2,094	\$968,842	\$211,500	\$1,080,784	\$1,080,784	\$111,942
Total	\$261,119	\$1,212,362	\$455,020	\$1,325,804	\$1,325,804	\$113,442

The 2011-12 recommended program reflects allocations for projects under consideration by the Transportation Commission. The recommended financing includes an estimated June 30, 2011, fund balance of \$197,625, cancellation of designations/reserves of \$47,395, transportation fund revenues of \$1,079,284, and other revenues of \$1,500. The recommended appropriations are \$1,259,810, and the recommended increase in reserves is \$65,994, leaving \$0 in unappropriated fund balance. This budget reflects the projects and programs shown in the proposed 2011-12 Capital Improvement Program document as follows:

<u>Service</u>	<u>10-11 Allow</u>	<u>11-12 Recom</u>
State Park Drive Sidewalk/Bike Lanes	\$ 262,912	\$ 262,912
Calabasas Safety Improvement Project	300,000	390,000
Boulder Creek Elementary School	331,698	331,698
Bike Lane Maintenance	179,674	184,517
Green Valley Road Pedestrian Improvements	90,683	90,683
TOTAL	\$ 1,164,967	\$ 1,259,810

DEPARTMENT: PUBLIC WORKS

INDEX CODE: 621220 ROADSIDE BETTERMENT/TRANSPORTATION

REQUIREMENTS	2011-12 PROPOSED CAO RECOM	SUPPLEMENTAL REQUEST	PROPOSED AND SUPPLEMENTAL RECOMM TOTAL	CHANGE FROM PROPOSED
Services and Supplies	\$1,259,810	\$60,000	\$1,319,810	\$60,000
Other Charges	\$0	\$0	\$0	\$0
Fixed Assets	\$0	\$0	\$0	\$0
Approp for Contingencies	\$0	\$0	\$0	\$0
TOTAL EXPENDITURES	\$1,259,810	\$60,000	\$1,319,810	\$60,000
Increase Reserves	\$65,994	\$0	\$65,994	\$0
TOTAL REQUIREMENTS	<u>\$1,325,804</u>	<u>\$60,000</u>	<u>\$1,385,804</u>	<u>\$60,000</u>
FINANCING				
Fund Balance Avail	\$197,625	\$60,000	\$257,625	\$60,000
Cancel Reserves	\$47,395	\$0	\$47,395	\$0
Revenue	<u>\$1,080,784</u>	<u>\$0</u>	<u>\$1,080,784</u>	<u>\$0</u>
TOTAL FINANCING	<u>\$1,325,804</u>	<u>\$60,000</u>	<u>\$1,385,804</u>	<u>\$60,000</u>

EXPLANATION

To realign the 2011-12 budget as a result of revised estimated expenditures in 2010-11. Additionally, funding for Bike Lane Maintenance in 2011-12 is reduced to allow for funding for the Holohan Rd/Hwy 152 Road Safety Improvement project.

FUNDING SOURCE

Increase Beginning Fund Balance by \$60,000.

Increase Services and Supplies (3590) by \$60,000 by modifying the following projects:

Calabasas Safety Improvement Project	\$60,000
Bike Lane Maintenance	(\$150,000)
Holohan Rd/Hwy 152 Road Safety	<u>\$150,000</u>
	<u>\$60,000</u>

DEPARTMENT:

PUBLIC WORKS

INDEX CODE:

621220

ROADSIDE BETTERMENT/TRANSPORTATION

REQUIREMENTS	2011-12 PROPOSED, SUPPLEMENTAL CAO RECOM	LAST DAY REQUEST	PROPOSED, SUPPLEMENTAL AND LAST DAY RECOMM TOTAL	CHANGE FROM PROPOSED
Services and Supplies	\$1,319,810	\$0	\$1,319,810	\$0
Other Charges	\$0	\$0	\$0	\$0
Fixed Assets	\$0	\$0	\$0	\$0
Approp for Contingencies	\$0	\$0	\$0	\$0
TOTAL EXPENDITURES	\$1,319,810	\$0	\$1,319,810	\$0
Increase Reserves	\$65,994	\$0	\$65,994	\$0
TOTAL REQUIREMENTS	\$1,385,804	\$0	\$1,385,804	\$0
FINANCING				
Fund Balance Avail	\$257,625	\$0	\$257,625	\$0
Cancel Reserves	\$47,395	\$0	\$47,395	\$0
Revenue	\$1,080,784	\$0	\$1,080,784	\$0
TOTAL FINANCING	\$1,385,804	\$0	\$1,385,804	\$0

EXPLANATION

To realign the 2011-12 budget to restore Bike Lane Maintenance funding.

FUNDING SOURCE

Modify Services and Supplies (3590):

Bike Lane Maintenance/Special Projects	\$150,000
Holohan Rd/Hwy 152 Road Safety	(\$150,000)
	\$0

The Bike Lane/Special Project Funding shall be broken down by Supervisorial District as follows:

Supervisor District	County Maintained Miles	Percentage	FY 11/12
1 - John Leopold	169	28.23%	\$42,345
2 - Ellen Pirie	183	30.68%	\$46,020
3 - Neil Coonerty	59	9.80%	\$14,700
4 - Greg Caput	46	7.71%	\$11,565
5 - Mark Stone	141	23.58%	\$35,370
	597	100.00%	\$150,000

