

SCCRTC 2017 Call for Projects

PART I: General Project Information

1. **Project Title/Project Name:** Highway 1 Tiered Environmental Document
2. **Project summary:** Complete the Environmental Impact Report/Environmental Assessment for the Tier I Highway 1 Corridor (Program Level) and Tier II 41st/Soquel Auxiliary Lanes and Chanticleer Bike/Pedestrian Overcrossing (Project Level) Document.
3. **Describe Project Location and Limits or Service Area:** Tier I project extends from San Andreas/Larkin Valley to Morrissey Blvd and the Tier II project extends from 41st Avenue to Soquel Drive Interchanges.
 - **Project Length:** Tier I project extends 9 miles and the Tier II project extends 1 mile
 - **Caltrans Roadway Classification:** State Highway
4. **Total Funding Requested:** \$ 500,000

Total Project Cost: \$ 14.539M (programmed to date to complete Final EIR/EA)
5. **Project Applicant/Implementing Agency:** SCCRTC/Caltrans
6. **Project Priority:** This is priority number NA of NA applications submitted.
7. **Detailed Project Description/Scope:** Tier I program level environmental analysis and adoption of a long term plan for the buildout of the Highway 1 Corridor between Santa Cruz and Aptos, to include high occupancy vehicle (HOV) lanes, auxiliary lanes, select interchange reconstruction, ramp metering, 3 bicycle/pedestrian crossings, and intelligent vehicle management systems. And, Tier II project level environmental documentation for right-of-way acquisition and construction of auxiliary lanes (northbound and southbound) between 41st Avenue and Soquel Drive and a bicycle/pedestrian overcrossing at Chanticleer Ave.
8. **What accommodations, if any, are included for bicyclists, pedestrians, and/or transit in the proposed project?**

The Tier I long term plan for Highway 1 includes HOV lanes restricted to vehicles with 2 or more passengers, transit buses and emergency vehicles during peak travel periods, the construction of HOV by-pass lanes on the metered on-ramps, sidewalks and bike lanes included on the reconstructed interchanges (ex. Morrissey, Soquel, 41st, Park and State Park), and the new frontage road between Bay/Porter and 41st Avenue interchanges, and 3 pedestrian/bicycle overcrossing of Highway 1. For the Tier II project, the auxiliary lanes will serve as a link to transit corridors and destinations between Soquel Drive and 41st Avenue Interchanges and the construction of a pedestrian/bicycle overcrossing of Highway 1 at Chanticleer Avenue.

9. **If the proposed project does not incorporate both bicycle and pedestrian facilities, or if the proposed project would hinder bicycle or pedestrian travel, list reasons why the project is being proposed as designed.**

- **Cost:** \$5 million of the \$18 million (28%) of the capital construction cost of the project is attributed to the Chanticleer P/B Overcrossing.
- **Right-of-way:** \$1.51 million capital and support costs per the draft Project Report

10. **Project Cost by Mode:**

	% of Total Cost by Mode
Road –Auto Serving	70%
Bicycle	10%
Pedestrian	15%
Transit	3%
TSM*¹	2%
TOTAL	100%

11. **Regional Transportation Plan (RTP):**

- Is project included in the 2014 RTP or draft 2040 RTP?** YES
- If yes, RTP Project Number (ID#):** RTC – 24k and 24f
- Project costs are identified as:** X “Constrained” and/or “Unconstrained” in the RTP

12. **Project Schedule**

Project Milestone – Capital Projects			Month/Year
Begin Environmental (PA&ED) Phase	Document Type (ex. EIR, Cat Ex, Neg Dec, etc)	EIR/EA	6/1/2003
Circulate Draft Environmental Document			11/8/2015
End Environmental Phase (PA&ED Milestone)			12/31/2018
Begin Design (PS&E) Phase			2/1/2019
End Design Phase (complete PS&E)			2/1/2021
Begin Right of Way Phase			2/1/2019
End Right of Way Phase (Right of Way Certification Milestone)			2/1/2021
Request Authorization to Proceed with Construction (completion of all prior tasks)			4/1/2021
Advertise/go out to bid			3/1/2021
Award Contract			5/31/2021
End Construction Phase (Construction Contract Acceptance Milestone)			1/15/2022
End Closeout Phase (Closeout Report)			7/15/2023

