

*Santa Cruz Metropolitan
Transit District*



November 25, 2020

Tab 25

Ms. Hilary Norton
Chairperson California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Dear Chairperson Norton,

On behalf of the Santa Cruz Metropolitan Transit District (METRO), I am writing to urge the California Transportation Commission (CTC) to adopt staff's recommendation to fund the Watsonville-Santa Cruz Multimodal Corridor Program Cycle 2 Project at the fully requested amount of \$107.2M, including \$92.8M from the SB1 Solutions to Congested Corridor Program (SCCP) and \$14.4M from the Local Partnership Program (LPP).

The Watsonville-Santa Cruz Multimodal Corridor Program Cycle 2 project is composed of multimodal projects on the main north to south routes through Santa Cruz County: Highway 1 and Soquel Avenue/Soquel Drive. Highway 1, the primary route connecting communities in Santa Cruz County, is one of Caltrans District 5's most highly congested and highly traveled corridors. METRO transit services along Highway 1 are subject to the same delays as general traffic resulting in low transit travel speeds and poor transit service reliability.

Most critically for METRO's ability to provide effective regional transit, the Cycle 2 project will result in the construction of:

- An innovative Highway 1 bus-on-shoulder/auxiliary lane facility totaling 5.75 miles
- Transit signal priority on Soquel Avenue/Drive totaling 5 miles

These facilities will improve transit travel times and the reliability of transit services. The project will also serve multiple disadvantaged communities by improving transit, bike, and walk connectivity to major medical and employment centers and across Highway 1, and has an overall positive impact on greenhouse gas emissions by reducing Vehicle Miles Traveled, consistent with statewide goals.

Thank you for considering our project in this round and again, we urge the Commission to approve staff's recommendations to fully fund the Cycle 2 Project of the Watsonville-Santa Cruz Multimodal Corridor Program. As METRO, our riders, and the region continue to recover from the effects of the COVID-19 pandemic, we look forward to working with our partners at the Regional Transportation Commission (RTC), County of Santa Cruz Department of Public Works and the California Department of Transportation (Caltrans) to deliver these important multimodal projects to our region.

Sincerely,



Alex Clifford
CEO/General Manager

cc: Mitch Weiss, CTC, Executive Director
Therese McMillan, MTC, Executive Director

*110 Vernon Street, Santa Cruz, CA 95060 (831) 426-6080, FAX (831) 426-6117
Santa Cruz METRO OnLine at <http://www.scmtd.com>*



Sonoma County Transportation Authority
Regional Climate Protection Authority

November 23, 2020

Hilary Norton, Chair
California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

RE: Senate Bill 1 Competitive Programs Staff Recommendations – Letter of Support

Dear Chair Norton:

On November 16, the California Transportation Commission (CTC) staff released its recommendations for the proposed programming of three Senate Bill 1 (SB1) competitive programs: the Solutions for Congested Corridors (SCC) Program, Trade Corridor Enhancement Program (TCEP), and Local Partnership Competitive Program (LPP-C).

The Sonoma County Transportation Authority (SCTA) is pleased to support the recommendations in the SCC program – in particular the funding identified for the Transportation Authority of Marin (TAM) for the final phase of the Highway 101 improvements related to the Marin/Sonoma Narrows. The longtime partnership with the Commission, Caltrans, MTC, SCTA and TAM over the past two decade has led us to today – the final piece of funding needed to complete the carpool lanes and related improvements.

The SCTA was pleased to see the support in the LPP-C program for the Town of Windsor project and is grateful for the opportunity you have provided to the Town to makes this project a reality. We were, however, disappointed to see that the LPP-C program did not include the project submitted by the City of Santa Rosa for Hearn Avenue Interchange improvements. This critical project, that has significant local sales tax dedicated to it, is a high priority for Santa Rosa and the SCTA.

While not all nominated projects could be funded due to requests far exceeding limited available resources, the staff recommendations strike a good balance among transportation needs, environmental sensitivities, and geographic considerations. We would appreciate a de-briefing with Commission staff on the Hearn Avenue project in hopes of success in a future round of funding.

Thank you to the CTC staff for their hard work. SCTA staff looks forward to working with project sponsors, the Commission, and Caltrans to deliver these critical transportation improvement projects

Sincerely,

A handwritten signature in cursive script that reads "Suzanne Smith".

Suzanne Smith
Executive Director

cc: David Kim, Secretary, California State Transportation Agency
Mitchell Weiss, Executive Director, California Transportation Commission
Toks Omishakin, Director, California Department of Transportation



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2020

November 25, 2020

Lateefah Simon
PRESIDENT

Mark Foley
VICE PRESIDENT

Robert Powers
GENERAL MANAGER

Hilary Norton, Chair
California Transportation Commission
1120 N Street, MS-52
P.O. Box 942873
Sacramento, CA 95814

RE: Solutions for Congested Corridors Program Staff Recommendation – Letter of Support

DIRECTORS

Debora Allen
1ST DISTRICT

Mark Foley
2ND DISTRICT

Rebecca Saltzman
3RD DISTRICT

Robert Raburn, Ph.D.
4TH DISTRICT

John McPartland
5TH DISTRICT

Elizabeth Ames
6TH DISTRICT

Lateefah Simon
7TH DISTRICT

Janice Li
8TH DISTRICT

Bevan Duffy
9TH DISTRICT

Dear Chair Norton:

On behalf of the San Francisco Bay Area Rapid Transit District (BART), I would like to thank the California Transportation Commission staff for their 2020 Solutions for Congested Corridors Program recommendations. BART's Transbay Corridor Core Capacity Program (TCCCP) – Train Control Modernization Program (TCMP) was the highest ranked project in the State of California. This project has been advanced for the Solutions for Congested Corridors Program through a collaboration with Caltrans District 4 and the Metropolitan Transportation Commission (MTC), who also co-sponsored the project.

