

From: [Rick Longinotti](#)
To: [California Transportation Commission@CATC](mailto:California.Transportation.Commission@CATC)
Cc: Vote No on Aux Lane project
Friday, June 25, 2021 11:01:17 AM
Subject:
Date:

EXTERNAL EMAIL. Links/attachments may not be safe.

California Transportation Commission

RE: June 30th agenda tabs 4, 6, 7

Dear Commissioners,

On behalf of the Campaign for Sustainable Transportation, I request that you vote no on Tabs 4, 6, and 7 regarding funding for auxiliary lanes on State Route 1 in Santa Cruz County. According to the following excerpts from the Caltrans EIR, the project has no merit in terms of congestion relief or safety on the highway. Yet it will increase vehicle miles traveled by 25%.

- Building the TSM Alternative [auxiliary lanes plus ramp metering] “would result in a very slight improvement in traffic congestion when compared to the No Build Alternative”. Draft EIR SR1 HOV Lane Project page 2.1.5-16
- “The Tier I Corridor TSM Alternative would not achieve sufficient congestion relief to attract any substantial number of vehicles that had diverted to the local street system back to the freeway.”
- “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.”
- The EIR estimates a 25% increase in greenhouse gases resulting from the TSM Alternative relative to the No Build Alternative at year 2035. See Table 3-2.

<!--[endif]-->

The STIP Guidelines section 19 states that the California Transportation Commission will evaluate each RTIP based on performance. Criteria for evaluating performance include • congestion relief • fatalities and serious injuries • vehicle miles traveled per capita. According to the EIR, this project fails on these criteria.

Likewise, the Project fails to meet the criteria for funding from the Solutions for Congested Corridors Program. SCCP Guidelines read: "Highway lane capacity-increasing projects funded by this program shall be limited to high-occupancy vehicle lanes, managed lanes, and **other non-general purpose lanes deigned to improve safety for all modes of travel.**" (Emphasis added). The proposed auxiliary lane segments are more than one mile in length,

which is recognized as “capacity increasing” by the Office of Planning and Research Technical Advisory (2018). As stated above, there is no safety benefit from the auxiliary lanes.

Tab 4 on your agenda asks you to approve the Project for future consideration of funding (after an EIR is finalized). Since the Commission already voted to fund the Project last December but the EIR was not certified until May, 2021, this agenda item is attempting to put the horse back before the cart. In effect, this agenda item asks the Commission to finalize the funding approval by approving a Final EIR for a segment of the 8.9 mile plan for auxiliary lanes: the Auxiliary Lane from State Park Dr. to Bay/Porter.

The CTC should not approve this EIR. The EIR failed to analyze a bus-on-shoulder operation in lieu of auxiliary lanes. 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 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. This alternative will not attract many commuters.

The EIR for this segment claims that it is not tiered from the Tier I EIR (2019) that analyzed auxiliary lanes for the entire 8.9 miles of Highway 1 between Santa Cruz and Watsonville. This dishonest maneuver would allow the project to be built in case my organization’s lawsuit on the Tier I EIR should prevail. Our lawsuit is based in part on the failure of the Tier I EIR to analyze any transit alternatives to the project. “Bus-on-Shoulder” was never mentioned in the Tier I EIR.

In conclusion I ask you to recognize this auxiliary lane project for what it is: a highway widening project that provides the public with the illusion that something is being done to relieve traffic delay on Hwy 1. If this project moves forward, our community will lose the opportunity to ride express buses in a bus-only lane between Santa Cruz and Watsonville.

Thank you,

Rick Longinotti, Co-chair
Campaign for Sustainable Transportation

From: [Chris Krohn](#)
To: [California Transportation Commission@CATC](mailto:California.Transportation.Commission@CATC)
SC county Auxiliary lane project, Vote No on Tabs 4,6, and 7
Friday, June 25, 2021 11:34:01 AM
Subject:
Date:

EXTERNAL EMAIL. Links/attachments may not be safe.

