



Attachment 3

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

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November 14, 2005

SERVICE AUTHORITY FOR FREEWAY EMERGENCIES (SAFE)

Nathan Smith  
Chief Office of State Planning  
980 9<sup>th</sup> Street, Suite 2450  
Sacramento, CA 95814-2719

RAIL/TRAIL AUTHORITY

Re: Regional Comments on *GoCalifornia*

COMMUTE SOLUTIONS

Dear Mr. Smith,

Thank you for the opportunity to comment on the Governor's transportation mobility initiative – *GoCalifornia*. *GoCalifornia* takes a very comprehensive approach to prioritizing transportation system improvements throughout the state. However, *GoCalifornia* is lacking a strategy to address the need for stable and adequate transportation funding revenues. Without a steady flow of transportation funding to regional agencies, project delivery is nearly impossible.

TRANSPORTATION POLICY WORKSHOP

The Santa Cruz County Regional Transportation Commission staff urges you to consider the need for stable transportation funding as part of the *GoCalifornia* initiative. Santa Cruz County's transportation system is deteriorating due to transportation funding shortfalls. Delayed maintenance needs continue to grow. Meanwhile, the cost for road repair escalates at an exponential rate. *GoCalifornia* first and foremost should address the mounting deficit in meeting funding needs for maintenance and improvements of the state and local transportation infrastructure. This ought to be the first tier of *GoCalifornia's* transportation investment strategy before considering additional investment in system evaluation strategies.

BUDGET & ADMINISTRATION PERSONNEL COMMITTEE

*GoCalifornia's* initiative to develop "Strategies to Maximize Mobility" should be expanded to include "Strategies to Maximize Mobility and Maximize Accessibility" to support regional transportation goals and strategies. In addition, please add "Optimizing Capacity through System Management" and "Interregional Transit Facilities and Multi-Modal Transfer Facilities" to the Central Coast Regional Strategies. These strategies are critical to meeting Santa Cruz County's existing and future transportation needs.

INTERAGENCY TECHNICAL ADVISORY COMMITTEE

BICYCLE COMMITTEE

*GoCalifornia* can support Santa Cruz County's regional transportation goals by adding the latter strategies to the Central Coast Regional Strategies and by including the following regionally significant projects:

ELDERLY & DISABLED TRANSPORTATION ADVISORY COMMITTEE

WWW.SCCRTC.ORG  
EMAIL: INFO@SCCRTC.ORG

Major Projects in our Region

- Highway 1 Widening/HOV Lanes Project (\$500 million)

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- Highway 1 Soquel to Morrissey Auxiliary Lane Project (\$12 million)
- MetroBase and Transit Facility Expansion (\$40 million)
- Harkins Slough Interchange (\$8 million)
- Highway 1/9 Intersection (\$10 million)
- Traveler Information Services (\$.5 million)
- Transit service expansion (\$3 million per year)
- Traffic Operation System Improvements on State Route 17 and State Route 1 (\$10 million)
- Maintenance and Rehabilitation of Regional Roads (23.4 million per year)
- Santa Cruz Branch Rail Line Acquisition (\$20 million).
- Santa Cruz Coast Trail (\$30 million)

Thank you for your consideration of our comments on *GoCalifornia's* regional strategies.

Sincerely,

Pat Dellin  
Acting Executive Director

Cc: Gregg Albright, Caltrans District 5  
TAMC  
AMBAG  
SCCRTC

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## Attachment A

Staff to the Santa Cruz County Regional Transportation Commission would like to offer the following comments for your consideration.

### **Transportation Investment Pyramid**

A critical strategic element absent from the Transportation Investment Pyramid is a strategy to align the state's transportation funding decisions with the strategies proposed by *GoCalifornia*. Without addressing this inconsistency, *GoCalifornia* merely provides a short-term fix, but fails to achieve statewide 20 year transportation system goals.

Staff requests that the initiative distinguish between the System Monitoring and Evaluation needs and resources in small counties versus those in large counties. Santa Cruz County has limited resources to dedicate to data collection and is often forced to rely on out-dated or limited data to do regional transportation system analysis. For example, currently loop detectors on Highway 1 provide limited data and the data collected from loop detectors on both Highway 1 and Highway 17 cannot be seen by the regional Transportation Management Center due to existing software limitations. These types of limitations present challenges to evaluating system performance, the first tier of the pyramid.

Prioritizing Maintenance and Preservation must be a critical element of the *GoCalifornia*. Staff would like to see the initiative highlight that this tier requires immediate attention given the recent lack of maintenance and preservation transportation investments at the regional level and the associated exponentially increasing transportation project costs.

Staff would like to see more statewide emphasis on the third tier item, Smart Land Use Demand Management and Value Pricing. This is a critical element of a successful 20 year transportation plan which focuses on mobility and accessibility. Staff recommends that related policies support Demand Management strategy by identifying associated action elements. Specifically, Park and Ride lots for carpooling and transit adjacent to statewide transportation corridors should be considered as a critical element of demand management in the Central Coast Region.

### **Regional Implementation Strategies**

The Regional Implementation Strategies proposed for the Central Coast and Bay Area Regions address some of the most long term significant issues faced by these regions. Staff would like to add "Interregional Transit Facilities and Multi-Modal Transfer Facilities" as a Central Coast Regional Strategy. There are relatively dense population centers continuing to grow throughout the Central Coast Region which require interregional transit connections. In addition to being a destination spot for tourist and university students, Santa Cruz County has developed stronger links with adjacent communities as a consequence of imbalances between housing supplies and cost and work centers.

Staff would also recommend including, "Optimizing Capacity through System Management", to the Central Coast Regional Strategies. State Route 1 and State Route 17 are the primary transportation corridors in Santa Cruz County. Due to the limited space for capacity increasing projects in our County, the region will be looking to address congestion with System Management Strategies including Information Technology System improvements and High Occupancy Vehicle lanes.