BART's TCMP will materially increase capacity of the Transbay Corridor, the most congested corridor in the Bay Area region, while reducing vehicle miles traveled (VMT) and greenhouse gas emissions. The project will install a new Communications-Based Train Control (CBTC) System that will enable BART to operate trains with the shorter headways necessary to increase Transbay throughput from 23 to 28 trains per hour. This increased throughput is necessary to provide the capacity required to meet forecasted increased ridership demand. BART's long-term ridership trends and the resulting required additional capacity have long been recognized by the MTC in the Core Capacity Transit Study, and other regional documents.

TCMP is one of the four elements of BART's TCCCP, which includes additional capacity for rail car storage at Hayward Maintenance Complex, procurement of additional revenue rail vehicles and new traction power substations.

TCMP Project Benefits:

- Relieve Crowding – Increase onboard capacity by over 30%.
- Increase Reliability – Reduce system delays attributed to the existing train control system.
- Increase Ridership by over 200K riders and reduce VMT – Greater capacity and higher reliability will attract riders.
- Reduce GHG Emissions – Fewer VMT means less GHG (4M metric tons of carbon dioxide equivalent over project lifetime), other emissions, and better air quality.
- Sustainable Communities – Additional transit capacity will support growth around stations.

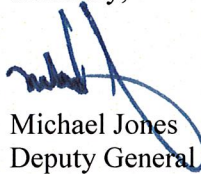
Hilary Norton, Chair
California Transportation Commission
November 25, 2020
Page 2

The 2020 Solutions for Congested Corridors Program recommends \$60 million for BART's TCMP, which will fully fund the program. This funding leverages more than \$1 billion in local, State, and Federal funding, including funding from:

- BART's Measure RR passed in 2016;
- State of California Transit Intercity Rail Capital Program; and
- \$1.169 billion Federal Transit Administration Capital Investment Grant, of which \$397 million is programed for the TCMP.

BART strongly urges the California Transportation Commission to approve staff's 2020 Solutions for Congested Corridors Program recommendations. Together, we can keep the Bay Area moving.

Sincerely,



Michael Jones
Deputy General Manager



November 30, 2020

Mitch Weiss, Executive Director
California Transportation Commission
1120 N Street MS 52
Sacramento, CA 95814

Subject: Support for grant award to Placer-Sacramento Gateway Cycle 2

Dear Mr. Weiss:

On behalf of Sacramento Metro Advocates for Rail and Transit (SMART), we are very pleased that the Placer-Sacramento Gateway Cycle 2 grant application is recommended for funding in the California Transportation Commission's SB1 Solutions for Congested Corridors Program.

The Gateway Plan provides the multi-modal transformative transportation future for which we advocate. The Gateway Plan represents "Regional Voices for Mobility Choices" because it addresses these challenges by adding real choice to the regional transportation system, a vision SMART supports. We particularly support the Cycle 2 grant including new intercity express bus service, bicycle facilities, complete streets improvements, an upgrade to the Watt Avenue light rail station, and modernization of corridor light rail vehicles

In short, it is a transformational opportunity to improve the way we get around not only in the short-term, but giving our region the modes to stay resilient, flexible, and ready for the future as our region adds housing, jobs, and population. This grant helps our communities and residents obtain and use transportation that will work for them far into the future.

With the recommendation to fund the Gateway Cycle 2 grant application our region can anticipate traveling full steam ahead into our future – greener, more affordable, safer, and seamlessly connected.

Sincerely,

Glenda Marsh
Steering Committee Member
Sacramento Metro Advocates for Rail and Transit



November 23, 2020

900 Fifth Avenue
Suite 100
San Rafael
California 94901

Phone: 415/226-0815
Fax: 415/226-0816

www.tam.ca.gov

Belvedere

James Campbell

Corte Madera

Charles Lee

Fairfax

John Reed

Larkspur

Dan Hillmer

Mill Valley

Urban Carmel

Novato

Eric Lucan

Ross

P. Beach Kuhl

San Anselmo

Brian Colbert

San Rafael

Gary Phillips

Sausalito

Susan Cleveland-Knowles

Tiburon

Alice Fredericks

County of Marin

Damon Connolly
Katie Rice
Kathrin Sears
Dennis Rodoni
Judy Arnold

Hilary Norton, Chair
California Transportation Commission
1120 N Street MS 52
Sacramento, CA 95814

RE: Letter of Support for CTC Staff Recommendations of Senate Bill (SB) 1 Solutions for Congested Corridor Program (SCCP) Funding for the US-101 Marin-Sonoma Narrows (MSN) Contract B7 Project

Dear Chair Norton:

The Transportation Authority of Marin (TAM) greatly appreciates that the California Transportation Commission (CTC) is considering awarding SCCP funds to the MSN Contract B7 Project and supports CTC staff recommendations for the 2020 SCCP Cycle 2 projects.

We believe CTC staff has conducted a robust evaluation process of the comprehensive project applications that were submitted, and support staff's comments that "...These projects will reduce congestion in highly traveled corridors, have positive environmental impacts, support efficient land use principles, and provide benefits to communities throughout California."

On November 16, 2020, CTC staff released its recommendations to fund the MSN Contract B7 Project with SCCP funds. Not only does this project address all of the SCCP criteria, but it is also specifically mentioned in SB1 legislation as an example of an ideal candidate for priority SCCP funding.

It is further worth noting the MSN Contract B7 Project offers the following key attributes:

1. Last gap of the MSN project from Atherton Avenue to the County line, which would complete over 50 miles of continuous HOV lanes north of the Golden Gate Bridge through Sonoma County.
2. Improve mobility for public transit.
3. Improve access to SMART rail system.
4. Construct Class II bike lanes along parallel frontage road.
5. Modernize highway geometrics to improve highway safety.
6. Over \$6 million in TAM local-controlled and Measure AA funds were invested for design of the project.
7. Total estimated project cost: \$135.5 million.
8. Shovel-ready.