TRANSPORTATION DEVELOPMENT ACT FUND (Bikeways) - 621220													
CIP #	DESCRIPTION	AVAILABLE FUND BALANCE 6/30/2010	2010/11 CIP EST REVENUE	2010/11 Actual REVENUE	2010/11 Actual EXPEND	FISCAL YEAR	ADOPTED		PROJECTED EXPENDITURES				
							2011/12	2012/13	2013/14	2014/15	2015/16		
		\$243,521	\$968,842	\$1,131	\$139,102	FUND BALANCE	\$105,550	\$65,426	\$195,426	\$325,426	\$455,426		
						REVENUES	\$1,237,484	\$130,000	\$130,000	\$130,000	\$130,000		
						EXPENDITURES	\$1,277,608	\$0	\$0	\$0	\$0		
						CARRY OVER	\$65,426	\$195,426	\$325,426	\$455,426	\$585,426		
B1501	SIMS ROAD - Pedestrian facilities						Deferred						
B4004	CALABASAS ROAD - Safety improvement project				\$0		\$450,000						
B4044	GREEN VALLEY ROAD - Pedestrian Improvements				\$0		\$90,683						
R1009	WILDER RANCH BIKE & PEDESTRIAN PATH - Phase II				\$0		Deferred						
B0006	STATE PARK DRIVE, at park entrance to Hwy 1 - Sidewalk improvements				\$0		\$262,912						
B5510	BOULDER CREEK ELEMENTARY SCHOOL,				\$0		\$289,496						
B9000	BIKE LANE MAINTENANCE				\$139,102								
	District 1 - Supervisor Leopold						\$52,089						
	District 2 - Supervisor Pirie						\$56,610						
	District 3 - Supervisor Coonerty						\$18,083						
	District 4 - Supervisor Caput						\$14,226						
	District 5 - Supervisor Stone						\$43,509						
					\$139,102			\$1,277,608	\$0	\$0	\$0	\$0	

AGENDA: April 5, 2012

TO: Regional Transportation Commission (RTC)

FROM: Rachel Moriconi, Senior Transportation Planner

RE: 2012 State Transportation Improvement Program Update

RECOMMENDATION

This item is for information only.

BACKGROUND

The Santa Cruz County Regional Transportation Commission (RTC), as the state-designated Regional Transportation Planning Agency (RTPA) for Santa Cruz County, is responsible for selecting projects to receive a variety of state and federal funds. The *Regional Transportation Improvement Program (RTIP)* for Santa Cruz County is a list of projects which have been selected by the RTC to receive funds over the next five years. The RTIP is typically adopted every two years. Interim amendments are made as needed.

Following a public hearing at its December 1, 2012 meeting, the Regional Transportation Commission (RTC) adopted the *2012 Regional Transportation Improvement Program (RTIP)*, selecting projects to receive \$8,939,000 of the region's projected share of STIP funds through FY16/17 and amending information for some previously programmed projects. Projects selected by the RTC for STIP funds were then forwarded to the California Transportation Commission (CTC), which makes the final determination on which projects are programmed to receive STIP funds, what year they are programmed, and when to release (allocate) funds to individual projects.

DISCUSSION

The CTC adopts the 2012 State Transportation Improvement Program (STIP) on March 29, 2012. This report was prepared in advance of the CTC action, thus staff will report verbally at this meeting on the CTC's final actions. Staff anticipates that the CTC will approve its staff's recommendations for Santa Cruz County. CTC staff has recommended \$8.9 million in new funds to all of the projects proposed by the RTC (as shown in Attachment 1 and summarized below):

- Route 1, 41st Ave/Soquel Ave Auxiliary Lanes & Chanticleer bike/ped bridge - \$4 million
- Nelson Rd PM 2.0 storm damage repair, County – \$1,189,000
- Redwood Lodge Rd PM 1.65 storm damage repair, County - \$850,000
- Park Avenue sidewalks, Capitola - \$200,000

- Soquel/Park Way Intersection safety improvement, City of Santa Cruz - \$450,000
- Route 1/9 Intersection modifications, City of Santa Cruz - \$850,000
- Vine Hill School Rd & Tabor Dr sidewalks & bike lanes, Scotts Valley - \$400,000
- Airport Blvd at Freedom Blvd modifications, Watsonville - \$850,000
- Planning, programming, and monitoring, RTC - \$150,000

Meetings between RTC and CTC board members regarding local street and road project needs, as well as testimony given by the RTC Executive Director at the February 2012 CTC STIP Hearing, were instrumental in ensuring all of the RTC's proposed projects were included in the CTC's staff recommendations.

While all of the projects approved by the RTC were included, the new capacity for the 2012 STIP is in FY15/16 and FY16/17, and therefore the CTC was not able to accommodate all of the projects in the years originally requested. CTC staff considered project readiness when determining which projects to move to later years. Initially, CTC staff had recommended delaying nearly all new projects to FY16/17; however following negotiations with RTC staff, delays were minimized, especially for projects that have already completed environmental review. Funds for the following four projects were shifted to later years.

- Highway 1 41st-Soquel Avenue Auxiliary Lanes and Chanticleer Bicycle: Funds for design were shifted to FY14/15 and funds for right-of-way were shifted to FY15/16. While the RTC originally requested the funds in FY13/14, this slight delay is reasonable.
- Monterey Bay Sanctuary Scenic Trail Network: Construction delayed one year to FY14/15. CTC staff did not support listing design and construction in the same year. Once the Master Plan is completed, staff will have a better estimate of construction timing and could be able to initiate some construction sooner using federal funds designated for the project.
- Route 1/9 Intersection modifications: Construction funds shifted to FY15/16 (originally requested for FY13/14).
- Airport Boulevard at Freedom: Construction delayed one year to FY14/15.

