

Hand Out for Items 25

RTC Mtg 3/5/09

ANNOUNCEMENT FOR THE

SAFE ON 17 PROGRAM
10-YEAR ANNIVERSARY EVENT




Please join us to recognize the completion of 10-years of improving safety on Highway 17 through successful investments and partnerships.

Date: Monday, April 6, 2009

Time: 9:30am to 12:00pm
9:30-10:00 - Refreshments Provided by the Roadhouse, Media Interviews
10:00-10:45 - Welcome, Speakers: Project History, Motorist Safety, Highway 17 Improvements, Partnerships
11:00-12:00 - Project Tour of Highway 17 Safety Corridor and Improvements

Location: Summit Roadhouse
(Located on the southbound side of Highway 17 just south of the Santa Cruz/Santa Clara County Line)

Participants: San Jose and Santa Cruz CHP, Captains Wayne and Manriquez
Caltrans District 4 and 5, Directors Sartipi and Krumholz
SCCRTC, Commissioner Mark Stone
MTC, Commissioner Ken Yeager



Contact: Grace Blakeslee, SCCRTC, (831) 460- 3219



Transportation Agency for Monterey County (TAMC) 2008 Transportation Excellence Awards

At its January 2009 Board Meeting, the Transportation Agency for Monterey County (TAMC) Recognized Caltrans and its partners for the following projects:



Holman Highway 68 – Community Hospital Project: City of Monterey, TAMC, Community Hospital of the Monterey Peninsula (CHOMP), County of Monterey, URS Corporation, Granite Construction, Bestor Engineers, Caltrans, The Coastal Commission: *The Holman Highway 68 CHOMP Project resulted in a more functionally efficient intersection with improved traffic conditions and safety through the intersection. The project dramatically improved access to and from the CHOMP, while preserving the scenic forested area around the project.*

Basin Complex Fire – Highway 1 Winter Preparation Project: Caltrans – District 5, Granite Construction, AIS Construction, and Hi Tech Rockfall Construction: *This very important project will prevent, or minimize, highway closures associated with rockslides and debris flows resulting from increased runoff. It will also significantly increase Caltrans' ability to maintain Highway 1 in Big Sur during the winter months.*



Elkhorn Slough Early Mitigation Partnership: Caltrans – District 5, California Coastal Commission, California Dept. of Fish and Game, Central Coast Regional Water Quality Control Board, Elkhorn Slough Foundation, Federal Highway Administration, Monterey County Planning Dept., National Marine Fisheries Service, TAMC, University of California Davis, US Environmental Protection Agency, US Fish and Wildlife Service: *This partnership promotes environmental streamlining by developing partnerships, funding strategies and conservation agreements to provide timely, coordinated, regional-scale compensatory mitigation for multiple transportation projects. Early mitigation planning and partnering reduces project and process delays by developing sustainable mitigation measures early in project development.*

HONORABLE MENTION: Moss Landing – Route 1 Centerline 'Soft' Median Barrier and Turnouts Project: Caltrans – District 5: *The soft median barrier will improve motorist safety by discouraging vehicle passing, thereby reducing the potential for cross-centerline collisions. The turnouts provide an opportunity for the slow moving vehicles to let the faster moving traffic pass them safely.*



Clearing the Highway

Posted: Friday, Jan 18th, 2008, Register Pajaronian

BY: TARMO HANNULA

Keeping freeway traffic moving, especially during a major crash, a stall or a flat tire is no small task. Following a freeway smash-up, emergency workers typically rush to the scene, treat the injured, help with traffic control, write up reports, and then get out. But a major player in the delicate dance of getting traffic flow back to normal is the Freeway Service Patrol.

Meet Walt Barrows. He's the tall guy in a blue jumpsuit in a specially outfitted white tow rig out there on the freeway during commute hours. He tows cars, sweeps up glass, hauls auto body parts off the road, flips over vehicles, and on and on. And he's quick. Barrows is often on the scene of a crash along Highway 1 or 17 before the fire engines or CHP roll up.



