

AGENDA: September 3, 2015

TO: Regional Transportation Commission
FROM: George Dondero, Executive Director
RE: Director's Report

THIS ITEM FOR INFORMATION ONLY

Community Leadership Visit

Last week I had the privilege to join 31 community leaders to engage with leaders in the City of Seattle, Washington and Victoria, British Columbia. Themes of the visit included affordable housing, growing high technology businesses, general economic development and transportation. This fourth Community Leadership Visit was sponsored by the Santa Cruz Area Chamber of Commerce. We were hosted by the Seattle Department of Transportation for a site visit at a new affordable housing project called Bridges@11th. The City encourages compact housing development near existing and new light rail and bus lines and is having significant success in this effort. We then spent time at the University of Washington to learn about their programs in the business school to support startup companies generated by student and alumni entrepreneurs from their engineering, business and other disciplines. In 2014 the university announced that 18 new startup companies had resulted from the program.

The second day we were hosted by VIATeC, a collaborative venture in Victoria which provides numerous services and programs to support new ventures in the tech community. Presentations were interwoven with some very lively interaction with our group. The accomplishments of VIATeC are impressive, resulting in a very robust and growing tech community in the Victoria region. An informal discussion with a local developer wrapped up the day. His insights on how to do quality projects that meet the needs of those who are entering the tech field in Victoria were creative and sensible, based on many years of experience.

The third day opened with presentations at the University of Victoria on their incubator and tech transfer programs. Later the Executive Director of the Victoria Chamber provided a good overview of how his organization works with the 13 municipalities in the region to promote and support business development.

Santa Cruz Chamber Letter

Later in this meeting staff will present a summary of the public input we received on the Passenger Rail Feasibility Study. Of the many letters, emails and comment forms received, one letter is notable for its understanding of the issues and context in which the study is being conducted. The letter is from the Santa Cruz Area Chamber and is noteworthy for its vision and understanding of the underlying relationships between transportation, jobs, affordable housing, economic equity and our potential rail connections to other regions in California. The letter is attached to this report.

[Attachment 1: SC Chamber letter](#)

July 31, 2015

Santa Cruz County Regional Transportation Commission
1523 Pacific Ave
Santa Cruz, CA 95060

Re: Passenger Rail Transportation Study
Comments by Santa Cruz Area Chamber Co Commerce

The Santa Cruz Area Chamber commends the Santa Cruz Regional Transportation Commission for its more than 20-year-long commitment to preserving and planning for the re-use of the Southern Pacific rail corridor. This assemblage of contiguous land and existing capital investments is the starting point for transportation and recreation improvements that will serve the County for the next century.

In responding to the Passenger Rail Feasibility Study Draft Report, the Chamber recognizes that it is conceptual and exploratory. Future passenger rail in Santa Cruz County will be determined through further analysis and evolving trends in external factors such as federal and state transportation funding and priorities of the local electorate. These and other forces will shape both this vision and our capacity to implement it.

Within those constraints the Chamber offers the following comments and recommendations regarding the study:

Transportation Vision. Transportation systems around the world are increasing their dependence on rail systems as an element of their integrated transportation strategies. This is true in part because of existing infrastructure and property rights, the relative cost of transportation improvements, environmental priorities, and other “non-market” factors. But this evolution also reflects a change in customer preferences regarding transportation.

The use of the rail corridor is necessarily a core element of the County’s strategic transportation planning. It is the only affordable route for a second “north-south” mass-transportation corridor.

Many of today’s transportation visions will become plans and, ultimately a part of our transportation system in the next three decades. On the other hand, its is unlikely that there will be a significant transportation investment in the next 30 years that is not already well-along in the conceptual phase of planning. Our options are already on the table.

Much is at stake. The character and efficiency of our transportation system will continue to play a key role in insuring the County’s economic competitiveness for jobs, workers, and visitors. It is a keystone for its future use of land and urban planning. The Chamber is persuaded that rail together with continuing improvement of Highway 1 is fundamental to the community that we want to be two and three decades from today.

Passenger Rail’s Role in Transportation System. As the study notes, the rail corridor provides the only alternative for rapid transportation between Davenport and Watsonville. The County’s only existing transportation route is Highway 1, universally acknowledged to be inadequate, with long delays at commute times and, at best, unpredictable travel times, especially on weekends and in the summer.

Rail could provide an efficient alternative. The study's projected travel times between Santa Cruz and Watsonville (41 minutes) would be comparable (and, often, an improvement on) current travel times. It could offer a much improved traveler experience and would have significant environmental benefits.

Role in the Economic System – Housing, Jobs, Retail, and Recreation. While the complexity of public projects such as passenger rail service are necessarily independent of other public and private sector plans, all such planning – e.g., land use, housing, water, education, public safety, workforce attraction and retention, health care, recreation, public services, economic development – is highly interdependent. To achieve our goals as a County in all of these areas transportation must be improved.

The plans we make and implement, including our transportation strategies, have a very significant role in determining who lives in the County, the character and compensation of the jobs that are available to them (in fact, whether there are jobs available to them) and the quality of life and cost of living they will enjoy in our communities.

Of particularly immediate interest is the relationship between transportation planning and the availability and affordability of housing in Santa Cruz County. One of the most difficult barriers to the development of higher density housing is the constraints of our transportation systems – today, almost entirely streets and highways. Tying housing development to transit hubs and nodes is a long-tested and successful strategy for improving both transportation and housing efficiency.

Strategies such as rail and protected bicycle routes that remove cars from the roads and street can improve the character of neighborhoods. They can also allow for the creation of neighborhoods that while denser are less impacted by street traffic and more desirable for residents.