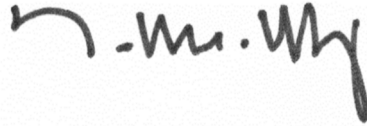
TAM deeply values the important work of the CTC and our partnerships with state agencies. We respectfully request the CTC support staff's recommendations to fund the MSN Contract B7 Project in fulfilling a key highway HOV-lane closure for the Bay Area in the North-Bay region.

If you have any questions, please feel free to contact TAM Executive Director, Anne Richman, at arichman@tam.ca.gov or 415-226-0820. Thank you for your consideration.

Sincerely,



Judy Arnold
TAM Board Chair
Marin County Supervisor, Dist. 5



Damon Connolly
MTC Commissioner
TAM Board Commissioner
Marin County Supervisor, Dist. 1

cc: Senator Mike McGuire
Assemblymember Marc Levine
David Kim, CalSTA Secretary
Toks Omishakin, Caltrans Director
Anne Richman, TAM Executive Director
Mitch Weiss, CTC Executive Director
Therese McMillan, MTC Executive Director
Kenny Kao, MTC



Campaign for Sustainable Transportation

Rick Longinotti, Co-chair Rick@sustainabletransportationSC.org

November 17, 2020

California Transportation Commissioners

RE: Bus-On-Shoulder Instead of Highway 1 Auxiliary Lane Project in Santa Cruz County

Dear Commissioners and Staff,

We are supportive of CalSta's draft policy implementing Governor Newsom's Executive Order N-19-19 including the following:

Promote projects that do not increase passenger vehicle travel, particularly in urbanized settings where other mobility options can be provided. Projects should aim to reduce vehicle miles traveled (VMT) and not induce significant VMT growth. When addressing congestion, consider alternatives to highway capacity expansion, such as providing multimodal options in the corridor, employing demand management strategies (i.e. pricing), and using technology to optimize operations.

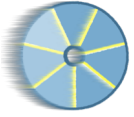
The proposed grant for the Highway 1 Auxiliary Lanes Project in Santa Cruz County does not fit with this policy. The auxiliary lanes are the first phase of a larger "HOV Lane Project" that would double the lanes on Highway 1 on a nine-mile segment between Santa Cruz and Watsonville--- adding an HOV and an auxiliary lane in each direction. Caltrans' EIR on the project estimates that vehicle miles traveled will increase by 51% in the Southbound peak period (2-8pm).¹

Our county's Regional Transportation Commission (RTC) acknowledges that limited state and federal funding means the HOV project "will not likely be implemented until after 2035".² In spite of the cloud of uncertainty over future funding, the RTC has applied to secure SB 1 grants to begin the project: 4 miles of auxiliary lanes between Santa Cruz and Aptos. The EIR estimates that congestion relief from the auxiliary lanes will be insignificant.³ The EIR concludes there will be no safety benefit from the auxiliary lanes.⁴

With no money to build the large project and no congestion relief or safety benefit from the small project, why is this project moving forward? One might explain it as appeasement of voters who believe the project could reduce traffic congestion. Unfortunately, the Caltrans EIR, which was begun in 2004, did not conduct an alternatives analysis of the three measures that studies indicate could offer commuters an alternative to being stuck in traffic:

- Bus-on-Shoulder of Highway 1
- Transit on the Rail Corridor
- Increase frequency of bus service on the Watsonville-Santa Cruz corridor

State legislation passed in 2013 to enable bus-on-shoulder in Santa Cruz and Monterey Counties. The *Bus-on-Shoulder Study*, sponsored by the Santa Cruz Metropolitan Transit District and Monterey Salinas Transit indicates that a bus-only lane can be constructed on this segment of Highway 1 without constructing auxiliary lanes. Instead of choosing this option, the RTC intends



Campaign for Sustainable Transportation

Rick Longinotti, Co-chair Rick@sustainabletransportationSC.org

to build the 4-miles of auxiliary lanes and run the buses primarily in the auxiliary lanes along with other vehicle traffic. To our knowledge, there is no other bus-on-shoulder system in the country that runs primarily in auxiliary lanes. Prior to the pandemic, the existing auxiliary lane between Morrissey Ave. and Soquel Ave. was just as congested as through-lanes during peak hour traffic. And the 91X express bus was stuck in that traffic.

Transit planner Jarret Walker spoke to the RTC in 2018. He said, *"The debate before you is not just the exciting debate over what your infrastructure should be. You have a very immediate debate over whether you want to begin providing competitive transit service...For a community of your size and your density, let alone the degree of progressive values that operate in this community, you do not have very much transit."* Walker said that more frequent transit service would benefit travelers along the Santa Cruz - Watsonville corridor. *"We know that simply a higher level of service would be useful to a lot more people and would be having a lot more benefit particularly in the Santa Cruz-Watsonville corridor."*

In the spirit of fulfilling Governor Newsome's Executive Order to align transportation funding with climate goals, we request that the Commission deny the grant requests for auxiliary lanes and work with the Santa Cruz County RTC to develop these other options.

