

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 30, 2021

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.2c.(14), Action Item

Prepared By: Philip J. Stolarski, Chief
Division of Environmental Analysis

Subject: **APPROVAL OF PROJECTS FOR FUTURE CONSIDERATION OF FUNDING
RESOLUTION E-21-69**

ISSUE:

Should the California Transportation Commission (Commission), as a responsible agency, approve the attached Resolution E-21-69?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission, as a responsible agency, approve the attached Resolution E-21-69.

BACKGROUND:

05-SCr-01, PM 10.54/13.44 Resolution E-21-69

The attached resolution proposes to approve for future consideration of funding the following project for which a Final Environmental Impact Report (FEIR) has been completed:

- State Route (SR) 1 in Santa Cruz County. Widen SR 1 to include auxiliary lanes and to accommodate bus-on-shoulder operations in Santa Cruz County.
(PPNO 0073C)

This project is located on SR 1 from post mile 10.54 to 13.44, in Santa Cruz County. The Department proposes to widen SR 1 to include auxiliary lanes and to accommodate bus-on-shoulder operations between State Park Drive and Bay Avenue/Porter Street interchanges. The project also proposes to replace the Capitola Avenue overcrossing with a bridge that accommodates pedestrian and bicycle traffic, and to build a new pedestrian and bicycle overcrossing at Mar Vista Drive. The project is fully funded and is currently programmed in the 2020 State Transportation Improvement Program (STIP) for a total of \$88,955,000, which includes local funds, Senate Bill 1, Surface Transportation Program fund, Solutions for

“Provide a safe and reliable transportation network that serves all people and respects the environment.”

Congested Corridors Program funds, and Local Partnership Program funds. Construction is estimated to begin in 2022-23. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2020 STIP.

A copy of the FEIR has been provided to Commission staff. Resources that may be impacted by the project include aesthetic, biological, natural communities, wetlands and other waters, geology and soils, and transportation.

Potential impacts associated with the project can all be mitigated to below significance with the exception of aesthetics and transportation, for which a Statement of Overriding Considerations was prepared. As a result, an FEIR was prepared for the project.

Attachments

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding 05-SCr-01, PM 10.54/13.44 Resolution E-21-69

- 1.1 WHEREAS**, the California Department of Transportation (Department) has completed a Final Environmental Impact Report pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
- State Route (SR) 1 in Santa Cruz County. Widen SR 1 to include auxiliary lanes and to accommodate bus-on-shoulder operations in Santa Cruz County. (PPNO 0073C)
- 1.2 WHEREAS**, the Department has certified that a Final Environmental Impact Report has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Final Environmental Impact Report.
- 1.4 WHEREAS**, the project will have a significant effect on the environment.
- 2.1 NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby support approval of the above referenced project to allow for consideration of funding.

Attachment

NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attn: Jose Oseguera
1120 N Street, MS 52
Sacramento, CA 95814
(916) 653-2094

Subject: Filing of Notice of Determination in compliance with Section 21108 of the Public Resources Code.

Project Title: State Route 1 Auxiliary Lanes

2019100143	Lara Bertaina	(805) 542-4610
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): State Route (SR) 1 in Santa Cruz County.

Project Description: Widen SR 1 to include auxiliary lanes and to accommodate bus-on-shoulder operations in Santa Cruz County.

This is to advise that the California Transportation Commission has approved the above described project on

(Lead Agency/ Responsible Agency)

June 30, 2021, and has made the following determinations regarding the above described project:

