



328 Getchell St, Santa Cruz Date June 2, 2023

Dear California Transportation Commission

cc. CTC staff

RE: SB 1 grant application from Santa Cruz County Regional Transportation Commission

Dear Commissioners,

We are writing to support a portion and oppose a portion of the application for SB 1 grants from the Santa Cruz County Regional Transportation Commission (RTC).

We are in complete agreement with the 6/2/23 letter from Rick Longinotti representing Campaign for Sustainable Transportation. Our group (SC CAN) has 1750 members and focusses on climate related issues. Since over 60% of emissions in our county are produced by transportation it is one of our major topics.

The SB1 projects we support are pedestrian, bicycle, and major transit improvements on Soquel Dr. Transit signal prioritization; bus shelters, in-lane bus boarding platforms; and off-board ticketing will make bus routes on this corridor more efficient, attracting more riders. The buffered/protected bike lanes, ADA curb ramps, and complete sidewalks are badly needed. We also support funding for a trail on the rail corridor. These projects are all consistent with the guidelines for SB 1 grants.

The portion of the grant application we oppose is for auxiliary lanes on State Route 1 from State Park Dr. to Freedom Blvd. This is a highway expansion project that was

conceived in the 20th Century. The Master EIR (Tier I EIR) for the series of auxiliary lanes along a 9 mile segment of Hwy 1 was launched with a Notice of Preparation in 2004. The Tier

I Draft EIR (2015) concluded that there are no safety benefits of building auxiliary lanes: “The total accident rates overall and by segment in 2035 under the Tier I Corridor TSM Alternative [auxiliary lanes and ramp metering] would be the same as the accident rates for the No Build Alternative.” (page 2.1.5-17)

I will not duplicate the Draft EIR details discussed by Longinotti but just record our agreement.

Sincerely, **Pauline Seales , organizer**



June 22, 2023

The Honorable Lee Ann Eager  
Chair, California Transportation Commission  
1120 N Street  
Sacramento, CA 95814

**Re: Support for Staff Recommendations for SB 1 Competitive Grant Programs:  
Trade Corridor Enhancement Program and Local Partnership Program Awards for  
SR 99 Projects**

Dear Chair Eager,

The undersigned legislators write in strong support of the California Transportation Commission's (CTC) staff recommendations for the 2022 SB 1 Competitive Grant Programs. Specifically, we write in support of the proposed investments in the 2022 Trade Corridor Enhancement Program (TCEP) and 2022 Local Partnership Competitive Program (LPP) for projects that will help finish SR 99 in Tulare County and the San Joaquin Valley. The staff recommendations include:

- TCEP: \$37 million for the right of way phase of the SR 99 and Paige Ave interchange improvements project in the City of Tulare.
- LPP: \$15 million for the construction phase of the SR 99/Caldwell Avenue interchange in the County of Tulare.

The TCEP and LPP funding for these projects is a significant step in completing the SR 99 multi-modal corridor thereby eliminating a key bottleneck on this critical facility, increasing safety, reducing congestion, increasing connectivity, improving travel-time reliability of time-sensitive goods, preserving acceptable facility operation on SR 99 and connecting pedestrian bicycle and

transit access. Moreover, these projects address key Climate Plan for Transportation Infrastructure principles and will address the needs of under-resourced communities, have positive environmental impacts, support efficient land use principles, and provide benefits to communities throughout California.

For these reasons, we are pleased to see the projects included in the staff recommendation to the CTC and strongly encourage your support for these projects at the June CTC meeting.

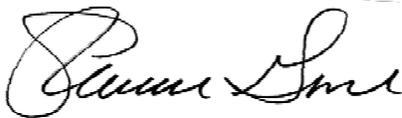
Sincerely,



Senator Melissa Hurtado  
16<sup>th</sup> Senate District



Senator Marie Alvarado-Gil  
4<sup>th</sup> Senate District



Senator Shannon Grove  
12<sup>th</sup> Senate District



Assemblyman Vince Fong  
32<sup>nd</sup> Assembly District



Assemblyman Jim Patterson  
8<sup>th</sup> Assembly District

cc: Tanisha Taylor, Interim Executive Director, California Transportation Commission  
Tony Tavares, Director, California Department of Transportation  
Toks Omishakin, Secretary, California State Transportation Agency



# Campaign for Sustainable Transportation

Rick Longinotti, Chair CampaignforSustainableTransportation.org

June 5, 2023

California Transportation Commission

cc. CTC staff

RE: SB 1 grant application from Santa Cruz County Regional Transportation Commission

Dear Commissioners,

We are writing to support a portion and oppose a portion of the application for SB 1 grants from the Santa Cruz County Regional Transportation Commission (RTC). The projects we support are pedestrian, bicycle, and transit improvements on Soquel Dr. Transit signal prioritization; bus shelters, in-lane bus boarding platforms; and off-board ticketing will make bus routes on this corridor more efficient, attracting more riders. The buffered/protected bike lanes, ADA curb ramps, and complete sidewalks are badly needed. We also support funding for a trail on the rail corridor. These projects are all consistent with the guidelines for SB 1 grants.