Regardless of what year projects are programmed in the STIP, the CTC's ability to allocate funds is dependent on revenue generation matching projections for the next five years. The CTC may actually be able to release funds to projects in years earlier than shown in the 2012 STIP, as some other regions in the state may deliver a few of their large projects with alternate funding sources. As such, staff urges project sponsors to complete pre-construction work (environmental review, design, and right-of-way) as quickly as possible so they may be able to take advantage of any freed up allocation capacity.

Next Steps

The Santa Cruz County Regional Transportation Improvement Program (RTIP) will need to be amended to match the adopted 2012 State Transportation Improvement Program (STIP). Staff will return to the May 2012 RTC meeting with recommendations for those amendments. RTC staff will also work with the Association of Monterey Bay

Area Governments to incorporate these regionally significant projects into the Metropolitan Transportation Improvement Program (MTIP).

SUMMARY

On December 1, 2012, the RTC adopted the 2012 Regional Transportation Improvement Program (RTIP), which included its proposal for Santa Cruz County's share of State Transportation Improvement Program (STIP) funds to the California Transportation Commission (CTC). On March 29, 2012 the CTC adopts the 2012 STIP, and is expected to approve \$8.9 million in new funding for all of the projects that had been approved by the RTC. Due to funding constraints in the first 3 years of the STIP, the CTC programmed some projects in later years that originally proposed by the RTC. The RTC will be asked to amend the 2012 RTIP to reflect the CTC actions in May.

Attachment 1: 2012 STIP CTC Staff Recommendations

\\rtcserv2\Internal\RTIP\2012 STIP\STIPupdateApr2012.doc

2012 STIP STAFF RECOMMENDATION - COUNTY SHARE

(\$1,000's)

Santa Cruz																		
							Project Totals by Fiscal Year						Project Totals by Component					
Agency	Rte	PPNO	Project	Extension	Voted	Total	Prior	12-13	13-14	14-15	15-16	16-17	R/W	Const	E & P	PS&E	R/W Sup	
STIP Projects at Fund Estimate (August 2011)																		
Santa Cruz Co	loc	930	Graham Hill Rd improvements		Jul-10	2,671	2,671	0	0	0	0	0	0	2,671	0	0	0	
SCCRTC		921	Planning, programming, and monitoring		Jul-10	300	300	0	0	0	0	0	0	300	0	0	0	
Caltrans	1	6500	Auxiliary lanes, Morrissey Bl to Soquel Dr (CMIA)			2,262	2,262	0	0	0	0	0	71	2,150	0	0	41	
Watsonville	loc	413	Hwy 1 Harkins Slough Rd interchange (10S-041)			7,340	0	462	0	6,878	0	0	462	6,878	0	0	0	
SCCRTC		921	Planning, programming, and monitoring			775	300	175	150	150	0	0	0	775	0	0	0	
SC MTD	bus	2284	Bus stop improvements		Jan-11	500	500	0	0	0	0	0	0	500	0	0	0	
SCCRTC	rail	932	Santa Cruz Branch Rail R/W & improvements (P116)	SB 184	Jan-11	4,000	4,000	0	0	0	0	0	4,000	0	0	0	0	
SCCRTC	rail	932	Santa Cruz Branch Rail improvements (ext 5-11)	Dec-12		5,350	5,350	0	0	0	0	0	0	5,350	0	0	0	
SCCRTC	te	1968	Rt 1 Mar Vista bike/ped overcrossing			6,564	0	1,190	5,374	0	0	0	526	5,374	0	664	0	
Santa Cruz	te	1822	Broadway-Brommer St bike/ped path (10S-041)			2,430	0	2,430	0	0	0	0	0	2,430	0	0	0	
SCCRTC	te	1872	Monterey Bay Sanctuary Scenic Trail Network (10S-041)			1,845	0	1,845	0	0	0	0	0	1,805	0	40	0	
Santa Cruz Co	te	2304	Calabasas Road Improv. Bradford to Buena Vista (10S-041)			1,050	0	1,050	0	0	0	0	0	1,050	0	0	0	
Total Existing STIP						35,087	15,383	7,152	5,524	7,028	0	0	5,059	29,283	0	704	41	
PROPOSED 2012 PROGRAMMING																		
Highway Project Proposals:																		
Watsonville	loc	413	Rt 1 Harkins Slough Rd interchange (10S-041)			-7,340	0	-462	0	-6,878	0	0	-462	-6,878	0	0	0	
Watsonville	loc	413	Rt 1 Harkins Slough Rd interchange (10S-041)			7,340	0	0	462	6,878	0	0	462	6,878	0	0	0	
SCCRTC	loc	73A	Rt 1, 41st Ave/Soquel Av Aux Lns & bike/ped bridge		NEW	4,000	0	0	0	2,570	1,430	0	1,430	0	0	2,570	0	
Santa Cruz	loc	2364	Soquel/Park Wy Intersection safety improvement		NEW	450	0	450	0	0	0	0	0	450	0	0	0	
Santa Cruz	loc	4658	Rt 1/9 Intersection modifications		NEW	850	0	0	0	0	850	0	0	850	0	0	0	
Watsonville	loc	2366	Airport Blvd at Freedom Blvd modifications		NEW	850	0	0	0	850	0	0	0	850	0	0	0	
Santa Cruz Co.	loc	2367	Nelson Rd PM 2.0 storm damage repair		NEW	1,189	0	0	0	1,189	0	0	244	945	0	0	0	
Santa Cruz Co.	loc	2368	Redwood Lodge Rd PM 1.65 storm damage repair		NEW	850	0	0	0	850	0	0	0	850	0	0	0	
SCCRTC		921	Planning, programming, and monitoring			-475	0	-175	-150	-150	0	0	0	-475	0	0	0	
SCCRTC		921	Planning, programming, and monitoring			625	0	175	150	150	96	54	0	625	0	0	0	
Subtotal, Highway Projects						8,339	0	-12	462	5,459	2,376	54	1,674	4,095	0	2,570	0	
Transportation Enhancement (TE) Project Proposals:																		
SCCRTC	te	1872	Monterey Bay Sanctuary Scenic Trail Network (10S-041)			-1,845	0	-1,845	0	0	0	0	0	-1,805	0	-40	0	
SCCRTC	te	1872	Monterey Bay Sanctuary Scenic Trail Network (10S-041)			1,845	0	0	40	1,805	0	0	0	1,805	0	40	0	
SCCRTC	te	1968	Rt 1 Mar Vista bike/ped overcrossing			-6,564	0	-1,190	-5,374	0	0	0	-526	-5,374	0	-664	0	
SCCRTC	te	1968	Rt 1 Mar Vista bike/ped overcrossing			6,564	0	0	500	1,635	4,429	0	1,060	4,429	500	575	0	
Capitola	te	2363	Park Avenue sidewalks		NEW	200	0	0	200	0	0	0	0	200	0	0	0	
Scotts Valley	te	2365	Vine Hill School Rd & Tabor Dr sidewalks & bike lns		NEW	400	0	0	400	0	0	0	0	400	0	0	0	
Subtotal TE Projects						600	0	-3,035	-4,234	3,440	4,429	0	534	-345	500	-89	0	
Total Proposed 2012 STIP Programming						8,939	0	-3,047	-3,772	8,899	6,805	54	2,208	3,750	500	2,481	0	