Thank you,

1. *State Route 1 Environmental Impact Report (2019)* Table 2.1.5-10 The EIR likely underestimates increase in VMT because it doesn't account for induced travel. *"...destination changes and additional trips represent induced travel. Neither of these is accounted for in most traffic models, including the one used to analyze the traffic effects for this project."* – p 2.1.5-23
- 2 *Unified Corridors Investment Study (2019)*
- 3 EIR page 2.1.5-16. According to the EIR, the TSM Alternative, which includes both auxiliary lanes and ramp metering, was found to result in *"very slight relief in traffic congestion compared to the No Build Alternative."* Hence the auxiliary lanes project alone would result in even less relief in traffic congestion.
- 4 EIR page 2.1.5-17 *"The total accident rates overall and by segment in 2035 under the Tier I Corridor TSM Alternative would be the same as the accident rates for the No Build Alternative."*

From: [Remedios, Douglas@CATC](mailto:Remedios.Douglas@CATC)
To: Yosgott, Matthew J@CATC
Subject: Aux lanes
Date: Monday, November 30, 2020 2:48:11 PM

From: Connor Chesus <connorchesus@yahoo.com>
Sent: Monday, November 30, 2020 11:56 AM
To: Remedios, Douglas@CATC <Douglas.Remedios@catc.ca.gov>
Subject: The Natural World's Future

EXTERNAL EMAIL. Links/attachments may not be safe.

Hello, Douglas Remedios

My name is Connor Chesus. I'm a San Lorenzo Valley citizen and volunteer of Seymour Marine Discovery Center. I'm aware of California Transportation Commission members considering a staff recommendation awarding the RTC a grant to build the auxiliary lanes. On behalf of everyone who's working hard to stop anthropogenic climate change, I strongly insist that these auxiliary lanes should not be built, no matter what. The reason is because, adding another extra lane will not only increase the number of cars and other vehicles (which will lead to more harmful greenhouse gas emissions), it'll also increase vehicle miles. Financially, the plan for more auxiliary lanes is not possible. As for public safety, accident rates overall and by segment in 2035 under the Tier I Corridor TSM Alternative would be the same as the accident rates for the No Build Alternative, according to EIR page 2.1.5-17. Overall, the Highway 1 Auxiliary Lane Project in Santa Cruz County is in violation of Governor Newsom's Executive Order N19-19. Here's a bullet list that explains further details on the downsides of extra auxiliary lanes:

- Highway expansion increases vehicle miles traveled and GHG's, in contrast to Gov Newsom's order to align transportation spending with our climate goals.

- Highway expansion does not provide congestion relief beyond the short run. (In the case of aux lanes, no congestion relief at all.)
- This project does not improve safety on the highway. (EIR estimates the same rate of traffic collisions compared to No-Build Alternative)
- Dollars spent on highway expansion are dollars not spent on transit (a bona fide bus-on-shoulder program; increased frequency of transit; etc.)
- Dollars spent on highway expansion are dollars not spent on safe streets. Calif. Office of Traffic Safety statistics for 2017: out of 105 California cities of similar size:
 - Watsonville #15 in the rate of injuries/deaths to pedestrians; #14 rate of injuries/deaths to bicyclists
 - Santa Cruz #2 in the rate of injuries/deaths to pedestrians; #1 rate of injuries/deaths to bicyclists
- Highway expansion perpetuates the economic burden to own a car to reach essential destinations, instead of providing

What's really needed are alternative plans that benefit both people and the natural world over the next century, instead of for only a few decades. Specific recommendations include promoting projects that do not increase passenger vehicle travel, particularly in urbanized settings where other mobility options can be provided. Projects should aim to reduce vehicle miles traveled (VMT) and not induce significant VMT growth. When addressing congestion, consider alternatives to highway capacity expansion, such as providing multimodal options in the corridor, employing demand management strategies (i.e. pricing), and using technology to optimize operations.

In order to fulfill Governor Newsome's Executive Order to align transportation funding with climate goals, I, and every other individual and the organizations that work hard to save the natural world and humanity from anthropogenic climate change, request that the Commission deny the grant requests for auxiliary lanes and work with the Santa Cruz County RTC to develop these other options. If the auxiliary lanes get built, and more emissions enter the planet's atmosphere, not only Earth become ruined, but our lives, our economies, everything, is ruined beyond repair. And civilizations we work hard to support will become so decimated that anything we do to support people in the long run will be rendered moot. Our children, and our grandchildren cannot enjoy a world where, for example, our beautiful oceans, forests, and mountains are damaged by humanity's environmentally harmful actions. We all deserve a future where we can not only thrive, but also to enjoy nature at it's healthiest and strongest over the next century. So ask yourself, is the short term auxiliary lane solution worth more than the long term alternative solutions that can

benefit both people and nature for over a century?

Please do what's right for the natural world and for humanity. No single human can survive, let alone thrive, without nature.

Sincerely,
Connor Chesus

From: [Micah Posner](#)
To: [Remedios, Douglas@CATC](mailto:Remedios,Douglas@CATC)
Subject: auxiliary lane on Highway One in Santa Cruz
Date: Tuesday, November 24, 2020 9:09:16 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Douglas,

Please deny the funding request of the SCCRTC for the auxiliary lane project on Highway One. This is a very contentious project in the community that has been opposed for many years and is the subject a ongoing lawsuit. A sales tax measure several years ago, Measure J, failed. A sales tax that struck a balance between Highway Widening and more environmentally sustainable transportation, Measure D, passed but this project was not part of it.

It is opposed by a large segment of the population (1/3 to 1/2) because it not likely to work to reduce congestion and will increase greenhouse gas emissions and encourage additional sprawl.

I want to encourage you to direct state funding to projects that have strong support in their communities. If you fund this project, you will be spending money to upset a significant portion of the population that you are attempting to serve.

Micah Posner

From: [Judy Pisano](#)
To: [Remedios, Douglas@CATC](mailto:Remedios,Douglas@CATC)
Subject: Auxiliary Lanes on Highway 1
Date: Tuesday, November 24, 2020 7:39:15 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Please read the following important points regarding your current attempts to add auxiliary lanes to Highway 1. I believe the CTC should deny the auxiliary lane grant and work with the RTC to redirect funds to other projects such as bus-on-shoulder.