Meeting of CTC, June 30th agenda
RE: Tabs 4,6, 7

Dear California Transportation Commissioners,

The Santa Cruz-Watsonville transportation corridor desperately needs transit relief. I am afraid the “auxiliary” lane widening of Hwy. 1 will lose our opportunity for having express bus lane service (“bus on shoulder”) between these two cities which are geographically separated, but economically and socially integrated. The car traffic now clogging this corridor is debilitating to everyone. Building more auxiliary lanes and thinking it will relieve the current glut of cars between 7-10a and 2-6p parallels that age-old definition of insanity. We need real relief now, not more widening band-aids made from asphalt.

Please vote NO on Tabs 4, 6, and 7 regarding funding for auxiliary lanes on State Route 1 in Santa Cruz County. The project has no merit in terms of congestion relief or safety on the highway, but will increase vehicle miles traveled by 25%. In addition, I urge the CTC to not approve this EIR. The EIR has failed to analyze a bus-on-shoulder operation in lieu of auxiliary lanes.

Kind regards,

Chris Krohn
123 Green Street
Santa Cruz, Ca. 95060
Member of the Sierra Club, Downtown Commons Advocates,
SC4Bernie, Santa Cruz Climate Action Network, ACLU,
People’s Democratic Club, and Democratic Socialists of America

Chris Krohn
Politics Santa Cruz
[Twitter](#)
Santa Cruz Political Report
BrattonOnline.com
Talk of the Bay
KSQD 90.7 & <https://ksqd.org/category/program/talk-of-the-bay/chriskrohn/>

From: [Mark D. Lee](mailto:Mark.D.Lee)
To: cfst-working-group@googlegroups.com
Cc: [California Transportation Commission@CATC](mailto:California.Transportation.Commission@CATC)
Re: [CFST] Vote No on Aux Lane project
Friday, June 25, 2021 2:28:38 PM

Subject:
Date:

EXTERNAL EMAIL. Links/attachments may not be safe.

Friday, June 25th 2021

From: Mark Lee

To: CFST Membership

Subject: We Need to All Show Up and Speak Out Against CTC's Proposed Plan for Auxiliary Lanes to show Unanimity, Strength, and Resolve as members of CFST and Santa Cruz Sierra Club Members. We need to show strength visually and verbally to as many speakers as possible. Sure it sounds like we are speaking from Rick's Letter, but part of successful political lobbying is the government's perception; is necessary to use theatrics, to show strength by many local citizens who are concerned about widening Highway 1 to our detriment, so this is the time now to speak out

Yes its fine to send a well-crafted letter by Rick Longinotti (and we thank him for the fabulous letter), but NOW CFST and the Sierra Club Chapter members (one after another) must speak out ardently in our own words using Rick's talking points about our position to put life and personality into our struggle, so they really take us seriously. It's important for CTC to see as many faces as possible speaking from our hearts using the points in Ricks letter to deliver a mass message of opposition that we do not want Cal Trans nor the California Transportation Commission tens of millions of dollars on 'pork barrel' wasteful transportation projects that do not work and will not work. Now is the time to defend our position to protect our community; so please sign in next Wed June 30th at 1:00 p.m.with Rick's letter in hand and speak up. Don't worry about how you sound, just make the CFST and Sierra Club-Santa Cruz Chapter talking points. The more voices for delegitimizing CTC's proposal the better in live recorded zoom meetings. Be brave, undeterred, speak out firmly and in a polite manner, and let them know in uncertain terms building extra Auxiliary Lanes will add to traffic congestion and that the only solution is Bus on Sholder in each direction from Santa Cruz to Watsonville

Suggest that the proposed Auxilliary lane construction transportation

projects could be used on other more important projects for bicycles paths, new electric buses for Metro, and other sustainable transportation projects

Thank everyone for reading this and thank you, Rick!

Mark

On Fri, Jun 25, 2021 at 2:16 PM Mark D. Lee wrote:

Friday, June 25th 2021

From: Mark Lee

To: CFST Membership

Subject: We Need to All Show Up and Speak Out Against CTC's Proposed Plan for Auxiliary Lanes to show Unanimity, Strength, and Resolve as members of CFST and Santa Cruz Sierra Club Members. We need to show strength visually and verbally to as many speakers as possible. Sure it sounds like we are speaking from Rick's Letter, but part of successful political lobbying is the government's perception; is necessary to use theatrics, to show strength by many local citizens who are concerned about widening Highway 1 to our detriment, so this is the time now to speak out

Yes its fine to send a well-crafted letter by Rick Longinotti (and we thank him for the fabulous letter), but NOW CFST and the Sierra Club Chapter members (one after another) must speak out ardently in our own words using Rick's talking points about our position to put life and personality into our struggle, so they really take us seriously. It's important for CTC to see as many faces as possible speaking from our hearts using the points in Ricks letter to deliver a mass message of opposition that we do not want Cal Trans nor the California Transportation Commission tens of millions of dollars on 'pork barrel' wasteful transportation projects that do not work and will not work. No is the time.

