Highway 1 Corridor Investment Program

Highway 1 Tier I/II Environmental Impact Report/Environmental Assessment

Project Update
November 2017
Agenda

• Project Overview
  • Purpose and Need
  • Project Phasing
  • Project Alternatives

• Project Status
  • Update on Draft Environmental Document Comment Resolution
  • Review Key Issues

• PDT Preferred Alternative
  • Preferred Alternative Selection
Corridor Limits

- Planned Improvements - 9 miles on Highway 1 – San Andreas to Morrissey
Purpose and Need

• Purpose of the Highway 1 Corridor Environmental Analysis

  • Reduce congestion
  
  • Encourage carpooling and use of alternative transportation modes as means to increase capacity
  
  • Improve safety
Purpose and Need

• Existing and Anticipated Needs to Address
  • Recurrent congestion
  • Existing and future delays for commuters, commerce, and emergency vehicles
  • Disincentives to use transit; congestion prevents cost-effective transit service
  • No incentives to carpool and lack of supporting facilities
  • Accident rates exceed statewide averages
  • “Cut-Through” traffic on local streets
Project Phasing

• Phased approach to implement project over an extended time period
  • Tier I: Program-level review (corridor)
  • Tier II: Project-level review (segment)
• Future Tier II projects subject to project level environmental analysis
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
Tier I Corridor - Alternatives Under Consideration

• No Build Alternative
  • Does not address corridor purpose and need but offers comparison with impacts of other alternatives

• Transportation System Management (TSM) Alternative
  • Lower cost improvements to partly address corridor purpose and need without adding capacity

• High Occupancy Vehicle Lane (HOV) Alternative
  • Designed to fully address corridor purpose and need
Key Issues

- Geometric constraints
- Interchange review process
- Engineering design:
  - Optimize local circulation
  - Caltrans standard design and right of way impacts
- Caltrans conceptual agreement on corridor footprint
Mobility Assessment

- Transit Market Analysis (access and usage)
- Mainline vehicular movements
- Vehicular movements at ramp termini (safety)
- Pedestrian movements at interchanges and overcrossings
Tier II: Engineering - Project Limits

• Standard Auxiliary Lanes
• Chanticleer Ped/Bike Overcrossing
• Total Project Cost $28M  Final Design, ROW, & Construction
  • Auxiliary Lanes $21M, Bike/Ped OC - $7M
Project Timeline

- Adopt Tiered Approach per FHWA
- DED Public Circulation
- Final EIR/EA to FHWA

- 2011
- June 2013
- Nov 2015
- Fall 2017
- Summer 2018
- 2018

- Administrative Draft EIR/EA Tiered Document
- Select Preferred Alternative
- FHWA Approval
Environmental Document Overview

• Joint CEQA/NEPA document
  • California Environmental Quality Act (CEQA)
  • National Environmental Policy Act (NEPA)
• Environmental Impact Report/ Environmental Assessment
• Combined Tier I and Tier II document

Draft document was circulated for public comments from November 4, 2015, to January 25, 2016
Comment Resolution Update

- 900 Separate Comments Received
- Key Issues
  - Traffic / Air Quality / Greenhouse Gases
  - Biology
  - Cumulative Impacts Assessment
  - Growth Inducement Study
Key issues - Traffic / Air Quality/ Greenhouse Gases

• Issue
  • Use of 2004 AMBAG Model and Growth Projections

• Resolution
  • Updated Traffic Analysis Memorandum
  • Air Quality Study Addendum Mirrors Updated Traffic Analysis
Key issues - Biology

• Issue
  • Santa Cruz Long-toed Salamander (SCLTS) Upland Habitat Impacts

• Resolution
  • Completed Focused study on Upland Habitat
  • Updated Project Description
Key issues – Cumulative Impact Assessment

• Issues
  • Not Addressed Comprehensively

• Resolution
  • Prepare a new 8-Step Cumulative Impacts Analysis
Key issues – Growth Inducement

• Issue
  • Validate 2008 Growth Study Conclusion

• Resolution
  • Prepare an Addendum With New Data
PDT Preferred Alternative

- On October 3, 2017, PDT Recommended:
  - The HOV Lane Alternative as the Preferred Tier I alternative, and
  - The Tier II Build Alternative as the preferred Tier II alternative
  - Review Alternative Comparison Matrix
<table>
<thead>
<tr>
<th>Tier I Alternatives</th>
<th>Peak hour speed (mph)</th>
<th>2035 Annual Delay</th>
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<tbody>
<tr>
<td></td>
<td></td>
<td>Person hours (million)</td>
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<tr>
<td>Tier I HOV Alternative</td>
<td>Northbound AM = 39</td>
<td>1.6</td>
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<tr>
<td></td>
<td>Southbound PM = 33</td>
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<tr>
<td>Tier I TSM Alternative</td>
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<tr>
<td></td>
<td>SB PM = 10</td>
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<tr>
<td>No Build</td>
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<td>8.0</td>
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<td></td>
<td>SB PM = 11</td>
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<tr>
<td>Tier I Alternatives</td>
<td>Greenhouse Gas Emissions per Year 2035 compared to 2003 (metric tons/year)</td>
<td>2035 Cut-through Traffic (vehicles per day reduction)</td>
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<td>---------------------</td>
<td>---------------------------------------------------------------------------------</td>
<td>------------------------------------------------------</td>
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<td>Tier I HOV Alternative</td>
<td>-33,413</td>
<td>Soquel Drive (near Capitola Ave): 30,500 Other roads improve</td>
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<td>Tier I TSM Alternative</td>
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<td>No capacity improvement</td>
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<tr>
<td>No Build</td>
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<td>None</td>
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</table>
Tier I - Preferred Alternative

Tier I HOV Lane Alternative recommended by the Project Development Team

• Provides More Options for Future Tier II Projects
• Overall Performance Addresses Project Purpose and Need
• Reduce Cut-Through Traffic on Local Streets
• Provides for Multi-Modal Operations
Tier II – Build Alternative

Tier II Build Alternative recommended by the Project Development Team

• An important step towards implementing the HOV Lane Alternative
• Consistent with the Measure D transportation sales tax measure approved by voters
Environmental Review Process

- Environmental review process for Tier I/Tier II EIR/EA
  - Response to comments/preparation of Final EIR/EA: November/December 2017
  - FED to FHWA August 2018
  - Certify Final EIR/Sign Finding of No Significant Impact: December 2018
Questions and Answers