The portion of the grant application we oppose is for auxiliary lanes on State Route 1 from State Park Dr. to Freedom Blvd. This is a highway expansion project that was conceived in the 20<sup>th</sup> Century. The Master EIR (Tier I EIR) for the series of auxiliary lanes along a 9 mile segment of Hwy 1 was launched with a Notice of Preparation in 2004. The Tier I Draft EIR (2015) concluded that there are no safety benefits of building auxiliary lanes: “The total accident rates overall and by segment in 2035 under the Tier I Corridor TSM Alternative [auxiliary lanes and ramp metering] would be the same as the accident rates for the No Build Alternative.” (page 2.1.5-17)

If the Tier I EIR found no safety benefits, why has this project moved forward? The auxiliary lanes are the first step towards a much larger project: doubling the lanes on Hwy 1 (an HOV lane and auxiliary lane in each direction) between Santa Cruz and Freedom Blvd. This larger project would require demolition and reconstruction of the interchanges to accommodate the wider highway. A Sacramento Superior Court judge invalidated the Tier I EIR for the HOV Lanes and TSM Alternative in a ruling filed August 12, 2022. To date Caltrans has not indicated it will recirculate a revised Tier I EIR. Hence the Draft EIR for the current auxiliary lane segment is tiered from a Master EIR that is invalid, making the EIR for the current auxiliary lanes invalid. (Please see our attorney’s letter to Caltrans, attached)

Environmental review of this project is months away from completion. The comment period on the draft EIR just ended on June 2nd. Hence this project ineligible for state funding according to the Guidelines for Solutions for Congested Corridors program which state:



# Campaign for Sustainable Transportation

Rick Longinotti, Chair CampaignforSustainableTransportation.org

*A project will only be programmed if, **at the time of program adoption**, either the project-level environmental process or the final draft of a project-level environmental document is complete in accordance with the California Environmental Quality Act (CEQA).*

The Draft EIR is gravely deficient in the following ways: (see our attached comments on the dEIR)

1. The Draft EIR violates CEQA regulations by not analyzing alternatives to the auxiliary lanes. The only alternative evaluated is the No Build Alternative.
2. The Draft EIR claims an exemption from analyzing vehicle miles traveled for the auxiliary lanes under SB 743. This claim does not conform to the Office of Planning & Research's *Technical Advisory on Evaluating Transportation Impacts in CEQA*, which calls for projects that expand roadway capacity to analyze increased VMT.

The auxiliary lanes project is inconsistent with California's climate legislation; Governor's orders requiring transportation investments to align with climate policy; and the CalSTA's *Climate Action Plan for Transportation Infrastructure (CAPTI)*, which states, "When addressing congestion, consider alternatives to highway capacity expansion, such as providing multimodal options in the corridor, employing pricing strategies, and using technology to optimize operations."

The worst consequence of the auxiliary lanes project is lost opportunity. With the same or less money, Caltrans could create bus-only lanes in lieu of auxiliary lanes where express buses could make good time during peak hours. In 2013 legislation passed to allow buses to travel in bus-only lanes on the shoulder of highways in Santa Cruz and Monterey Counties. However, the current project is not "bus-on-shoulder" as implemented in Minneapolis, Atlanta, Miami and Cleveland. The sole bus-only portion of the highway is short segments across two overpasses. The rest of the way buses will travel in auxiliary lanes, sharing the lanes (and congestion) with other vehicles. This insignificant amount of bus-only lanes will not attract more riders to use transit.

The auxiliary lanes project does not qualify for SB 1 funds according to the guidelines for those grants. The stated primary objective of *Solutions for Congested Corridors Program* is for projects that *reduce congestion* and *provide environmental benefits*. The guidelines state that projects must be cost-effective—they actually reduce traffic congestion. The Draft EIR for the auxiliary lanes estimates that the auxiliary lanes will actually result in increased congestion in the northbound peak period:

*Implementation of the Build Alternative is expected to increase daily Vehicle Hours Traveled and vehicle hours of delay in northbound direction*



# Campaign for Sustainable Transportation

Rick Longinotti, Chair CampaignforSustainableTransportation.org

In the southbound peak period, the Draft EIR estimates that congestion relief benefits will disappear by 2045:

*Compared to the No-Build Alternative, the level of service for the Build Alternative improves for the southbound PM peak direction in the year 2025 but no improvements were seen in the year 2045.*

These estimated short-term benefits are overstated since the EIR acknowledges it did not evaluate induced travel according to the OPR Advisory:

*The project's senate bill 743 regulation-related CEQA determination (Section 3.2.17) cannot be completed using the vehicle miles traveled estimates included in the Traffic Operations Analysis Report, they are for informational use only.*

We request that the Commission consider favorably the portion of the RTC's grant application that includes transit, bicycle and pedestrian improvements on Soquel Dr. and funds for a rail-trail. Please do not fund the auxiliary lanes.