More efficient systems such as passenger rail reduce travel time and stress for many and reduce travel congestion for all. They can stimulate the construction of housing that is more affordable by locating it in areas that this less expensive without increasing travel time or commute costs. In Santa Cruz County this is a key element for service workers including those employed in tourism and agriculture.

Likewise, the confidence of employers in creating jobs and investing in Santa Cruz County is affected by travel times and the efficiency of transportation for customers, workers, their inputs, and the distribution of their products.

Similar benefits can be found in the development and use of recreational resources. For instance, a chronic shortage of athletic fields in some areas and the under-utilization of others can be improved through more efficient transportation providing access to existing recreational facilities along the rail corridor and opening up new areas that may be developed for recreation purposes.

Efficient use of transportation funds. There is a good deal of professional debate about what costs should be included and what evaluative standards should be applied in comparing the capital and operating costs of highways to “fixed-guideway” systems like light rail.

This is an interesting conversation, but, as it applies to Santa Cruz County, the Chamber doubts its utility. The sources of federal and state funds for passenger rail are distinct and

largely independent of each other. If we are successful at accessing these distinct resources we can have more of both external highway funds and external railway funds. Yes, these will require local match; but we are far behind meeting our needs today and even the most optimistic projections that include both rail and highway improvement do not remedy our transportation shortfalls, even for today, much less 20 years and an estimated growth of 37,000 people from today.

Moreover, the net project costs of a Santa Cruz County Passenger Rail system (Santa Cruz to Watsonville: \$120MM to \$176MM (depending on system) \pm 30%) compare quite favorably with the estimated \$600MM necessary to add a third lane to Highway 1.

However, and more importantly, it is the diversity of systems, routes, modes, passenger requirements, capital investment, and travel costs, as well as the benefits of developing a second transit corridor that makes development of a Santa Cruz County Passenger Rail system a net value.

Population Density. Santa Cruz County would be at the smaller end of the spectrum of communities with light-rail. The population densities in both Santa Cruz and Watsonville are comparable to many – probably most – light-rail systems, as is the county’s overall urban area, but the area served is smaller, in large part because of the County’s relatively narrow corridor of habitation – half of the population lives within 1 mile of the rail corridor.

The offsetting value of the system in Santa Cruz that makes a light-rail system both feasible and attractive is the critical need for improved transportation for those inhabiting that corridor. The extraordinary cost of land and our dedication to values that limit the areas for urbanization and preserve both agriculture and environmental resources inveigh strongly for making this investment.

Projected growth in the county over the next 20 years, while similar to or less than the rest of coastal California, requires that we begin serious planning and implementation of solutions to preserve both the character and the vitality our urban areas and the environmental features and community values of the entire County.

Connecting Watsonville and Santa Cruz. One of the most likely economic benefits of the rail system is the creation of an efficient connection between the two largest and fastest growing cities in the County. There are encouraging steps underway to add industrial capacity in Watsonville that will benefit from more efficient connections to the tech and innovation sector elsewhere in the County. And, as housing prices continue to price service labor out of some urban areas, there will be great opportunities for low-income skilled and un-skilled workers to commute efficiently and cost-effectively throughout County.

The greatest vulnerability of the next generation of Santa Cruz County residents is the loss of local jobs as a result of land and housing costs. The most compelling corollary to this notion is the opportunity to make the most of both existing and new housing through improved mobility of the workforce.

Preservation of right of way and improvements. The notion that we would spend at least \$11 million to obtain the right to tear out the tracks (to reimburse the railroad purchase cost) and perhaps a good deal more time and money to obtain the right to abandon from the Federal Railroad authorities and the cost of actually removing these improvements seems a preposterous waste.

We cannot be certain at the current level of study that passenger rail is feasible. Nor do we have any assurance that the expected state and federal funds that may be available for such a project will actually materialize.

There will be years available to us to further consider this... years in which the bicycle and pedestrian accesses will continue to be developed. To use a transportation metaphor, to do so now – before we know more about design features, user projections, capital and operating costs, and possible sources of funds – would be getting the cart in front of the horse.

Connecting to California. There is little that is certain about projecting two decades and more into the future. But in the bell-curve of things more and less likely, increased use of rail throughout California and the U.S. seems among the most probable. While there are many who resist high-speed rail it has proven to be a boon to areas that have installed it. The European and Asian experiments have proven their utility and efficiency. With increasing emphasis on environmental efficiency they are likely to have significant economic advantages as well. Even “low-speed rail,” for instance the Capitol Corridor AMTRAK has demonstrated its great utility.

A failure today to retain our option to be directly linked to such a system is likely to be perceived by our successors as a blunder of the first order. That the Monterey Peninsula and Bay Area communities are investing in similar projects should be an indicator to us.

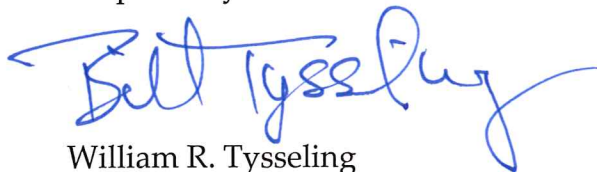
Economic Equity. We strongly support the notion that many will use the bicycle route provided by the ‘trail’ portion of the rail-trail. It seems likely many local commuters in Santa Cruz, Live Oak, and Capitola will use the trail to commute to their employment.

But this is not likely for the many commuters who travel longer distance and, especially, not for the thousands of service workers who commute daily from south County to jobs in north County.

