



Highway 1 HOV Lanes

Project Updates
August, 2011

Agenda



Highway 1 HOV Lanes

- Engineering
- Environmental
- Schedule



Note: refer to acronym sheet at the end of presentation



Project Description



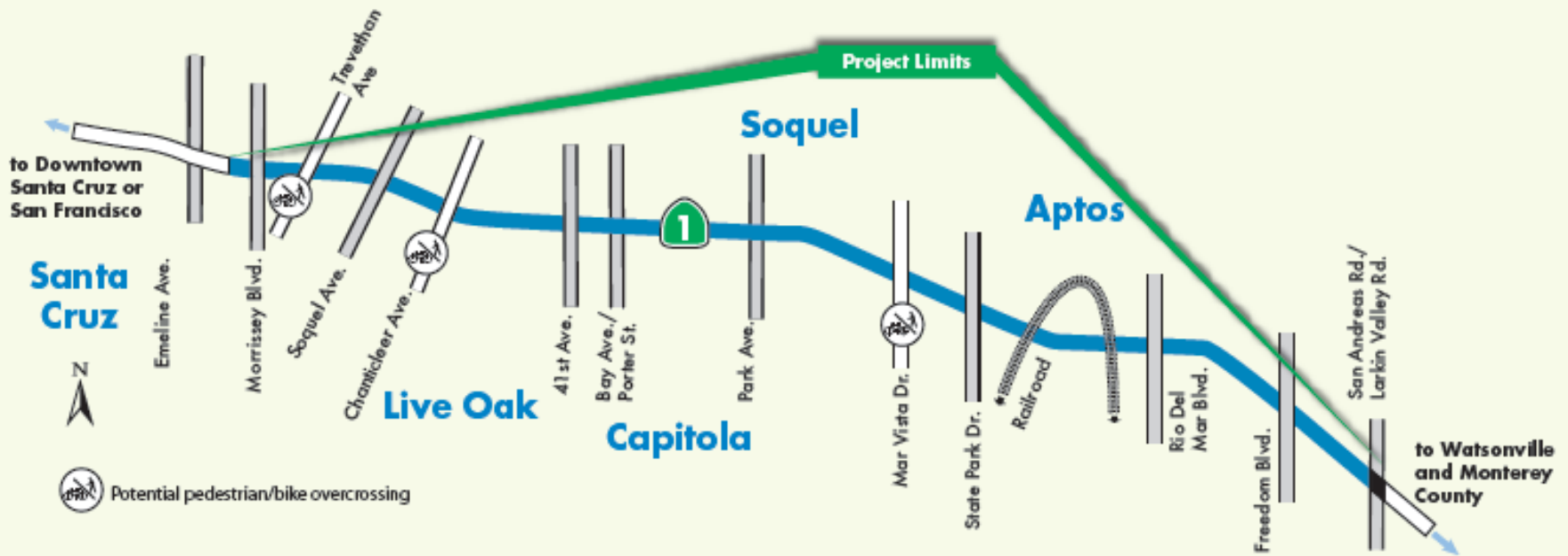
- **Project Limits**

- 9 miles on Highway 1 - San Andreas to Morrissey

- **Proposed Improvements**

- Mobility improvements along and across the corridor: Transit, Cars, Bicycles, and Pedestrians
- Increase transit and carpool use - (HOV) lanes
- Ramp modifications: metering, HOV bypass & auxiliary lanes
- Three new bicycle/pedestrian overcrossings
- Traffic Operations Systems equipment (e.g. electronic Changeable Message Signs)

Project Limits



Purpose and Need



- **Purpose of the Highway 1 HOV Lane Project**
 - **Reduce Congestion**
 - **Encourage Carpooling and Use Of Alternative Transportation Modes as Means to Increase Capacity**
 - **Improve Safety**



Purpose and Need



- **Existing and Anticipated Needs that Would be Addressed**

- **Recurrent congestion**
- **Existing and future delays for commuters, commerce, and emergency vehicles**
- **Disincentives to use transit; congestion prevents cost-effective transit service**
- **Disincentives to carpool and lack of supporting facilities**
- **Accident rates exceed statewide averages**
- **“Cut-Through” traffic on local streets**



Alternatives Currently Under Consideration



- **No Build Alternative**
 - Does not address project purpose and need but offers comparison with impacts of other alternatives
- **Transportation System Management (TSM) Alternative**
 - Lower cost improvements to partly address project purpose and need without adding capacity
- **High Occupancy Vehicle Lane (HOV) Alternative**
 - Designed to fully address project purpose and need

HOV Lanes: Engineering - Alternatives Development



■ Key Issues

- Median Widths
- Interchange Review
- Engineering Design-
 - Optimize local circulation
 - Caltrans standard design and right of way impacts
- ✓ Caltrans conceptual agreement on corridor footprint