2012 STIP STAFF RECOMMENDATION - COUNTY SHARE

(\$1,000's)

Santa Cruz																	
						Project Totals by Fiscal Year						Project Totals by Component					
Agency	Rte	PPNO	Project	Extension	Voted	Total	Prior	12-13	13-14	14-15	15-16	16-17	R/W	Const	E & P	PS&E	R/W Sup
<div>Notes: RTIP adopted 12/1. Received 12/15. Park Avenue sidewalks (2363) and Vine Hill School Rd & Tabor Dr sidewalks and bike lns (2365) - not recommended for state only funds. Highlights: Where CTC staff recommendation differs from RTIP proposal</div>																	
Balance of STIP County Share, Santa Cruz																	
Total County Share, June 30, 2011						38,038											
Programmed at Fund Estimate						35,087											
Unprogrammed Share Balance						2,951											
Share Balance Advanced or Overdrawn						0											
Proposed New Programming						8,939											
Minimum (through FY15/16 County Share Period)						4,775											
Target (through FY16/17)						8,939											
Maximum (if seek advance of FY17/18-18/19 funds)						20,969											
Under (Over) Target						0											

AGENDA: April 5, 2012

TO: Regional Transportation Commission (RTC)
FROM: Rachel Moriconi, Senior Transportation Planner
REGARDING: 2012 State and Federal Legislative Updates

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC):

1. Receive update on the Federal Transportation Act ([Attachment 1](#)); and
 2. Receive update on State Transportation bills ([Attachment 2](#)).
-

BACKGROUND

Given that state and federal legislative actions and policies result in new requirements for transportation planning, programming, and project implementation, the RTC works with Sacramento and Washington, D.C. assistants and other transportation entities to monitor and provide input on federal and state actions that could impact transportation in Santa Cruz County. Each year the Regional Transportation Commission (RTC) adopts a legislative program to guide these activities. A key focus of these activities is on addressing the significant shortfall in funding available to address transportation needs and priorities included in our region's transportation planning documents.

The last day for bills to be introduced during this state legislative session was February 24, 2012 though bills can be (and often are) amended throughout the session. June 1 is the last day for bills to be passed out of the house of origin (i.e. the Assembly or Senate), with August 31 the final deadline for the legislature to approve bills. The Governor has until September 30 to sign or veto bills approved by the legislature.

DISCUSSION

Federal Transportation Act

Staff continues to monitor development of the new federal transportation act. As reported at past meetings, the Federal Transportation Act, SAFETEA-LU, expired in September 2009 and has been extended several times through continuing resolutions. As of the writing of this report, Congress is expected to approve yet another short term extension of the bill, prior to the March 31, 2012 expiration.

The future of the transportation act still is uncertain however. On a bipartisan vote of 74-22, the Senate approved a two year, \$109 billion transportation bill, *Moving*

Ahead for Progress in the 21st Century (MAP-21) in mid-March 2012. Some of the concerns raised by RTC were addressed in the adopted bill. However, the House still needs take action and they are unlikely to just take up the Senate version. A summary of activities on the federal transportation act from the RTC's assistants Capital Edge is attached (Attachment 1). Updates will be provided at this meeting.

State Legislative Tracking and Positions

JEA and Associates has been monitoring several state transportation bills that could impact the RTC or projects sponsors (Attachment 2). Staff recommends that the RTC inform staff of any additional bills to monitor. The full text of bills is available online at <http://www.leginfo.ca.gov/bilinfo.html>. In January, the RTC sought sponsors to introduce bills that would have made it easier to increase revenues to maintain the existing transportation system, however was unsuccessful.

SUMMARY

This report provides an overview of state and federal legislative activity that could impact transportation planning, programming and projects in Santa Cruz County.

Attachments:

1. Federal Legislative Update, Capital Edge
2. State Bill Track

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**SANTA CRUZ COUNTY RTC
WASHINGTON OFFICE MEMORANDUM**

TO: George Dondero
FROM: Carolyn Chaney/Chris Giglio
DATE: March 27, 2012
SUBJECT: Federal Legislative Update

On March 15, the Senate approved S 1813, a two-year (actually 18-month, since we are currently halfway through the current federal fiscal year) surface transportation reauthorization bill known as the Moving Ahead for Progress in the 21st Century Act (MAP-21).