This begs what may be the ultimate question of Santa Cruz County and its cities: “Are we destined to become communities of the wealthy, the retired, second-home owners... in short, people who do not work in Santa Cruz?” Or, can we develop the housing, jobs, and infrastructure, especially transportation infrastructure, that retains a jobs-housing balance where people live where they work, raise families, and retire.

The Chamber believes that this is still the vision of a majority of our electorate and one that can only be achieved through creative investments such as passenger rail.

Respectfully Submitted



William R. Tysseling
CEO

Santa Cruz Area Chamber of Commerce
For the Board of Directors



My name is Rachel Wooster I am a reporter for the Santa Cruz Mountain Bulletin and a resident of Boulder Creek. I am addressing you as a concerned citizen and reporter.

The public was originally told on January 13th that the full closure of Highway 9 between Felton and Santa Cruz was going to be 5 to 6 months, starting February 10th. Meaning the highway would reopen in June or July. We are now being told a 5th new reopening date of October 16th. That is an additional 2 to 3 months over what we originally were told.

CalTrans has not been forthcoming with information to other organizations doing construction in our valley, the press, or the general public.

They failed to attend a public meeting on July 1st in Ben Lomond, where there was multiple members of the general public, the press, 4 representatives from PG&E, and San Lorenzo Valley Water Districts general manager all in attendance with questions for CalTrans.

The Press and general public would like to know the following from this Committee and CalTrans:

1. Is the October 16th date going to be when Highway 9 reopens between Felton and Santa Cruz?
2. What are the reasons for this project taking 50% longer then we originally were told?
3. Why is this highway closure being treated so differently then others in the county and state?
4. How much extra has this project cost because of these delays?
5. What financial impacts have these additional delays had on our county and in particular Felton and the San Lorenzo Valley?
6. What impact has these additional delays had on our citizens personally and financially?

I thank the committee for hearing my concerns as a citizen and reporter. The packet I have given you has my published article on this topic from July with supporting documentation and maps.

It should also be noted that on CalTrans report, page 55 of your agenda has an error.

Under Construction Timeline section it says "*Winter 2014 – Summer 2015*"

But under the Comments section it says "*October*"

Reopening Dates for Highway 9 Given by CalTrans

1st reopening Date June or July 2015

Press Release dated 1/13/2015

2nd date given 9/7/2015

Press Release dated 4/27/2015

3rd date given 9/25/2015

Press Release dated 6/22/2015

4th date given October 2015

Page 55 of your agenda

Item 3, under the Comments section

Report prepared for 9/3/2015 meeting

5th date given 10/16/2015

Press Release to be released by the end of this week According to Susanna Z. Cruz of CalTrans, email dated 9/2/2015



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Highway 9 Closure & Other Major Construction