HOV Lanes: Engineering - Special Studies



➤ Sustainable Design Elements

- Incorporate sustainable design elements
- STARS – RTC is working to identify strategies, and performance measures to achieve access, climate & energy, and cost effectiveness goals

➤ Mobility Assessment

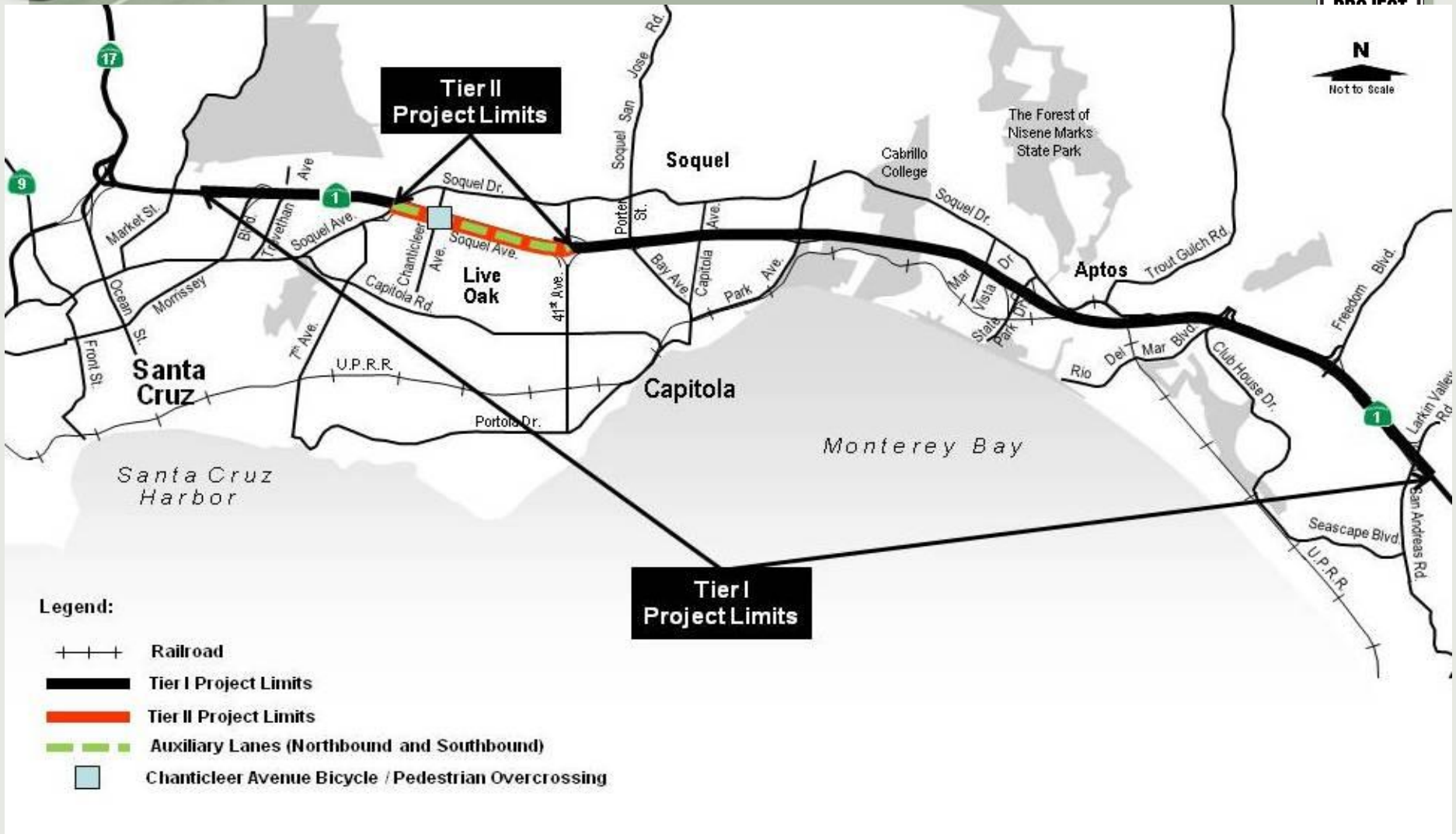
- Transit Market Analysis (access and usage)
- Bike Path Feasibility
- Mainline vehicular movements
- Vehicular movements at ramp termini (safety)

Environmental Status



Environmental Tiering

Tier I/Tier II Project Limits



- Legend:**
- +--- Railroad
 - Tier I Project Limits
 - Tier II Project Limits
 - - - Auxiliary Lanes (Northbound and Southbound)
 - Chanticleer Avenue Bicycle / Pedestrian Overcrossing



Environmental Tiering



■ Why Tiering?