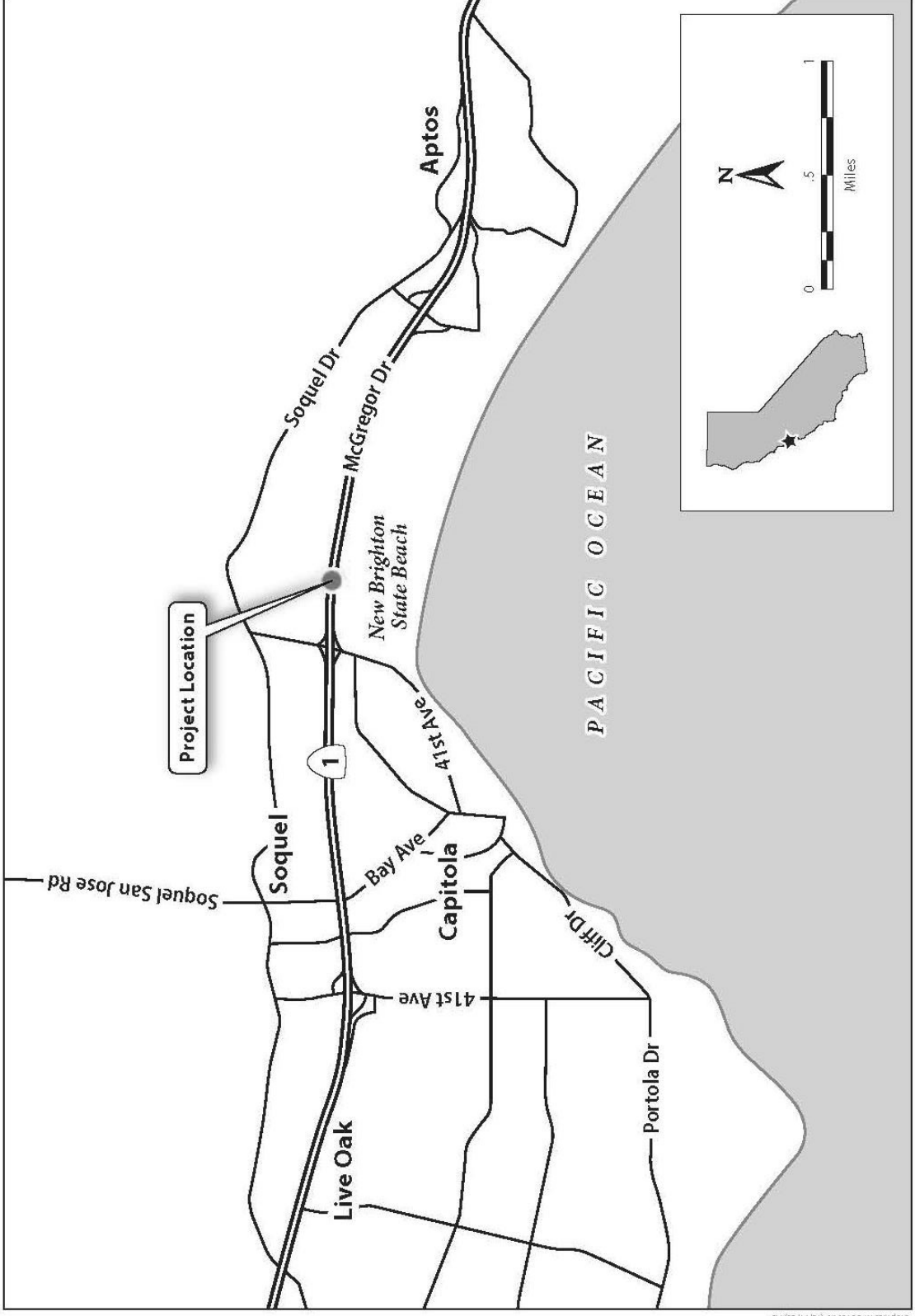
1. The project (will/ will not) have a significant effect on the environment.
2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
 A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (were/ were not) made a condition of the approval of the project.
4. Mitigation reporting or monitoring plan (was / was not) adopted for this project.
5. A Statement of Overriding Considerations (was / was not) adopted for this project.
6. Findings (were/ were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans District 5, 50 Higuera, San Luis Obispo, CA 93401.