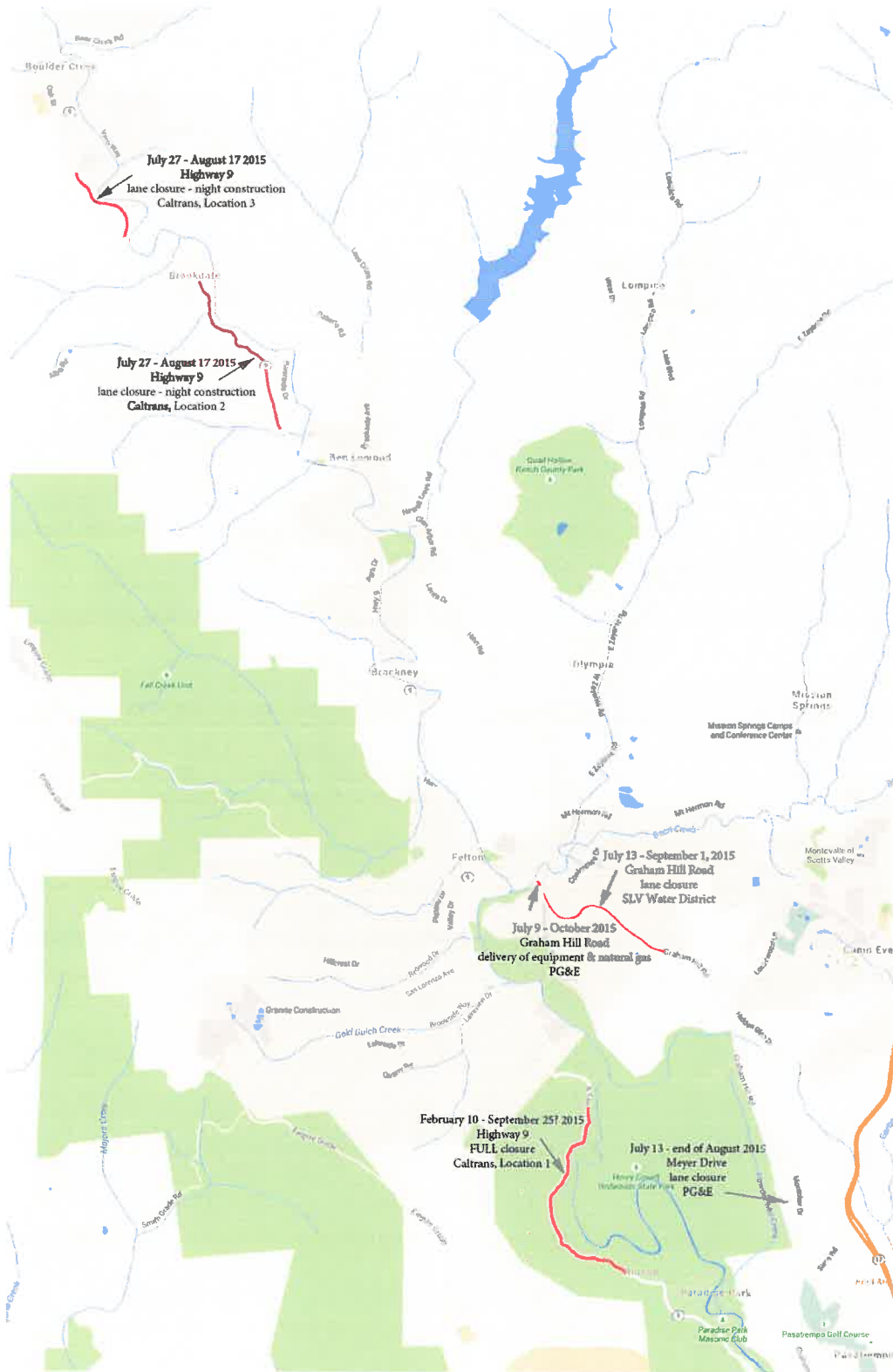
Article published July 10, 2015

Written by Rachel Wooster

What was on everyone's mind at July's Valley Voices was when Highway 9 is going to reopen between Felton and Santa Cruz. Caltrans was supposed to attend this monthly meeting, but didn't show up. PG&E did attend with four representatives, SLV Water District manager Brian Lee was there, and Bruce McPherson's office had two representatives as well. The purpose of the meeting was to inform the public of major construction projects in our valley. Both entities have pushed off their projects to accommodate Caltrans closure of Highway 9, which they didn't find out about until January 13th this year when it was announced to the general public. PG&E's projects have been in the planning process for three years. SLV Water District's project has been in the planning process since before 2014 and fifty percent of this \$5.7 million project is being paid for by the state. One of the requirements for those state funds is that the project be completed by January 15, 2016, otherwise our water district has to pay all of it. Both PG&E and SLV Water District projects have been planned through the County. Caltrans was planned through the State. The State's failure to communicate with the County, especially since they are paying for half of one of the projects, was not lost on anyone at the meeting.

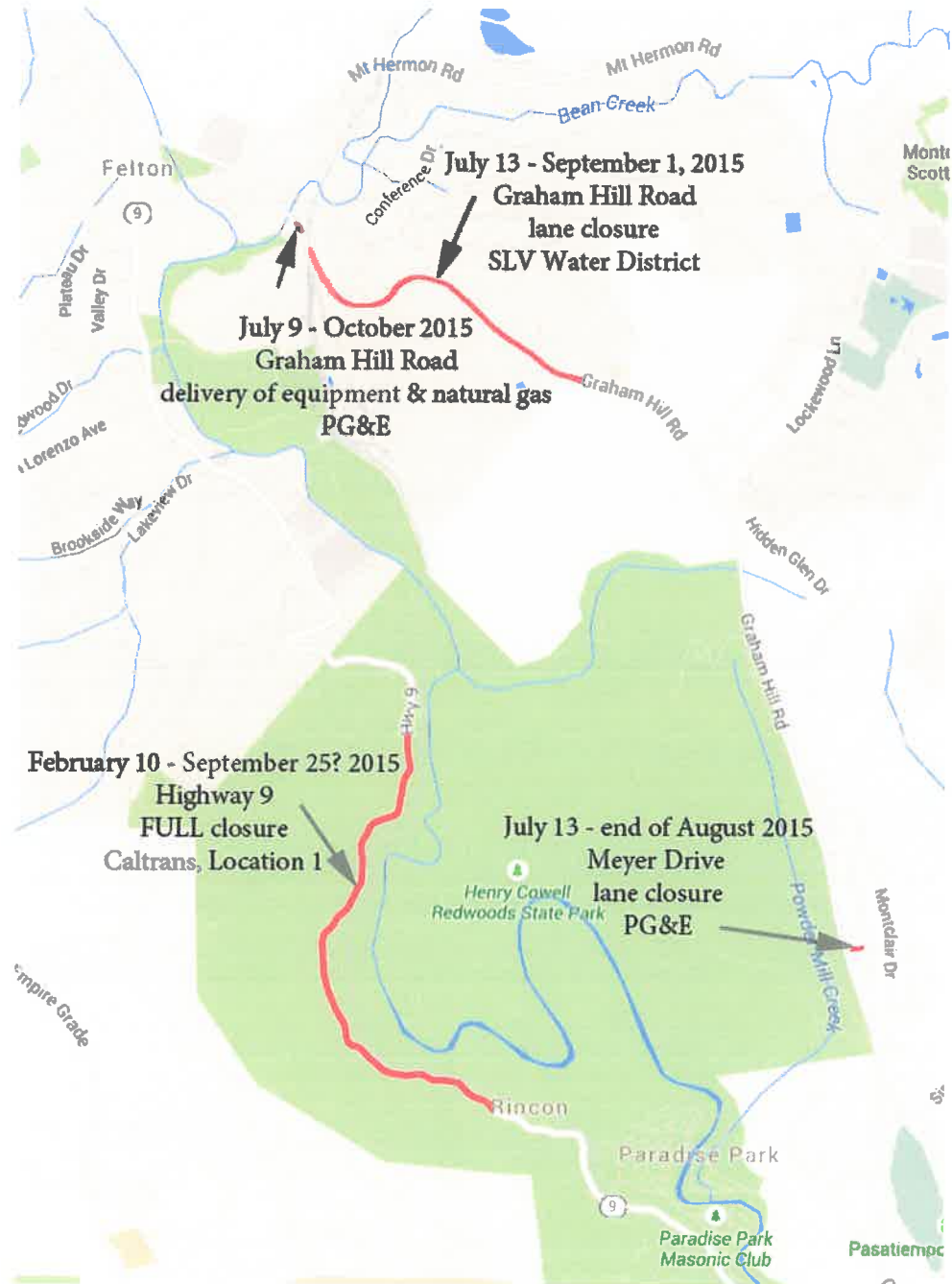
For those of you new to our area, Highway 9 is the main street for Felton, Boulder Creek, and Brookdale, in fact the majority of San Lorenzo Valley's businesses and schools are on Highway 9. When you turn from Highway 9 onto Graham Hill Road you are bypassing Felton's downtown altogether. This is the detour route that most living in and visiting the San Lorenzo Valley take on a daily basis.