Walt Barrows, a tow operator with Ladd's Auto Body and Towing, prepares to haul a car off of Highway 1 at Larkin Valley Road Tuesday as part of the Freeway Service Patrol program.

"I've been serving the public for more than 26 years," Barrows said. "And it's a pleasure to be able to help; it's something I truly enjoy — being able to help others."

The company he works for, Ladd's Auto Body and Towing, is an independent contractor with FSP, which is a joint statewide program sponsored by the Metropolitan Transportation Commission, the California Department of Transportation (Caltrans) and the California Highway Patrol. Two of Ladd's tow rigs cover Highway 1 and 17 during morning and evening commute hours. Joe McDonald typically works the Highway 17 route.

The program was established in 1994 on Highway 17, according to Luis Mendez, deputy director of the Santa Cruz County Regional Transportation Commission.

"FSP has been a tremendous success," Mendez said. "It's very instrumental in large metropolitan areas as well as in our county. It's enormously important in keeping our traffic flowing during the commute hours."

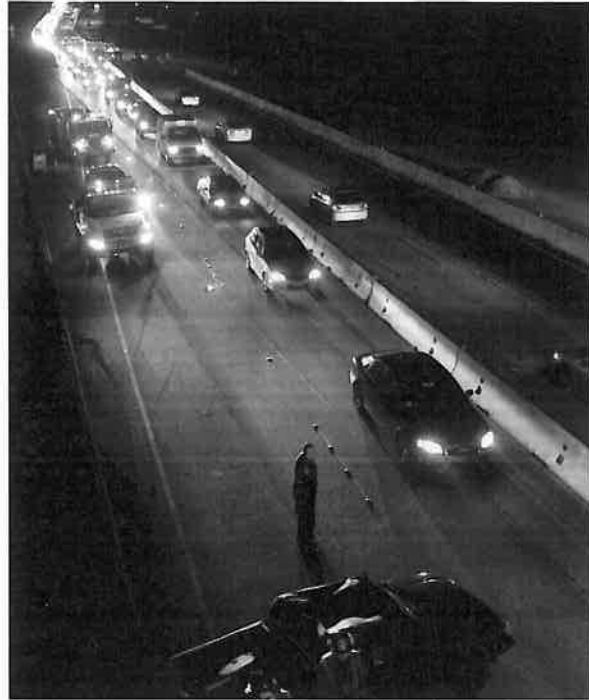
The program extended coverage onto Highway 1 from Santa Cruz at Highway 9 to

Freedom Boulevard in 2000.

Barrows said he has to attend special training every three months in order to remain certified with FSP through the Department of Motor Vehicles.

Barrows said his job also includes containing and mopping up spilled vehicle fluids, jump-starts, changing flat tires, simple mechanical repairs, providing gas to get out-of-gas vehicles up and running, traffic control and even shutting down a lane, and towing. All these services, including the gas, are free.

“It’s important that people know that this is a free program,” Barrows said. “You can pick up a freeway call box or call CHP and we’ll be there within 15 minutes. We can get to you pretty quickly.”



CHP officer Scott Zilge said FSP is “crucially important.”

“These guys are great,” Zilge said. “They (FSP operators) know what they’re doing. They get in there and get a car flipped upright and clear everything out so fast. The CHP really appreciates what they do. Walt is amazing. He knows the routine. He knows exactly what has to be done.”

FSP is funded by a combination fund source, Mendez said. The State of California has specific funds that cover most of FSP costs. The Santa Cruz County Regional Transportation Commission also provides regional funds, paid from a dollar of each vehicle registration fee.

FSP costs about \$250,000 a year to operate.

Mendez said that besides reducing major congestion, FSP also serves as a valuable timesaver for anyone on the road. The program also saves enormous amount of fuel by getting traffic moving along as soon as possible. And that leads to reductions in emissions as well, Mendez said.

.....

Photos by Tarmo Hannula

(Published in 1/18/08 edition)