- Highway expansion increases vehicle miles traveled and ghg's, in contrast to Gov Newsom's order to align transportation spending with our climate goals.
- Highway expansion does not provide congestion relief beyond the short run. (In the case of aux lanes, no congestion relief at all.)
- This project does not improve safety on the highway. (EIR estimates same rate of traffic collisions compared to No Build Alternative)
- Dollars spent on highway expansion are dollars not spent on safe streets. Calif. Office of Traffic Safety statistics for 2017: out of 105 California cities of similar size:
 - Santa Cruz #2 in rate of injuries/deaths to pedestrians; #1 rate of injuries/deaths to bicyclists
- Highway expansion perpetuates economic burden to own a car to reach essential destinations, instead of providing options

Thank you,
Judith Pisano
190 Walnut Avenue
Santa Cruz CA 95060

From: [Remedios, Douglas@CATC](mailto:Remedios.Douglas@CATC)
To: Yosgott, Matthew J@CATC
Subject: Fwd: Deny auxillary lanes
Date: Tuesday, November 24, 2020 7:06:52 PM

Sent from my iPhone

Begin forwarded message:

From: Erica Stanojevic <ericast@gmail.com>
Date: November 24, 2020 at 6:27:53 PM PST
To: "Remedios, Douglas@CATC" <Douglas.Remedios@catc.ca.gov>
Subject: Deny auxillary lanes

EXTERNAL EMAIL. Links/attachments may not be safe.

To those in the California Transportation Commission,
Please deny the auxiliary lane grants for Highway 1 in Santa Cruz County and
work with the RTC to redirect funds to other projects such as bus-on-shoulder. If
we build more lanes, more traffic will come; so let's figure out creative solutions.

Thank you,
Erica Stanojevic

From: [Andy Carman](#)
To: [Remedios, Douglas@CATC](mailto:Remedios,Douglas@CATC)
Subject: More freeway = more cars
Date: Tuesday, November 24, 2020 12:28:48 PM

EXTERNAL EMAIL. Links/attachments may not be safe.

Mr. Remedios,

Please consider the following research data:

- Highway expansion increases vehicle miles traveled and ghg's, in contrast to Gov Newsom's order to align transportation spending with our climate goals.
- Highway expansion does not provide congestion relief beyond the short run. (In the case of aux lanes, no congestion relief at all according to the Hwy 1 EIR.) This project does not improve safety on the highway. (EIR estimates same rate of traffic collisions compared to No Build Alternative)
- Dollars spent on highway expansion are dollars not spent on transit (a bona fide bus-on-shoulder program; increased frequency of transit; etc.)
- Dollars spent on highway expansion are dollars not spent on safe streets. Calif. Office of Traffic Safety statistics for 2017: out of 105 California cities of similar size: Watsonville #15 in rate of injuries/deaths to pedestrians; #14 rate of injuries/deaths to bicyclists. Santa Cruz #2 in rate of injuries/deaths to pedestrians; #1 rate of injuries/deaths to bicyclists.
- Highway expansion perpetuates economic burden to own a car to reach essential destinations, instead of providing options.

Please do not fund freeway expansion.

Thank you!
Andy Carman
231 Sunset Avenue
Santa Cruz, CA 950

November 29, 2020

California Transportation Commissioners

RE: Bus-On-Shoulder Instead of Highway 1 Auxiliary Lane Project in Santa Cruz County

Dear Commissioners and Staff,

My name is Micheal Saint and I am the treasurer of Campaign for Sustainable Transportation here in Santa Cruz County.

For the last four years I have been advocating with my fellow advocates asking our Regional Transportation Commission to pursue a robust mass transit system for our county. This has fallen on deaf ears.

The consistent opposition to changing course from single occupancy vehicles to mass transit is the imaginary view that the voters want highway widening, and that this will get Santa Cruz County moving again by relieving congestion.

This is a false assertion on two counts; first the voters were fooled into voting for Measure D because of the false pretense that highway widening will relieve congestion. Many experts and even members of our RTC know that widening the highway will fail in the long term. We will have spent nearly \$250,000,000 of tax payers money for nothing.

Secondly, this Measure D passed by only 2,547 votes out of 132,165 votes cast. This is in no way a voter's mandate. Yes, it passed, but only because the other pieces of Measure D had good options to help our county become safer, and have more projects that promoted new green environmental transportation options, i.e. walking, biking, rail trail, pedestrian safety. These options are what passed Measure D.

I continually hear from our constituents that they only voted for Measure D because of those options I previously listed.

At what point in time do we shift to a more sustainable transportation system? Widening of highways does not work. If this aux lane project is funded it will delay our goals of reducing GHG emissions and vehicle miles traveled for decades.

I am not saying we do not need funding, I am only imploring you to use the funding to get Santa Cruz County going in the right direction, and that is a dedicated bus rapid transit on the shoulder of Highway 1. The present planned hybrid bus system and aux lanes will fail at the same time the aux lanes fill up with single occupancy vehicles.

We feel that our Regional Transportation Commission and Caltrans is failing us when it continues to fund projects for single occupancy vehicles.

They both fail to recognize the urgency in mitigating the affects of climate change. The old school mentality of highway widening is actually contributing to global warming.

We urge you to not fund this aux lane project as planned. An alternate funding scenario of a dedicated bus on shoulder would start us in the right direction of a much more sustainable transportation system.

Thank you,

Micheal E. Saint
Treasurer
CFST

COMMITTEES
BANKING AND FINANCE
BUDGET
BUDGET SUBCOMMITTEE NO. 5 ON
PUBLIC SAFETY
HUMAN SERVICES
NATURAL RESOURCES
SELECT COMMITTEES
CHAIR: COASTAL PROTECTION AND
ACCESS TO NATURAL RESOURCES
CO-CHAIR: ENVIRONMENTAL CAUCUS

Assembly
California Legislature



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FAX (831) 649-2935

November 25, 2020

Hilary Norton, Chair
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

RE: Support for Watsonville-Santa Cruz Multimodal Corridor Program SB1 Local Partnership Program and Solutions to Congested Corridors Program (CTC Agenda Items 24 & 25)

Dear Chair Norton and Commissioners:

I am writing to reiterate my support for the Watsonville-Santa Cruz Multimodal Corridor Program, which is recommended for Senate Bill 1 Solutions for Congested Corridors Program (SCCP) and Local Partnership Program (LPP) funds at your December 2, 2020 meeting.