Highway 9 from Santa Cruz to Felton has been fully closed since February 10th this year. This project was originally planned to be five to six months, meaning Highway 9 would reopen in June or July, saving a portion of the tourist season for Felton's downtown. Tourism peaks in our area in July when Big Basin's monthly attendance is almost 100,000. So for businesses where tourism is a portion or a majority of their fiscal plan, May through September are the key months. According to Caltrans June 22nd news release the new expected opening date for Highway 9 is September 25th, stretching it to an eight month project, possibly longer.



Map created with Google Maps & Photoshop by Rachel Wooster

Here is a list of upcoming construction projects with Caltrans, PG&E, and SLV Water District. The dates and locations are in our map and below is the details of each project.



Map created with Google Maps & Photoshop by Rachel Wooster



February 10, 2015, expected end date September 25, 2015

Caltrans project, Location 1, construction by Graniterock

- Complete closure of Highway 9 between Henry Cowell State Park and Paradise Park (mile marker 3.55 to 4.4).
- The purpose of the project is to minimize the amount of sediment that is deposited in the San Lorenzo River. This is location one of the project, which consists of construction of a retaining wall combined with a viaduct structure to stabilize a storm damaged slope.
- The reason for the increased time frame has been the foundation for retaining wall and viaduct structure. The foundation consists of 27 pylons, each at an average depth of 43 feet. Two-thirds of these pylons were into solid granite, which was more solid granite than they were originally anticipating. It took two months just to finish the foundation.
- Estimated delays of 10 to 15 minutes using alternative routes.

[Highway-9 2015-01-13 Press Release – ending June or July](#) (page 10)

[Highway-9 2015-04-27 Press Release – end date 9/7/2015](#) (page 11)

[Highway-9 2015-06-22 Press Release – end date 9/25/2015](#) (page 12)



July 9, 2015 – early October 2015

PG&E project – deliveries on Graham Hill Road

- Delivery of equipment and liquid natural gas to San Lorenzo Lumber site via Graham Hill Road. Twenty deliveries per day is expected and Graham Hill Road will be closed for one to two minutes by flaggers when each delivery arrives to allow for safe and quick crossing of the trucks into the San Lorenzo Lumber site. These deliveries will be happening 24 hours a day until the project is complete.
- The purpose of the project is to install equipment and supply natural gas to allow for advanced inspections inside the natural gas pipeline system, also known as a Hydro Test Project. This equipment will prevent any interruption in service as they prepare to tie-in the pipeline and conduct tests to ensure the safety of their gas pipeline system.
- Estimated delays of one to five minutes per delivery, the rest of the time there are no estimated delays.

PG&E 2015-06-01 Graham Hill Road

July 13, 2015 – the end of August 2015

PG&E project – Meyer Drive

- Lane closure of Meyer Drive (reversing traffic control), cross street is Graham Hill Road.
- The purpose of the project is to replace sections of natural gas pipeline and install new. This is part of PG&E's regular maintenance of their gas lines and helps to ensure safety of the entire gas pipeline system.
- No delays are expected on Graham Hill Road.