On Fri, Jun 25, 2021 at 11:01 AM Rick Longinotti wrote:

California Transportation Commission

RE: June 30th agenda tabs 4, 6, 7

Dear Commissioners,

On behalf of the Campaign for Sustainable Transportation, I request that you vote no on

Tabs 4, 6, and 7 regarding funding for auxiliary lanes on State Route 1 in Santa Cruz County. According to the following excerpts from the Caltrans EIR, the project has no merit in terms of congestion relief or safety on the highway. Yet it will increase vehicle miles traveled by 25%.

- Building the TSM Alternative [auxiliary lanes plus ramp metering] “would result in a very slight improvement in traffic congestion when compared to the No Build Alternative”. Draft EIR SR1 HOV Lane Project page 2.1.5-16
- “The Tier I Corridor TSM Alternative would not achieve sufficient congestion relief to attract any substantial number of vehicles that had diverted to the local street system back to the freeway.”
- “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.”
- The EIR estimates a 25% increase in greenhouse gases resulting from the TSM Alternative relative to the No Build Alternative at year 2035. See Table 3-2.

The STIP Guidelines section 19 states that the California Transportation Commission will evaluate each RTIP based on performance. Criteria for evaluating performance include • congestion relief • fatalities and serious injuries • vehicle miles traveled per capita. According to the EIR, this project fails on these criteria.

Likewise, the Project fails to meet the criteria for funding from the Solutions for Congested Corridors Program. SCCP Guidelines read: "Highway lane capacity-increasing projects funded by this program shall be limited to high-occupancy vehicle lanes, managed lanes, and **other non-general purpose lanes deigned to improve safety for all modes of travel.**" (Emphasis added). The proposed auxiliary lane segments are more than one mile in length, which is recognized as “capacity increasing” by the Office of Planning and Research Technical Advisory (2018). As stated above, there is no safety benefit from the auxiliary lanes.

Tab 4 on your agenda asks you to approve the Project for future consideration of funding (after an EIR is finalized). Since the Commission already voted to fund the Project last December but the EIR was not certified until May, 2021, this agenda item is attempting to put the horse back before the cart. In effect, this agenda item asks the Commission to finalize the funding approval by approving a Final EIR for a segment of the 8.9 mile plan for auxiliary lanes: the Auxiliary Lane from State Park Dr. to Bay/Porter.

The CTC should not approve this EIR. The EIR failed to analyze a bus-on-shoulder operation in lieu of auxiliary lanes. 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 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. This alternative will not attract many commuters.

The EIR for this segment claims that it is not tiered from the Tier I EIR (2019) that analyzed auxiliary lanes for the entire 8.9 miles of Highway 1 between Santa Cruz and Watsonville. This dishonest maneuver would allow the project to be built in case my organization's lawsuit on the Tier I EIR should prevail. Our lawsuit is based in part on the failure of the Tier I EIR to analyze any transit alternatives to the project. "Bus-on-Shoulder" was never mentioned in the Tier I EIR.

In conclusion I ask you to recognize this auxiliary lane project for what it is: a highway widening project that provides the public with the illusion that something is being done to relieve traffic delay on Hwy 1. If this project moves forward, our community will lose the opportunity to ride express buses in a bus-only lane between Santa Cruz and Watsonville.

Thank you,

Rick Longinotti, Co-chair
Campaign for Sustainable Transportation

--

You received this message because you are subscribed to the Google Groups "CFST-Working-Group" group.

To unsubscribe from this group and stop receiving emails from it, send an email to cfst-working-group+unsubscribe@googlegroups.com.

To view this discussion on the web visit <https://groups.google.com/d/msgid/cfst-working-group/A64405EB-97EE-4303-B433-E202E1D3AEB7%40baymoon.com>.