As a former County Supervisor, RTC Commissioner, and Transit District board member, I can attest that the RTC, Santa Cruz Metropolitan Transit District (METRO), and the County Public Works Department have worked extensively with the community for over twenty years to prioritize projects and identify funding to address significant transportation challenges in this heavily traveled corridor.

In 2013, in recognition that buses are stuck in extreme traffic congestion, I authored Assembly Bill 946, providing authorization for buses to operate on the freeway shoulders in Santa Cruz County. Subsequently, in 2016, Santa Cruz County voters approved Measure D – a half-cent sales tax for multimodal transportation improvements – that prioritized auxiliary lanes on Highway 1, regionally-significant bicycle and pedestrian improvements, transit service, and multimodal improvements to local roads. I am pleased that Senate Bill 1 can provide the funds needed to finance the construction of these projects.

I appreciate the California Transportation Commission's full consideration of the Watsonville-Santa Cruz Multimodal Corridor Program. If you have any questions, please feel free to contact me at (831) 425-1503.

Sincerely,

A handwritten signature in blue ink, appearing to read "Mark Stone", is written over a light blue horizontal line.

Mark Stone
Assemblymember
29th District

PLAN SETTING & INFLUENCES

The ARSP is located between the West Roseville Specific Plan to the southeast, the Al Johnson Wildlife Area to the southwest and the Creekview Specific Plan to the south (Figure 2.2; Regional Location Map). The Placer Ranch area is located to the east.

Placer Parkway, a proposed six lane regional transportation facility, traverses the site. At its ultimate build out, Placer Parkway will run from Highway 65 in Lincoln to Highway 99.

Unincorporated Placer County is located to the northwest, including agriculturally-zoned property to the west, and an existing rural residential area referred to as Toad Hill Ranches #1 to the north. Existing West Sunset Boulevard, a two-lane rural County road is located adjacent to the northern boundary of ARSP.

At the time of specific plan approval, the ARSP was within unincorporated Placer County.

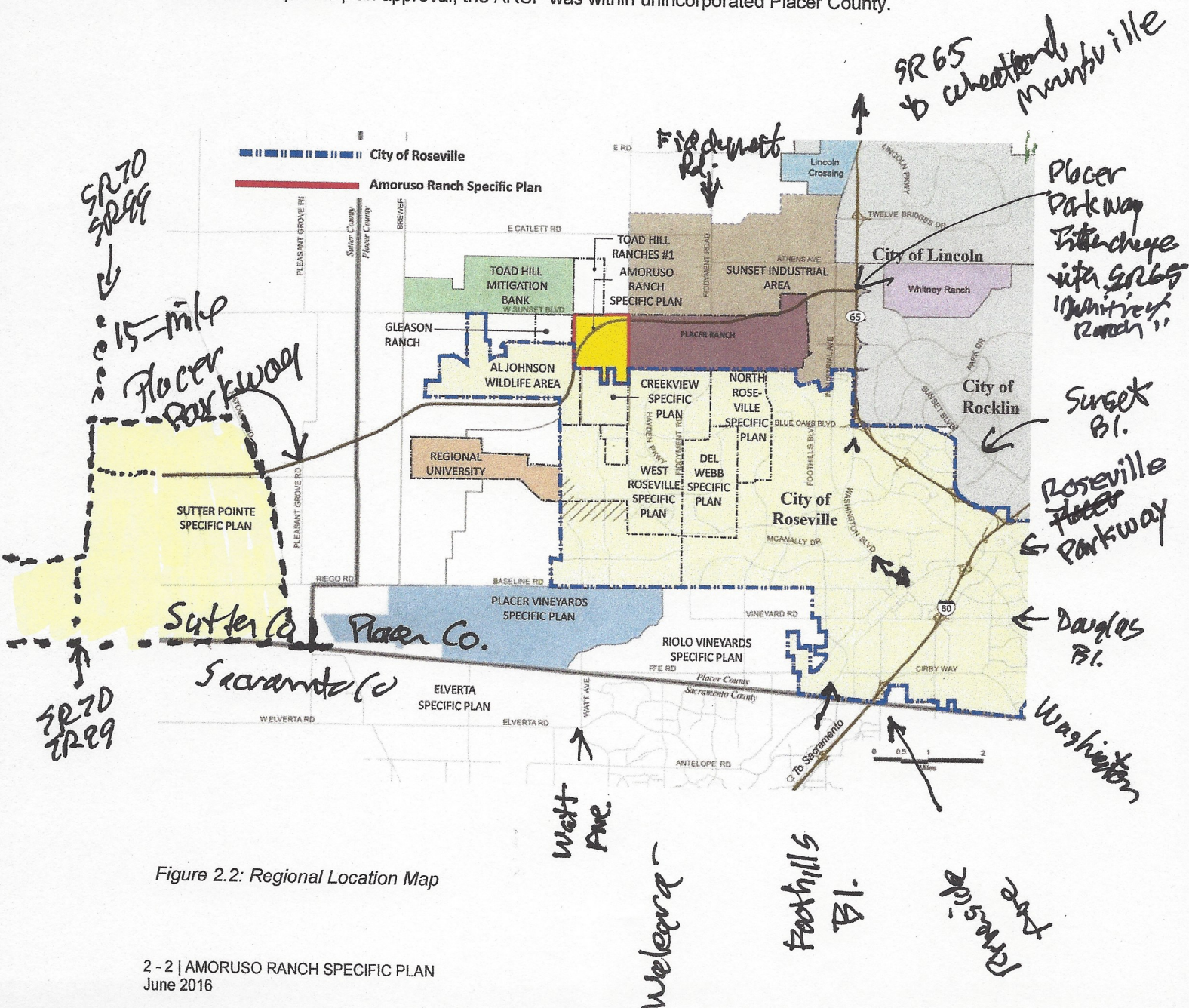


Figure 2.2: Regional Location Map



December 1, 2020

Hilary Norton, Chair
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Dear Chair Norton:

I am writing to you to thank you for your consideration for the funding of the Marin-Sonoma Narrows (MSN) Contract B7 Project.