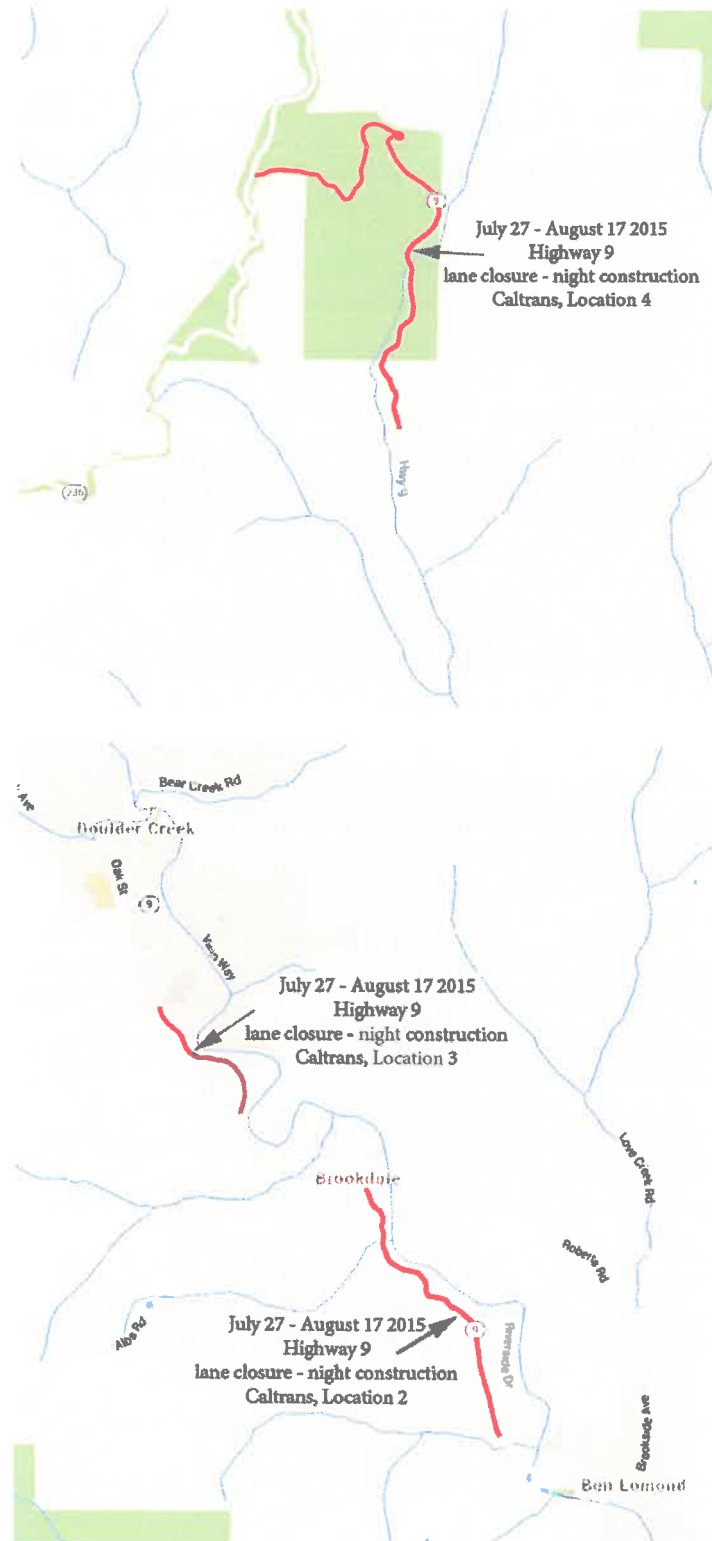
PG&E 2015-07-01 Meyer Drive

July 13, 2015 – September 1, 2015, 8:30am – 4:00pm Monday – Friday

San Lorenzo Valley Water District project

- Lane closure of Graham Hill Road (reversing traffic control), construction is from cross street E Zayante Road to Quarry Road.
- The purpose of the project is to install Regional Water Systems Emergency Interties between San Lorenzo Valley Water District, Scotts Valley Water District, and Mount Hermon Association.

SLVWD Construction Schedule as of 2015-06-29



Maps created with Google Maps & Photoshop by Rachel Wooster



July 27, 2015 – August 17, 2015, 8:00pm – 6:00am Monday – Friday

Caltrans project, Location 2, 3, and 4

- Location 2: Lane closure of Highway 9 (reversing traffic control) between Alba Road and Western Avenue (near Ben Lomond)
- Location 3: Lane closure of Highway 9 (reversing traffic control) near San Lorenzo Avenue (near Brookdale)
- Location 4: Lane closure of Highway 9 (reversing traffic control) between McGaffigan Mill and Highway 236 intersection (north of Boulder Creek)
- The purpose of the project is to minimize the amount of sediment that is deposited in the San Lorenzo River, replacing storm damaged drainage pipes, and paving a maintenance turnaround.
- Estimated delays of up to 10 minutes, all construction will be at night.

[Highway-9 2015-01-13 Press Release – ending June or July](#) (page 10)

[Highway-9 2015-04-27 Press Release – end date 9/7/2015](#) (page 11)

[Highway-9 2015-06-22 Press Release – end date 9/25/2015](#) (page 12)

We will be updating our blog as we get new details on each construction project. You can also check out Cruz511.org, which is a one stop shop for traffic information in Santa Cruz County. It's a new site this year, has a mobile app, current traffic speeds, incidents, Caltrans cameras, message signs, and lane closures. And all in real time. The Caltrans cameras are live feed only, they do not record. There are seventeen Caltrans cameras in Santa Cruz County, none of which are in the San Lorenzo Valley.

Our summer and part of fall is going to be full of construction this year. As projects get completed or schedules change we will update you via our blog and social media. Regarding emergencies and fires Santa Cruz County Sheriff and our local Fire Departments can open back roads and other normally not used access roads with in minutes. Information regarding routes would be delivered door to door and by reverse 911. Both organizations say quick and safe evacuations are possible during these construction projects.



NEWS RELEASE

Today's Date: Tuesday, January 13, 2015

District: 05 – Santa Barbara, San Luis Obispo, Monterey, San Benito and Santa Cruz Counties

Contact: Susana Z Cruz (bilingual) or Colin Jones

Phone: (805) 549-3138 or 549-3189

FOR IMMEDIATE RELEASE

HIGHWAY 9 FULL CLOSURE AT HENRY COWELL STATE PARK BETWEEN FELTON AND PARADISE PARK COMMUNITY NORTH OF SANTA CRUZ FOR CONSTRUCTION BEGINS MONDAY, FEBRUARY 9

SANTA CRUZ COUNTY— Crews will be constructing a retaining wall and viaduct, as well as modifying drainage systems at four locations along Hwy. 9, one location will require an extended full closure of a one-mile section of the highway (Mile Marker 3.55 to 4.4) at Henry Cowell State Park from Felton to the Paradise Park Community north of Santa Cruz starting Monday, Feb. 9 at 9 am, Caltrans officials have announced. Roadwork will be as follows:

Location 1: (Northern Henry Cowell Boundary—from Felton to the Paradise Park Community)

Full, 24-hour closure for five to six months;

10-15 minute delays anticipated for additional travel time due to detour.