MAP-21 would authorize \$109 billion over two years for federal highway, transit, and safety programs – roughly at current funding levels. The legislation was approved by a vote of 74-22, with 22 Republicans joining all Senate Democrats in voting for the measure. The bipartisan nature of the measure is in stark contrast to the current state of affairs in the House, where virtually every Democrat has expressed opposition to the five-year, \$260 billion measure (HR 7) that GOP leaders have crafted.

With regard to MAP-21, changes to current law in that bill that may have an effect on the Santa Cruz region include:

- Changing the allocation of funding from the main federal highway program (STP) from 62.5% to metropolitan areas and 37.5% to states to an even 50-50 split. While MAP-21 increases funds in the overall STP program to prevent MPOs such as AMBAG from receiving less funding, that situation might not always be the case, and the change represents a departure from local control.
- Forcing MPOs with urbanized areas below 200,000 (such as AMBAG) to engage in a series of performance measures in order to keep their designation as an MPO. Those that fail will be re-designated (folded into a larger MPO such as MTC) or eliminated.
- Combines the Transportation Enhancement (TE), Recreation Trails, and Safe Routes to School programs into one program that is funded at current levels for TE and is allocated equally to MPOs and states by formula. These programs have been targeted for elimination by a number of Republicans in Congress.
- Maintains the funding set-aside for “off-system” bridges – the original version of MAP-21 would have allocated federal bridge funds only to projects on the interstate system.

- Requires DOT to develop “complete streets” standards for federal transportation projects, but states would be able to opt-out and develop their own standards.
- Improves project delivery time and costs by expanding the use of innovative contracting methods; creating dispute resolution procedures; allowing for early right-of-way acquisitions; reducing bureaucratic hurdles for projects with no significant environmental impact; encouraging early coordination between relevant agencies to avoid delays later in the review process; and accelerating project delivery decisions within specified deadlines.
- Consolidates DOT programs from about 90 to 30, with the majority of federal highway funds provided through five core programs (down from seven).
- Retains the Congestion Mitigation and Air Quality program but with a new focus on PM2.5 (particulate matter 2.5, or diesel emissions).
- Expands the Transportation Infrastructure Finance and Innovation Act (TIFIA) program to \$1 billion annually. TIFIA provides loans to accelerate projects that have a dedicated source of local funding.
- Changes most of the discretionary transit grant programs (State of Good Repair, Bus and Bus Facilities, etc.) into formula programs. This would have an effect on how Metro seeks federal grant funding, but it is unclear if the effects would be positive, negative, or neutral.
- Includes provisions to provide tax benefits for employers offering transit assistance to employees of up to \$230 per month, which puts it on par with parking benefits.
- The measure does not include any earmarks for specific projects.

During floor debate of MAP-21, the Senate rejected an amendment that would have extended a number of energy tax breaks that expired at the end of last year, including the alternative fuels tax credit. While there is broad support for extending these credits, the amendment to MAP-21 did not have an offset for the additional spending it would have required, and as a result, Senate Republicans (and four Democrats) voted against the proposal. The alternative fuels tax credit is worth approximately \$800,000 annually to Santa Cruz Metro, and that number will grow to over \$1 million as the agency increases its clean fuels fleet.

With passage of a bill in the Senate, the focus has shifted to the House, where leaders thus far are rejecting offers to take up the Senate bill. With the expiration of the most recent extension of the SAFETEA-LU law coming on March 31, House leadership is now promoting a 60-day extension to allow them time to round up votes for their bill (HR 7) and leave Washington on March 29 for a two-week spring recess without shutting down the Department of Transportation.

As of this writing, House and Senate Democrats were resisting Republican calls for another extension of current law and have urged House leaders to either approve the Senate bill or consider a short-term extension that also includes some language that would allow the House to enter into a conference committee with the Senate to reconcile their differences. Neither suggestion is likely to be acceptable by Republicans, so ultimately, Democrats may have to give in to approval of a “clean” 60-day extension of current law or risk the political fallout of forcing a DOT shutdown.

If House leaders do bring a five- year bill like HR 7 to the floor, it is not likely to include an earlier proposal to eliminate the Mass Transit Account of the Highway Trust Fund – a major victory for transit advocates. However, it almost certainly will include controversial language to expand domestic oil and natural gas exploration, as well as a mandate that the President approve the Keystone XL pipeline project, which will all but guarantee unanimous Democratic opposition.

At this time, the problem for House Republican leaders is that they have yet to produce legislation that would receive a majority of votes in the House and as a result, there is much confusion among rank-and-file Members as to what exactly they will be considering.



SCCRTC

March 26, 2012 Legislative Bill Track

AB 441 (Monning D) State planning.

Introduced: 2/14/2011; **Last Amended:** 1/23/2012

Location: 2/16/2012-S. T. & H.

Summary: Existing law requires certain transportation planning activities by the Department of Transportation and by designated regional transportation planning agencies, including development of a regional transportation plan. Existing law authorizes the California Transportation Commission, in cooperation with regional agencies, to prescribe study areas for analysis and evaluation and guidelines for the preparation of a regional transportation plan. This bill would require that the CTC, by no later than 2014, include voluntary health and health equity factors, strategies, goals, and objectives in the guidelines promulgated by the commission for the preparation of regional transportation plans.

Position: Monitor

AB 819 (Wieckowski D) Bikeways.