MITCH WEISS		Executive Director California Transportation Commission
<i>Signature (Public Agency)</i>	<i>Date</i>	<i>Title</i>

Date received for filing at OPR:

Project Vicinity Map: State Route 1 Auxiliary Lanes Project between State Park Drive and Bay Avenue/Porter Street, Santa Cruz County, California





Project Name: State Route 1 Auxiliary Lanes State Park Drive to Bay Street/Porter Avenue
District-County-Route-Post Mile: 05-SCR-1-10.54-13.44
Expenditure Authorization Number: 05-0C733
EFIS ID Number: 0518000116

California Department of Transportation Statement of Overriding Considerations

For

State Route 1 Auxiliary Lanes in Santa Cruz County and the City of Capitola between State Park Drive (PM 10.54) and Bay Avenue/Porter Street (PM 13.44)

The following information is presented to comply with State California Environmental Quality Act Guidelines (Title 14 California Code of Regulations, Division 6, Chapter 3, Section 15093), and the Department of Transportation and California Transportation Commission Environmental Regulations (Title 21 California Code of Regulations, Division 2, Chapter 11, Section 1501 et seq.). Reference is made to the Final Environmental Impact Report for the project, which is the basic source for the information.

The following impacts have been identified as significant and not fully mitigable:

- **Aesthetics.** The project would require vegetation removal for the widening and potential construction of soundwalls and retaining walls, which would result in moderate to moderate-high visual impacts. The changes from construction and operation could result in a substantial adverse effect on a scenic vista and scenic resources.
- **Transportation.** The project would cause up to a 1.2 percent increase in vehicle miles traveled on State Route 1. However, the induced demand on the freeway is expected to be mostly a result of a shift in traffic from arterials (local roads like Soquel Drive) to the freeway. Certain project elements would support the use of alternative forms of transportation and help offset the expected increase in vehicle miles traveled from the project. The bus-on-shoulder element would improve bus services through the project corridor and increase bus ridership. Construction of the Mar Vista Drive pedestrian and bicycle overcrossing would improve pedestrian and bicycle facilities and increase the connectivity of existing facilities in the region. Still, these project elements may not fully offset the expected increase in vehicle miles traveled on this segment of State Route 1 as a result of project, and it is expected that impacts would remain significant.



Overriding considerations that support approval of this recommended project are as follows:

The purpose and objectives of the project are to address capacity and transportation demand issues on the State Route 1 corridor in the project area, to address roadway deficiencies on the Capitola Avenue overcrossing, and to improve the limited opportunities for pedestrians and bicyclists to safely navigate across State Route 1 in the project corridor.

The project addressed the following needs resulting from deficiencies on State Route 1:

- Traffic volumes for the peak directions on State Route 1 are approaching or equal to the capacity of the freeway.
- Several bottlenecks along Route 1 in the southbound and northbound directions cause recurrent congestion during peak hours, with morning and evening peak hours lasting 6 hours.
- Travel time delays due to congestion are experienced by commuters, commerce, transit, and emergency vehicles.
- “Cut-through” traffic, or traffic on local streets, occurs and is increasing because drivers seek to avoid congestion on the highway.
- Limited opportunities exist for pedestrians and bicyclists to safely get across State Route 1 within the project limits, particularly near Mar Vista Drive.
- Insufficient incentives to increase bus service in the State Route 1 corridor because congestion threatens reliability and cost-effective transit service delivery.
- The existing Capitola Avenue overcrossing does not have a span long enough to accommodate a wider freeway, does not meet current Caltrans design or safety standards for vertical clearance over the freeway, has substandard widths, and lacks bicycle lanes.

Caltrans identified the Build Alternative as the preferred alternative because it best meets the project purpose and need while minimizing effects to the environment. The project will reduce congestion through the addition of auxiliary lanes, while promoting the use of alternate transportation modes through bus-on-shoulder operations and improvements to pedestrian and bicycle facilities. The bus-on-shoulder component will improve transit travel times and reliability of transit services that will provide meaningful benefits to transit riders. The new pedestrian and bicycle overcrossing at Mar Vista Drive and addition of bicycle lanes and sidewalks to the reconstructed Capitola Avenue overcrossing will improve the connectivity of existing pedestrian and bicycle networks by providing opportunities to cross State Route 1. In total, the project will increase the transportation system capacity and reliability of the corridor.



Timothy M. Gubbins

Print Name
District Director

Signature

5/10/2021

Date