I greatly appreciate that the California Transportation Commission (CTC) is considering awarding Solutions for Congested Corridor Program (SCCP) funds to the to the MSN Contract B7 Project and supports CTC staff recommendations for the 2020 SCCC Cycle 2 projects.

The MSN B7 segment, located in north Novato, will finally close the last six-mile gap of an approximately \$750 million MSN program that provides over 50 miles of continuous HOV lanes north of the Golden Gate Bridge through Marin and Sonoma.

Its completion will not only ensure continuous HOV lanes, it will also improve mobility of public transit, enhance access to the SMART commuter rail system, improve safety, construct Class II bike lanes and leverage local, state and federal funds.

For these reasons and many more, I urge you to give this application for funds your full consideration.

Warmest Regards,

A handwritten signature in black ink, appearing to be "Mike McGuire".

MIKE MCGUIRE
Senator

From: Yosgott, Matthew J@CATC
To: Favila, Teresa@CATC
Cc: Remedios, Douglas@CATC
Subject: FW: Placer County lane expansion opposition in agway grant proposal
Date: Tuesday, December 1, 2020 5:07:42 PM

Hi Teresa,

I spoke too soon - this gentlemen JUST submitted this. I'm considering it too late for a PINK, though.

Matthew

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

From: Michael Garabedian <michaelgarabedian@earthlink.net>
Sent: Tuesday, December 1, 2020 5:06 PM
To: Yosgott, Matthew J@CATC <Matthew.Yosgott@catc.ca.gov>
Subject: Placer County lane expansion opposition in agway grant proposal

EXTERNAL EMAIL. Links/attachments may not be safe.

To the California Transportation Commission,

We are opposed to expanding the freeway and and highway lanes in Placer County proposed in the Gateway Congested Corridor Grant proposal. This is not the needed solution.

County-wide voters turned down Measure M in 2016 and reported polling this year, including before Covid-19, showed that this would not pass this year either in the three cities that voted for it in 2016, so a second effort was recently pulled.

The Commission should follow good transportation planning and pay attention to the will of the voters even as city and county officials do not while wrongly arguing that congestion will be relieved.

New lanes should be removed from the grant.

Mike Garabedian
Placer County Tomorrow
Lincoln
916-719-7296

From: nelson333@baymoon.com
Date: November 30, 2020 at 7:52:31 PM PST
To: "Remedios, Douglas@CATC" <Douglas.Remedios@catc.ca.gov>
Subject: Please prioritize climate action, end auto-centric projects

EXTERNAL EMAIL. Links/attachments may not be safe.

Friendly greetings Hilary Norton, Mitch Wiess, and the California Transportation Commission:

I am a resident of Santa Cruz County and a retired land use planner + environmental planner.

I have a big, survival-minded request: please help California avoid more of the climate-change-accelerated fire seasons like the one that caused devastation here in Santa Cruz County in August.

You can help--by shifting your funding allocations from car-centric projects like freeway expansions to climate-friendly funding for public transportation and active transportation. Do we not know now that highway expansions increase VMT, increase greenhouse gas emissions, distort land use patterns, and reliably fail the test of time for reducing passenger car congestion?

In Santa Cruz County, please do not approve SB1 program funds for new auxiliary lanes projects on Highway 1.

Why not work with the Santa Cruz County RTC to redirect funds to dedicated, bus-only bus-on-shoulder lanes, or other support for public transportation?

Thank you,

Jack Nelson
Santa Cruz, CA 95062

From: [Michael Garabedian](#)
To: [Weiss, Mitch@CATC](#); [Yosgott, Matthew J@CATC](#); [Remedios, Douglas@CATC](#); [Gordon, Christine@CATC](#)
Cc: [Luke McNeel-Caird](#)
Subject: Partial Item 4.8 Gateway project opposition to Placer County Phase 1 Placer East bound I-80 Auxiliary Lanes and what may be Phase 2 or 1 new highway and lane increase projects
Date: Wednesday, December 2, 2020 9:20:40 AM
Attachments: [SPlacer key map.pdf](#)

EXTERNAL EMAIL. Links/attachments may not be safe.

To: Executive Director, Project Staff, Clerk of the Commission, Congested Corridors Program Staff

RE: CTC December 2-3, 2020 Meeting, Agenda Item 4.8 (1:00 p.m. December 2, 9:00 p.m. December 3)

1. Opposition to Placer County eastbound Auxiliary Lanes

The Eastbound "Auxiliary Lanes" is a negative traffic effect project because it would encourage more east bound I-80 traffic destined for Sierra College to exit at Rocklin Road where there is no room for improvements including not for a right turn to Rocklin Road. This followed by a long left turn lane from Rocklin Road into the Sierra College parking area which parking fills up quickly. The inadequate transportation planning here is that the preferred exit for Sierra College access is the next exit, Sierra College Boulevard that, has had major improvements recently and is where Sierra College has been rapidly expanding its parking capacity.

If it is still current information, we note that bus service to Sierra College from SR 65 and north was terminated.