Introduced: 2/17/2011; **Last Amended:** 1/11/2012

Location: 2/16/2012-S. T. & H.

Summary: Existing law requires the Department of Transportation, in cooperation with county and city governments, to establish minimum safety design criteria for the planning and construction of bikeways, and authorizes cities, counties, and local agencies to establish bikeways. Existing law requires all city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted to utilize all minimum safety design criteria and uniform specifications and symbols for signs, markers, and traffic control devices established pursuant to specified provisions of existing law. This bill would require the department to establish procedures for cities, counties, and local agencies to request approval to use nonstandard planning, design, and construction features in the construction of bikeways and roadways where bicycle travel is permitted, and nonstandard signs, markers, and traffic control devices, in each case, for purposes of research, experimentation, and verification.

Position: Monitor

AB 890 (Olsen R) Environment: CEQA exemption: roadway improvement.

Introduced: 2/17/2011; **Last Amended:** 1/13/2012

Location: 2/16/2012-S. E.Q.

Summary: The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would, until January 1, 2026, exempt a project or an activity to repair, maintain, or make minor alterations to an existing roadway if the project or activity is initiated by a city or county to improve public safety, does not cross a waterway, and involves negligible or no expansion of existing use. This bill contains other existing laws.

Position: Monitor

AB 1444 (Feuer D) Environmental quality: expedited judicial review: public rail transit projects.

Introduced: 1/4/2012

Location: 1/4/2012-A. PRINT

Summary: The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. The Jobs and Economic Improvement Through Environmental Leadership Act of 2011 amended CEQA to establish, until January 1, 2015, an expedited judicial review process and specifies procedures for the preparation and certification of the administrative record for an EIR of a project meeting specified requirements that has been certified by the Governor as an environmental leadership development project. This bill would state the intent of the Legislature to enact legislation to provide the benefits provided by the Jobs and Economic Improvement Through Environmental Leadership Act of 2011 for new public rail transit infrastructure projects.

Position: Monitor

AB 1532 (John A. Pérez D) California Global Warming Solutions Act: Greenhouse Gas Reduction Account.

Introduced: 1/23/2012

Location: 2/2/2012-A. NAT. RES.

Summary: The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emission reductions. The act authorizes the state board to include use of market-based compliance mechanisms. The act authorizes the state board to adopt a schedule of fees to be paid by the sources of greenhouse gas emissions regulated pursuant to the act, and requires the revenues collected pursuant to that fee schedule be deposited into the Air Pollution Control Fund and be available, upon appropriation by the Legislature, for the purposes of carrying out the act. This bill would create the Greenhouse Gas Reduction Account within the Air Pollution Control Fund. The bill would require moneys, as specified, collected pursuant to a market-based compliance mechanism be deposited in this account. The bill also would require those moneys, upon appropriation by the Legislature, be used for purposes of carrying out the California Global Warming Solutions Act of 2006. The bill would require the state board to award those moneys to measures and programs that meet specified criteria.

Position: Monitor

AB 1543 (Alejo D) Public contracts: Buy American.

Introduced: 1/25/2012

Location: 2/9/2012-A. B.,P. & C.P.

Summary: The California Buy American Act requires that a governing body of any political subdivision, municipal corporation, or district, and any public officer or person charged with the letting of contracts for the construction, alteration, or repair of public works or for purchasing materials for public use to only let those contracts to a person who agrees to use or supply materials produced or manufactured in the United States, as prescribed. Existing law does not apply this requirement to specified medical and scientific equipment and instruments, sewing machines, printing presses, or office machines or supplies, as specified. This bill would, on and after January 1, 2014, also apply a similar requirement to public contracts let for the purchase or lease of any manufactured tangible personal property or for any materials or structural components to be incorporated into real property, and would provide for specified exceptions, as provided. This bill would repeal those provisions that prohibit the application of the existing United States-made preference to specified medical and scientific equipment and instruments, sewing machines, printing presses, or office machines or supplies. By imposing new duties upon local governments with respect to public contracts, this bill would impose a state-mandated local program. This bill would also make related changes. This bill contains other related provisions and other existing laws.

Position: Monitor

AB 1572 (Fletcher R) Service authorities for freeway emergencies: San Diego County.

Introduced: 2/1/2012

Location: 2/17/2012-A. TRANS.

Calendar: 4/9/2012 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, LOWENTHAL, Chair

Summary: Existing law authorizes a service authority for freeway emergencies to be established in any county for the purpose of funding the installation of call boxes along freeways and expressways to enable motorists in need of aid to obtain assistance. Existing law provides that a service authority may impose an annual fee of \$1 on vehicles registered in the county for this and other related purposes, which fee is collected by the Department of Motor Vehicles. This bill, with respect to the service authority created in the County of San Diego, would provide that the \$1 fee may not be imposed or collected effective with the operative date of this bill until January 1, 2016. The bill would limit the reserves that may be held by the authority to \$4,000,000, and would require the authority to distribute any reserves in excess of that amount to cities in the County of San Diego, and to the county with respect to the unincorporated area of the county, in proportion to fees paid for purposes of the service authority in the 2010-11 fiscal year by residents of each city and the unincorporated area. The bill would require the excess reserves to be distributed by the service authority by January 1, 2013, and would require these revenues to be used for public safety programs by the recipient jurisdictions. The bill would require the service authority to develop a plan relative to its long-term existence by January 1, 2016, to be submitted to the San Diego County City Selection Committee for approval. If the committee rejects the plan, the bill would provide for the authority to be dissolved and for the San Diego Association of Governments (SANDAG) to become the successor authority and to assume remaining responsibility for maintaining call boxes. The bill would also require the service authority to cease marketing activities for the 511 program, and to contract with SANDAG in that regard, until a plan is approved. The bill would also limit the reserves that may be held by the authority or SANDAG as the successor authority on and after January 1, 2016, to \$4,000,000, and would require distribution of excess reserves to cities and the county for public safety purposes. The bill would authorize the authority or SANDAG to adjust this amount for inflation. This bill contains other related provisions and other existing laws.