No driveways/intersections will be closed at Location 1. There will be access for all residences and businesses.

Locations 2-4: (No full closure, one-way traffic control)

Location 2: between Alba Rd. and Western Ave.

Location 3: near San Lorenzo Ave.

Location 4: north of McGaffigan Mill

Traffic at these locations will consist of reversing one-way traffic control for a duration of one month each **Mon-Thurs:** 9 am to 4 pm and 10 pm to 6 am; **Fri:** 12 am (midnight) to 6 am and 9 am to 3 pm 10-15 minute delays anticipated for weekday reverse lane closure. (MAP LINK TO ENTIRE PROJECT BELOW)

There will be electronic message signs alerting motorists of this closure. **Motorists can use Hwy. 17 to Mt. Hermon Rd. or Graham Hill Road (bicyclists) as the detour/alternate route.** The entire project is expected to be complete by the end of July, weather permitting.

The contractor for this \$2 million project is Graniterock Company of San Jose, CA.

Caltrans reminds motorists to move over and slow down when driving through highway work zones.

https://maps.google.com/maps?saddr=Boulder+Creek,+CA&daddr=Vernon+St,+Santa+Cruz,+CA+95060&hl=en&ll=37.058191,-122.077332&spn=0.226307,0.527&sl=37.045039,-122.034588&sspn=0.113173,0.2635&geocode=Fap_NgIdNZC4-Cn9WNvMEU-OgDEFCwQpg0kxBA%3BFYVuNAIdoPC5-CnrFBvVS0COgDF3bpLJ3yEIBg&oq=boulder+creek&mra=ls&t=m&z=12

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**SLOW FOR THE
CONE ZONE**
CALTRANS





NEWS RELEASE

Today's Date: Monday, April 27, 2015

District: 05 – Santa Barbara, San Luis Obispo, Monterey, San Benito and Santa Cruz Counties

Contact: Susana Z Cruz (bilingual) or Colin Jones

Phone: (805) 549-3138 or 549-3189

FOR IMMEDIATE RELEASE

Update #1

HIGHWAY 9 FULL CLOSURE AT HENRY COWELL STATE PARK BETWEEN FELTON AND PARADISE PARK COMMUNITY NORTH OF SANTA CRUZ FOR CONSTRUCTION CONTINUES

SANTA CRUZ COUNTY– Crews continue upgrading Highway 9 by constructing a retaining wall and viaduct, as well as modifying drainage systems at four locations along Hwy. 9. Location 1 continues with an extended full closure of a nearly 1-mile section of the highway (Mile Marker 3.55 to 4.4) at Henry Cowell State Park from Felton to the Paradise Park Community north of Santa Cruz which began February 9. The roadwork schedule will be as follows:

Location 1: (Northern Henry Cowell Boundary -- from Felton to the Paradise Park Community)

Full, 24-hour closure for six to eight months; completion is expected by Labor Day.

10-15 minute delays anticipated for additional travel time due to detour.

No driveways/intersections will be closed at Location 1. There will be access for all residences and businesses.

Locations 2-4, beginning in June: (No full closure, one-way traffic control)

Location 2: between Alba Rd. and Western Ave. (near Ben Lomond)

Location 3: near San Lorenzo Avenue (near Brookdale)

Location 4: north of McGaffigan Mill

Traffic at these locations will consist of reversing one-way traffic control for a duration of one month each Mon-Thurs: 9 am to 4 pm and 10 pm to 6 am; Friday: 12 am (midnight) to 6 am and 9 am to 3 pm 10-15 minute delays anticipated for weekday reverse lane closure. (MAP LINK TO ENTIRE PROJECT BELOW)

There will be electronic message signs alerting motorists of this closure. **Motorists can use Hwy. 17 to Mt. Hermon Rd. or Graham Hill Road (bicyclists too) as the detour/alternate route.** The entire project is expected to be complete by the end of September, weather permitting.

NOTE: ALL BUSINESS WITHIN THE PROJECT LIMITS REMAIN OPEN.

The contractor for this \$2 million project is Graniterock Company of San Jose, CA.

Caltrans reminds motorists to move over and slow down when driving through highway work zones.

https://maps.google.com/maps?saddr=Boulder+Creek,+CA&daddr=Vernon+St,+Santa+Cruz,+CA+95060&hl=en&ll=37.058191,-122.077332&spn=0.226307,0.527&sll=37.045039,-122.034588&sspn=0.113173,0.2635&geocode=Fap_NgIdNZC4-Cn9WNvMEU-OgDEFCwQpg0kxBA%3BFYVuNAIdoPC5-CnrFBvVS0COgDF3bpLJ3yEIBg&oq=boulder+creek&mra=ls&t=m&z=12



**SLOW FOR THE
CONE ZONE**
C A L T R A N S





NEWS RELEASE

Today's Date: Monday, June 22, 2015

District: 05 – Santa Barbara, San Luis Obispo, Monterey, San Benito and Santa Cruz Counties

Contact: Susana Z Cruz (bilingual) or Colin Jones

Phone: (805) 549-3138 or 549-3189

FOR IMMEDIATE RELEASE

Update #3

HIGHWAY 9 FULL CLOSURE AT HENRY COWELL STATE PARK BETWEEN FELTON AND PARADISE PARK COMMUNITY NORTH OF SANTA CRUZ FOR CONSTRUCTION CONTINUES

SANTA CRUZ COUNTY– Crews continue upgrading Highway 9 by constructing a retaining wall and viaduct, as well as modifying drainage systems at four locations along Hwy. 9. Location 1 continues with an extended full closure of a nearly 1-mile section of the highway (Mile Marker 3.55 to 4.4) at the Northern Henry Cowell State Park Boundary from Felton to the Paradise Park Community north of Santa Cruz which began February 9. The roadwork schedule will be as follows:

Location 1: (Northern Henry Cowell Boundary -- from Felton to the Paradise Park Community)

Full, 24-hour closure for six to eight months; completion is expected by September 25.