2. What is in Gateway Phase 1 and Phase 2 and when will Phase 2 be approved?

Efforts to learn about what highway improvements are in the Gateway Corridor Congested corridor Phases 1 and 2 have had mixed results.

We had no understanding that the Grant includes or that we would find late yesterday this reporting from the November 25, 2020, Sacramento Business Journal article, "Placer-Sacramento traffic congestion plan recommended for \$67 million in state funding:"

"It also includes State Route 65 from Rocklin to Lincoln. The corridor features the Sacramento Regional Transit District Blue Line, and the Capitol Corridor passenger rail line.

"Projects include adding new lanes to all three highways in the corridor, including express lanes on Business 80 and I-80. It would also improve and expand some major interchanges, such as the one at Bell Road and I-80 and I-80 and Highway 65."

The Phase 1 description in today's CTC staff report has, "Construct 1.9 miles of auxiliary lanes."

3. Placer County can not be expected to become a self-help county as long as it continues to propose unacceptable sales tax ballot measures for massive GHG/VMT projects to extend highways for and to massive new development.

Even though nearly a million was spent for it, he voters failed to pass the following 2016 Placer County Measure M expenditure plan with the new 15-mile Placer Parkway freeway to SR 99 in it.

PCTPA DRAFT TRANSPORTATION SALES TAX EXPENDITURE PLAN

Category	Project	Sales Tax Contribution (in millions)	Percentage of Sales Tax Revenue	Annual Amount Sales Tax Revenues (in millions)
MAJOR HIGHWAY PROJECTS <i>Environmental, design, right of way, and construction</i>	TOTAL MAJOR HIGHWAY PROJECTS	\$ 716.0	44.750%	
	I-80/SR 65 Interchange Phases 1-3	\$ 300.0		
	SR 65 Widening <i>Galleria Blvd to Lincoln Blvd</i>	\$ 35.0		
	Placer Parkway	\$ 35.0		
	SR 49 Operational and Safety Improvements	\$ 29.0		
	Baseline Road Widening	\$ 10.0		
	I-80 Auxiliary Lanes	\$ 12.0		
	Interchange Program <i>I-80/SR 174 I-80/Rocklin Road I-80/Horseshoe Bar SR 65/Nelson Lane</i>	\$ 95.0		
	Financing for Early Construction	\$ 200.0		
RAIL/TRANSIT <i>Environmental, design, right of way, construction, and operation</i>	TOTAL RAIL/TRANSIT PROJECTS	\$ 190.0	11.875%	
	Commuter Bus Enhancements	\$ 45.0		
	Senior/Disabled Transit Enhancements	\$ 55.0		
	Capital Corridor Rail/Bus Rapid Transit	\$ 90.0		
BICYCLE/PEDESTRIAN PROJECTS <i>Environmental, design, right of way, and construction</i>	Various Countywide	\$ 76.0	4.750%	
TAHOE PROJECTS <i>Potholes, transit, trails in Tahoe</i>	Various in North Lake Tahoe	\$ 48.0	3.000%	\$ 1.60
LOCAL PROJECTS <i>Potholes, road maintenance, local congestion hot spots, matching funds for local transportation priorities</i>	TOTAL JURISDICTIONS	\$ 480.0	30.000%	\$ 16.00
	City of Auburn	\$ 17.4		\$ 0.58
	City of Colfax	\$ 7.5		\$ 0.25
	City of Lincoln	\$ 55.7		\$ 1.86
	Town of Loomis	\$ 9.2		\$ 0.31
	City of Rocklin	\$ 61.4		\$ 2.05
	City of Roseville	\$ 141.1		\$ 4.70
	Placer County	\$ 93.8		\$ 3.13
RURAL ROAD MAINTENANCE AND REPAIR FUND	Unincorporated rural Placer County including Foresthill, Penryn, Meadow Vista, Newcastle, Ophir, North Auburn, Donner Summit, Sheridan, Rural Lincoln, Weimer, Applegate, and West Placer	\$ 93.8		\$ 3.13
COMPETITIVE PROJECTS PROGRAM <i>Transportation improvements</i>	Various Countywide	\$ 74.0	4.625%	
ADMINISTRATION	Administration of Sales Tax	\$ 16.0	1.00%	\$ 0.53
TOTAL PROGRAM		\$ 1,600	100.00%	

Version 11Apr15

This year's proposed expenditure plan ballot measure was dropped at the last moment from the November 3 ballot in spite of misleading PCTPA claims of reduced congestion and multiple surveys, all apparently funded with CTC STIP spending of perhaps \$1 to \$1.5 million. AB1413 of last year allowed a ballot measure in three city areas that voted for the 2016 ballot measure, but this year's surveys showed it

would not pass in these cities. Even Roseville arguably wouldn't benefit much because its residents except for perhaps one or two neighborhoods have many other and more direct ways to access I-80 than SR 65; Douglas Boulevard, Riverside Avenue via Foothills Boulevard, and so on.

We believe that while relief from congestion is needed, the Commission may note that the corridors here are not meaningfully congested compared to the larger California context, and that the new lane projects being considered would not relieve congestion here and could make it worse.

The rough sketch map attached may help to explain the picture here where tens of thousands of new market rate housing units have approved and many more tens of thousands are being considered. One op-ed writer's count in 2016 found 100,000 or so. The CTC tour handout did not provide the CTC with this context.

The Commission might not wish to fund highway expansion that the residents of Placer County will not pay for. We are united: in 2016 of our two political party central committees, one was unanimous against Placer County Measure M and the other did not have the votes to endorse it.

These highway improvements are also necessary to enable conversion here of a couple hundred square miles of wetlands, vernal pools and grasslands that are critical to our local and anadromous threatened and endangered species. Tire wear chemical toxin mortal hazards to endangered fish are under study. December 4, 2020, issue of Science.

Mike Garabedian
Placer County Tomorrow
Lincoln
916-719-7296