Position: Monitor

AB 1722 (Alejo D) Department of Transportation: changeable message signs.

Introduced: 2/16/2012

Location: 3/1/2012-A. TRANS.

Calendar: 4/9/2012 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, LOWENTHAL, Chair

Summary: Existing law provides that the Department of Transportation has full possession and control of all state highways. Existing law, the Outdoor Advertising Act, provides for the regulation by the department of advertising displays, as defined, within view of public highways. Existing law also authorizes the department to install and maintain information signs along state highways. This bill would require the department to, by June 30, 2013, update its policies to permit local transportation agencies to display specified messages on changeable roadside message signs.

Position: Monitor

AB 1770 (Lowenthal, Bonnie D) California Transportation Financing Authority.

Introduced: 2/17/2012

Location: 3/1/2012-A. TRANS.

Calendar: 4/9/2012 1:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, LOWENTHAL, Chair

Summary: Existing law creates the California Transportation Financing Authority, with specified powers and duties relative to issuance of bonds to fund transportation projects to be backed, in whole or in part, by various revenue streams of transportation funds, and toll revenues under certain conditions, in order to increase the construction of new capacity or improvements for the state transportation system consistent with specified goals. Existing law defines "project" for these purposes to include, among other things, a rail project. This bill would provide that a rail project may consist of, or include, rolling stock. This bill contains other related provisions and other existing laws.

Position: Monitor

AB 1780 (Bonilla D) Department of Transportation: project studies reports.

Introduced: 2/21/2012; **Location:** 2/21/2012-A. PRINT

Summary: Existing law requires the Department of Transportation, in consultation with transportation planning agencies, county transportation commissions, counties, and cities, to carry out long-term state highway planning. Existing law authorizes the department, to the extent that it does not jeopardize the delivery of projects in the adopted state transportation improvement program, to prepare a project studies report for capacity-increasing state highway projects. Existing law requires the department to review project studies reports performed by an entity other than the department. Existing law authorizes a local entity to request the department to prepare a project studies report for a capacity-increasing state highway project that is being proposed for inclusion in a future state transportation improvement program. If the department determines that it cannot complete the report in a timely fashion, existing law authorizes the requesting entity to prepare the report. Existing law makes specified guidelines adopted by the California Transportation Commission applicable to project studies reports commenced after October 1, 1991. This bill would make a technical, nonsubstantive change to these provisions.
Position: Monitor

ACA 23 (Perea D) Local government transportation projects: special taxes: voter approval.

Introduced: 2/23/2012; **Location:** 2/23/2012-A. PRINT

Summary: The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes.

Position: Support – consistent with RTC Legislative program

SB 1094 (Kehoe D) Land use: mitigation lands: nonprofit organizations.

Introduced: 2/16/2012

Status: 3/23/2012-Set for hearing April 10.

Calendar: 4/10/2012 9:30 a.m. - Room 112 SENATE NATURAL RESOURCES AND WATER, PAVLEY, Chair

Summary: The Planning and Zoning Law provides that if a state or local agency requires a person to transfer to that agency an interest in real property to mitigate the environmental impact of a project or facility, that agency may authorize specified entities to hold title to, and manage that interest in, real property, as well as any accompanying funds, provided those entities meet specified requirements. Existing law requires that if accompanying funds, as defined, are conveyed at the time the property is protected, then the holder of those accompanying funds must meet specified requirements. Existing law requires a state or local agency to exercise due diligence in reviewing the qualifications of a special district or nonprofit organization to effectively manage and steward land, water, or natural resources, as well as the accompanying funds. This bill would authorize an agency, in connection with the provisions described above, to also permit a governmental entity to hold title to, and manage that interest in, real property, as well as any accompanying funds. This bill would remove the requirement that a state or local agency exercise due diligence in reviewing the qualifications of a special district or nonprofit organization to effectively manage the accompanying funds. This bill would also modify the requirements that the holder of accompanying funds must meet, and would provide that those requirements also apply to accompanying funds that are secured at the time the property is protected. This bill contains other related provisions and other existing laws.

Position: Monitor

SB 1102 (DeSaulnier D) State transportation improvement program.

Introduced: 2/16/2012; **Location:** 3/1/2012-S. T. & H.

Calendar: 3/27/2012 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, DESAULNIER, Chairman

Summary: Existing law establishes the state transportation improvement program process, pursuant to which the California Transportation Commission generally programs and allocates available funds for transportation capital improvement projects over a multiyear period. Existing law provides that the Department of Transportation is responsible for the state highway system. Existing law requires the department to annually prepare a project delivery report that identifies milestone dates for state highway projects costing \$1,000,000 or more for which the

department is the responsible agency for project development work. This bill would require the department, as part of the annual project delivery report, to report on the difference between the original allocation made by the commission and the actual construction capital and support costs at project close for all state transportation improvement program projects completed during the previous fiscal year. This bill contains other related provisions and other existing laws.

Position: Monitor

SB 1533 (Padilla D) Transportation.

Introduced: 2/24/2012

Location: 3/22/2012-S. RLS.

Summary: Existing law provides various funding sources for transportation purposes. This bill would state the intent of the Legislature to enact legislation that would assist local governments with transportation needs, congestion relief, and improving the movement of goods and persons throughout the state.