- FHWA approval requires “reasonably available” funding for project
- Establishes overall 9-mile HOV corridor for planning
- Assesses & approves fundable 1-mile project for construction
- Streamlines future tiered project approvals

Environmental Tiering: NEPA



■ NEPA

– Regulations

- Council on Environmental Quality (40 CFR 1502.20)
 - ✓ Agencies encouraged to tier Environmental Documents
 - ✓ Focus on issues ripe for decision at the time
 - ✓ Appropriate for “different stages of actions”
- Federal Highway Administration (23 CFR 771.111)
 - ✓ 1st Tier focus on broad issues – e.g., location, mode choice, regional air quality, and land use
 - ✓ 2nd Tier addresses site-specific details on project impacts, costs, and mitigation



Environmental Tiering: CEQA



■ CEQA

– Statute & Guidelines

- **21068.5. Tiering:** Coverage of general matters and environmental effects in an EIR ... followed by narrower or site-specific EIRs
- **15152. Tiering:** Agencies are encouraged to tier the environmental analyses ...for separate but related projects. This can eliminate repetitive discussions of issues and focus ...on the actual issues ripe for decision



Environmental Tiering: CEQA



■ CEQA

– Program/Master EIR

- **15168.** May be prepared for a series of related actions that are characterized as one large project... .
- **15175.** It is intended to streamline environmental review of projects ... a Master EIR shall...evaluate the cumulative impacts, growth inducing impacts, and...significant effects...of subsequent projects.
- **15175.** Lead agency may prepare a Master EIR for:
 - ✓ A project that consists of smaller individual projects which will be carried out in phases.
 - ✓ A state highway project ...which will be subject to multiple stages of review or approval.



Tiering: Pros & Cons



PROS

- Avoids “segmentation” of environmental approvals
- Evaluates cumulative impacts such as land use, traffic, air quality...
- Streamlines delivery of incremental projects—focuses only on timely issues
- Avoids need for supplemental EDs when >5 years lapses between projects
- Reduces costs—Federal mitigation commitments only needed for Tier 2
- Saves time—Federal permits are for Tier 2 only, expediting FONSI approval
- Ensures 10-year rule is met for FHWA funds
- Uses current information so subsequent Tier 2 projects are up-to-date
- Provides project “footprint” for corridor planning

Tiering: Pros & Cons



CONS

- Adds cost to RTC for transform existing draft EIR/EA
- Requires new environmental document and federal permits for each subsequent Tier 2 project
- Less Caltrans experience with tiered documents—may be more conservative
- More complex for public comprehension—requiring more outreach

Tiering Hwy 1 HOV Project



- **Tier I Corridor: Morrissey to San Andreas**
 - Focus on broad issues
 - ✓ Establish logical termini & independent utility for HOV
 - ✓ Present preliminary project funding and phasing plan
 - ✓ Cumulative impacts
- **Tier II Project: Soquel to 41st**
 - Construction-level details
 - ✓ Demonstrate operational independence
 - ✓ Document environmental impact
 - ✓ Identify mitigation measures

HOV Lanes: Milestone Schedule



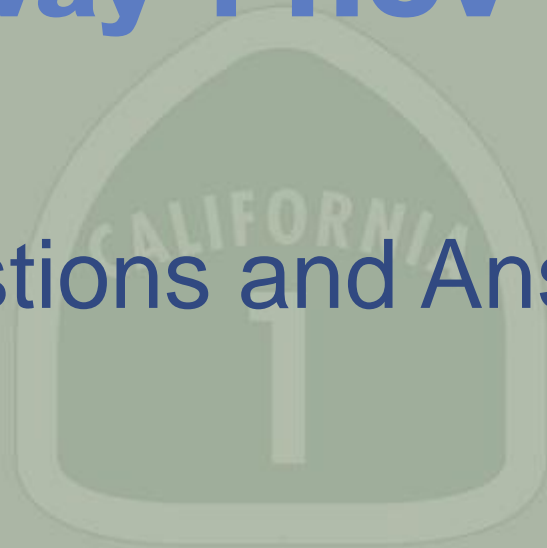
Key Milestones

- Admin Draft ED to Caltrans: October 2011
- Draft ED to FHWA; March 2012
- Public Circulation: May - July 2012
- Select Preferred Alternative: January 2013
- Final EA / EIR to Caltrans: May 2013
- Final EA / EIR to FHWA: July 2013
- FHWA Approval: August/Sept 2013



Highway 1 HOV Lanes

Questions and Answers





Acronyms



APE	area of potential effect
CMIA	corridor mobility improvement account
EA	environmental assessment
ED	environmental document
FHWA	federal highway administration
HOV	high occupancy vehicle
IS	initial study
PDT	project development team
TSM	transportation system management
ACOE	army corps of engineers
HQ	headquarter (Caltrans)
GHG	green house gas
PS&E	plan, specifications and estimate
CM	construction management
RFP	request for proposal
STIP	surface transportation improvement program