Thank you,



**BOARD OF DIRECTORS 2023**

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MARINA FRASER, VICE CHAIR  
DAVID J. CANEPA  
MARIE CHUANG  
JEFF GEE  
RICO E. MEDINA  
RAY MUELLER  
PETER RATTO

June 14, 2023

Ms. Tanisha Taylor  
Interim Executive Director  
California Transportation Commission  
1120 N Street MS-52  
Sacramento, CA 95814

APRIL CHAN  
GENERAL MANAGER/CEO

Dear Ms. Taylor:

On behalf of the San Mateo County Transit District (SamTrans), I write today to thank you for recommending the SamTrans Emission Zero Project for 2022 Local Partnership Competitive Program funds.

This funding will be instrumental as SamTrans works to upgrade its bus fleet to zero emission buses. This phase of the Emission Zero Project includes the procurement and construction of battery electric charging infrastructure, bus charging bays, and essential electrical power distribution networks at SamTrans' South Base facility located in San Carlos. It will enable the deployment of SamTrans' first set of 37 zero emission battery electric replacement buses and expansion buses to support new services such as Route EPX, which will provide a new connection between the cities of East Palo Alto, Redwood City, San Francisco International Airport, and the San Bruno BART station.

Your support of this project will provide critical infrastructure improvements that help improve mobility for all SamTrans riders, and especially for low-income riders and historically under-served communities that rely on SamTrans for their transit. The project is an important first step towards the expansion of SamTrans' Zero Emission fleet, replacing the need for diesel buses. It will help reduce the region's greenhouse gas and carbon emissions, decrease fossil fuel consumption, and provide more efficient and equitable access to sustainable and clean public transportation in San Mateo County.

Thank you again for your support. Please contact Government and Community Affairs Manager Jessica Epstein at [epsteinj@samtrans.com](mailto:epsteinj@samtrans.com) if you have any questions or need any additional information.

Sincerely,

E-SIGNED by April Chan  
on 2023-06-14 23:30:02 GMT

April Chan  
General Manager/CEO

Cc: San Mateo County Transit District Board of Directors  
San Mateo County Transit District State Legislative Delegation

**SAN MATEO COUNTY TRANSIT DISTRICT**  
1250 San Carlos Ave. – P.O. Box 3006  
San Carlos, CA 94070-1306 (650) 508-6200



June 22, 2023

The Honorable Lee Ann Eager  
 Chair, California Transportation Commission  
 1120 N Street  
 Sacramento, CA 95814

**Re: Support for Staff Recommendations for SB 1 Competitive Grant Programs:  
 Trade Corridor Enhancement Program and Local Partnership Program Awards for SR 99  
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For these reasons, we are pleased to see the projects included in the staff recommendation to the CTC and strongly encourage your support for these projects at the June CTC meeting.

Sincerely,

The Honorable Waseem Ahmed  
Chair  
Madera County Transportation Commission

The Honorable Ray Barragan  
Mayor  
City of Chowchilla

The Honorable Rudy Mendoza  
Mayor  
City of Woodlake

The Honorable Terry A. Sayre  
Mayor  
City of Tulare

James Thuerwachter  
Legislative Advocate  
California State Council of Laborers

Tim Cremins  
Political Director  
International Union of Operating  
Engineers

Emily Cohen  
Executive Vice President  
United Contractors

Eric Sauer  
Sr. Vice President of Government Affairs  
California Trucking Association

Michael Quigley  
Executive Director  
California Alliance for Jobs

Jon Switalski  
Executive Director

Rebuild SoCal Partnership

Mark Watts  
Legislative Advocate  
Transportation California

Todd Bloomstein  
Legislative Advocate  
Southern California Contractors Association

Russel Snyder  
Executive Director  
California Asphalt Pavement Association

Ray Baca  
Executive Director  
Engineering Contractors' Association

Tim Schmid  
President  
Western Regional Association of  
Pavement Preservation

Chris Hiatt  
Vice President  
American Honey Producers Association

Darren Rose  
Executive Director  
Madera Economic Development Commission

Sara Bosse  
Executive Director  
Madera County Public Health

Todd Suntrapak  
President, Chief Executive Officer  
Valley Children's Healthcare

cc: Tanisha Taylor, Interim Executive Director, California Transportation Commission  
Tony Tavares, Director, California Department of Transportation  
Toks Omishakin, Secretary, California State Transportation Agency