Position: Monitor

AGENDA: April 5, 2012

TO: Santa Cruz County Regional Transportation Commission (RTC)

FROM: George Dondero, Executive Director

RE: Aptos Village Plan Railroad At-Grade Crossings

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC) authorize the involvement of the RTC through its Executive Director, legal counsel and other staff as necessary in the challenge to the at-grade rail road crossings for the Aptos Village Plan.

BACKGROUND

In February 2010, the County of Santa Cruz Board of Supervisors approved the Aptos Village Plan. The Aptos Village Plan includes three at-grade crossings of the Santa Cruz Branch Rail Line. The County of Santa Cruz submitted to the California Public Utilities Commission (CPUC) a request for approval of these crossings. The Sierra Northern Railway and Union Pacific have challenged these crossings at the CPUC. Because the RTC is in the process of purchasing the Santa Cruz Branch Rail Line all of the parties involved have requested that the RTC be involved in the process to settle this challenge.

DISCUSSION

Because the RTC anticipates being the owner of the Santa Cruz Branch Rail Line fairly soon, the RTC may be impacted by any settlement between the County of Santa Cruz and the rail operators regarding the at-grade crossings in the Aptos Village Plan area. The RTC is also currently involved in selecting a new rail operator and that operator could be impacted by the outcome of the negotiations over the rail crossings at Aptos Village. The issues in dispute are centered upon liability for and maintenance of the crossings. Therefore, it seems appropriate that the RTC be involved. However, because the County Counsel's office represents the County of Santa Cruz on this matter, it would be best for the RTC to use outside legal counsel.

Paul Chrisman of the law firm Miller and Owen has worked for the RTC since 2001 on the acquisition of the Santa Cruz Branch Rail Line and he has experience with similar railroad crossing issues. Therefore, the RTC Executive Director would engage Paul Chrisman as RTC legal counsel for involvement with the railroad at-grade crossings in the Aptos Village Plan area.

Therefore, **staff recommends that the Regional Transportation Commission (RTC) authorize the involvement of the RTC through its Executive Director legal counsel and other staff as necessary in the challenge to the at-grade rail road crossings for the Aptos Village Plan.**

Because this is work that is not directly related to the purchase of the Santa Cruz Branch Rail Line, the RTC should use other funds for this work. The RTC has sufficient funds in the RTC Administration budget under the "Legal Counsel" budget line for this work as long as it does not require expenditures beyond the Executive Director's authorized expenditure limit of \$15,000. If the expenditure for this work must be higher than \$15,000, staff will return to the RTC for further direction.

SUMMARY

The parties involved in the challenge to the railroad at-grade crossings in Aptos Village have requested the participation of the RTC due to the anticipation that the RTC will own the Santa Cruz Branch Rail Line fairly soon. Staff recommends that the RTC authorize the involvement of the RTC and the use of outside legal counsel.

AGENDA: April 5, 2012

TO: Regional Transportation Commission
FROM: George Dondero, Executive Director
RE: CalCOG Board Member Appointment

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC) appoint one member to serve on the Board of Directors of the California Association of Councils of Governments (CalCOG), and that the designated member attend the annual Regional Issues Forum in Monterey.

BACKGROUND

The RTC has been a member of CalCOG for many years. The association serves as a statewide forum to exchange information on state and federal policies, legislation and funding programs that may influence regional transportation planning agencies (RTPA), councils of governments (COG) and metropolitan planning organizations (MPO). In past years CalCOG has also taken positions on specific legislation and suggested changes to bills, and on occasion sponsored a bill. In 2010-11 the association went through some organizational changes, wrote new bylaws and hired a new Executive Director. It was decided at that time that the work scope for the organization would no longer include any lobbying activities, due to controversies which erupted during and after the crafting of and passage of SB375 in 2008.

DISCUSSION

CalCOG functions under two levels of membership and leadership. The active membership of CalCOG consists of the Executive Directors of the member transportation agencies. Virtually all MPOs and many RTPAs are members of CalCOG, and meet at least six times a year, usually in Sacramento. The governing board is comprised of "delegates" designated by member transportation agencies from their respective boards. Commissioner Mark Stone has served as the CalCOG delegate for the past two years. Commissioner Stone notified staff that he does not wish to continue in that capacity, thus leaving a vacancy. Because the term delegate caused some confusion, the title Board Member is now being used. Member agencies are not required to provide Board Members to CalCOG – it is purely voluntary.

The CalCOG Board provides the higher level policy guidance to the association. It has two physical meetings a year, one of which is called the Regional Issues Forum. It is held in Monterey, usually at the end of April. There is also an Executive

Committee and occasionally other committees are created, and these typically meet by telephone.

The Regional Issues Forum is attended by member Executive Directors as well as CalCOG Board Members and it is a two-day event. The program includes speakers on various regional topics, chosen for relevance to current legislative or policy issues that are germane to the membership. The Forum offers CalCOG Board Members opportunities to share views on regional issues with their peers from around the state, become more informed on transportation issues both formally through the presentations, and informally throughout the two days during meals and breaks with other attendees and presenters. During the event the Board also convenes a business meeting. This year the Regional Issues Forum will be held April 26-27 in Monterey.

Staff recommends that the RTC appoint a Board Member to CalCOG, if there is a Commissioner who is interested. Staff also recommends that the designated commissioner attend the CalCOG Regional Issues Forum to be held April 26-27 in Monterey.

SUMMARY

There is currently a vacancy for an RTC representative to CalCOG. If a commissioner is interested in serving on the CalCOG Board, the RTC can designate that individual to represent the RTC and attend the CalCOG Regional Issues Forum in Monterey.