10-15 minute delays anticipated for additional travel time due to detour.

No driveways/intersections will be closed at Location 1. There will be access for all residences and businesses.

Locations 2-4, beginning in June: (No full closure, one-way traffic control)

Location 2: between Alba Rd. and Western Ave. (near Ben Lomond)

Location 3: near San Lorenzo Avenue (near Brookdale)

Location 4: north of McGaffigan Mill

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The contractor for this \$2 million project is Graniterock Company of San Jose, CA.

Caltrans reminds motorists to move over and slow down when driving through highway work zones.

https://maps.google.com/maps?saddr=Boulder+Creek,+CA&daddr=Vernon+St,+Santa+Cruz,+CA+95060&hl=en&ll=37.058191,-122.077332&spn=0.226307,0.527&sl=37.045039,-122.034588&sspn=0.113173,0.2635&geocode=Fap_NgIdNZC4-Cn9WNvMEU-OgDEFCwQpg0kxBA%3BFYVuNAIdoPC5-CnrFBvVS0COgDF3bpLJ3yEIBg&oq=boulder+creek&mra=ls&t=m&z=12



**SLOW FOR THE
CONE ZONE**
C A L T R A N S





PROJECT UPDATE - SANTA CRUZ COUNTY

PREPARED FOR THE SEPTEMBER 3, 2015 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

| COMPLETED CONSTRUCTION PROJECTS | | | | | | | | | |
|---|---|----------------------------------|-----------------------------|-------------------|----------------|---------------------|-------------------------------------|---|---|
| Project | Location | Description | Construction Timeline | Construction Cost | Funding Source | Implementing Agency | Project Manager (Resident Engineer) | Contractor | Comments |
| 1. Hwy. 17 Laurel Curve NB Shoulder Widening (1C1804) | Near Scotts Valley from 0.3 Miles North of Glenwood Cutoff to 0.5 Miles South of Glenwood Drive (PM 9.4-10.1) | Shoulder Widening/Soil Nail Wall | August 4, 2014— Summer 2015 | \$3 Million | SHOPP | Caltrans | Steve DiGrazia (BR) | Graniterock Company DBA Pavex Construction Division, San Jose, CA | Project completed and approved on 7/15/15 |

| CONSTRUCTION PROJECTS | | | | | | | | | |
|--|--|---|--------------------------|-------------------|----------------|---------------------|-------------------------------------|------------------------------------|---|
| Project | Location | Description | Construction Timeline | Construction Cost | Funding Source | Implementing Agency | Project Manager (Resident Engineer) | Contractor | Comments |
| 2. Hwy. 1 North County Pavement Preservation and Rumble Strips (05-1C8604) | Near City of Santa Cruz from Western Drive to San Mateo C/L (PM 20.2-37.4) | Pavement preservation and install rumble strips | May 13, 2015 – Fall 2015 | \$10.7 Million | SHOPP | Caltrans | Doug Hessing (PD) | Granite Construction Company | Work resumed May 13, 2015. Rumble strip installation is ongoing. Anticipated completion in winter, 2016. |
| 3. Hwy. 9 Pollution Source Control (0Q5904) | At and near Boulder Creek at various locations from 0.9 mile south of Glengarry Rd to 0.2 mile north of McGaffigan Mill Rd (PM 3.7-18.7) | Construct retaining wall & viaduct structure. Replace drainage pipes. Rehab maintenance turnaround. | Winter 2014- Summer 2015 | \$1.8 Million | SHOPP | Caltrans | Doug Hessing (KB) | Granite Rock Company, San Jose, CA | Full closure began February 10. The highway will be fully closed at Location 1 (PM 3.7, between Santa Cruz and Felton) until October for construction of the retaining wall and viaduct due to limited access for staging and equipment. A signed detour route directing traffic to Mount Hermon Road and Highway 17 is provided for autos. A signed detour route is also provided for bikes. |

3

RE: Construction Update - Highway 9 Closure

Subject: RE: Construction Update - Highway 9 Closure
From: "Cruz, Susana@DOT" <susana.z.cruz@dot.ca.gov>
Date: 9/2/2015 10:37 AM
To: Rachel Wooster <rachel@mountainbulletin.com>

Hey Rachel,

The updated and final date we have for completion in mid-October, that it, **October 16**..we should be sending out an update by the end of the week.

*Susana Z. Cruz
Caltrans District 5
Public Information Officer/
Portavoz de Relaciones Públicas
para Caltrans en el Distrito 5
805. 549.3138
805.549.3326--fax
Follow us on Facebook*



From: Rachel Wooster [mailto:rachel@mountainbulletin.com]
Sent: Tuesday, September 01, 2015 7:37 PM
To: Cruz, Susana@DOT
Subject: Construction Update - Highway 9 Closure

Dear Susana,

I am writing an update article about the Highway 9 closure. Is Highway 9 still scheduled to open September 25th? Is there any new press released about Highway 9?

Thanks in advance,
Rachel Wooster
Reporter for Santa Cruz Mountain Bulletin

<http://mountainbulletin.com/article/highway-9-closure-other-major-construction/>