13. **Contact Person/Project Manager Name:** **Sarah Christensen**

Telephone Number: **(831) 460-3200** E-mail: **SChristensen@sccrtc.org**

*TSM=Transportation System Management (ex. ITS, signal synchronization);

*TDM=Transportation Demand Management (ex. rideshare programs)

PART II: Project Benefits

Given the large backlog of transportation needs in the region and the extremely limited amount of funding available, it is important to ensure that funds are used cost effectively to maximize benefits to the transportation system. Additionally state and federal rules, as well as RTC policies, require consideration of how projects will contribute towards implementation of the long-range transportation plan (*Regional Transportation Plan*), the achievement of one or more transportation goals, and implementation of state and federal policies including the California Complete Streets Act of 2008, SB375, and the Federal FAST Act.

Information in this section will be used to evaluate projects. Projects are not expected to address all of the following. Please write N/A if something is not applicable to your project.

1. Generally, what are the benefits of this project?

Highway 1 is the most heavily traveled roadway in Santa Cruz County, carrying in excess of 100,000 vehicles per day. Extended hours of daily congestion on Highway 1 result in: by-pass traffic on local arterials, compromising the safety and operational efficiency of the local roadway network serving motorized and non-motorized travel; increased travel times and delay; and increased environmental impacts to air quality and noise along Highway 1 and local roadways.

2. How many people will directly use or directly be served by this project per day?

of direct users per day: 120,000
 Basis for estimates: 2015 Caltrans Census X 1.2 persons/vehicle

3. Which groups will be the primary users of this facility/project/program?

- | | | |
|--|--|---|
| <input checked="" type="checkbox"/> Commuters | <input checked="" type="checkbox"/> Youth | <input checked="" type="checkbox"/> College Students |
| <input checked="" type="checkbox"/> Low income residents | <input checked="" type="checkbox"/> Elementary Schools | <input checked="" type="checkbox"/> Visitors |
| <input checked="" type="checkbox"/> Seniors | <input checked="" type="checkbox"/> Middle Schools | <input checked="" type="checkbox"/> Trucks (goods movement) |
| <input checked="" type="checkbox"/> Disabled | <input checked="" type="checkbox"/> High Schools | <input checked="" type="checkbox"/> Recreational users |
- Other: Emergency Responders, Service Providers, and Transit

a. Briefly describe any indirect or secondary beneficiaries of the project:

Highway 1 is the Main Street of the county and lifeline of all activities that constitute the greater Santa Cruz County community.

4. What are the key destinations served by this project and distance from project/facility?

(including on a map is encouraged, but not required)

- | | |
|---|---|
| <input checked="" type="checkbox"/> Employment centers <u>< 1000 feet</u> | <input checked="" type="checkbox"/> Senior centers <u>< 1000 feet</u> |
| <input checked="" type="checkbox"/> Senior housing <u>< 1000 feet</u> | <input checked="" type="checkbox"/> K-12 Schools <u>< 1000 feet</u> |
| <input checked="" type="checkbox"/> Groceries/Services <u>< 1000 feet</u> | <input checked="" type="checkbox"/> Retail/Commercial cent <u>< 1000 feet</u> |
| <input checked="" type="checkbox"/> Transit centers <u>< 1000 feet</u> | <input checked="" type="checkbox"/> Visitor destination <u>< 1000 feet</u> |
| <input checked="" type="checkbox"/> Parks/recreational area <u>< 1000 feet</u> | <input checked="" type="checkbox"/> Civic/public facilities <u>< 1000 feet</u> |

X Other destinations: Regional Hospital, Emergency Services & Medical Specialists

a. Are planned (future) land use projects anticipated to increase travel through project area?

Yes – significant growth in travel

X Yes – mild growth in travel (per induced growth tech study part of EIR/EA)

No – No growth in travel

List planned transportation and/or land use projects that could affect circulation in the project area in the future – if any: Describe future developments planned or Enter “N/A”

5. Existing Roadway Conditions – Projects on Roadways only – N/A for other projects

a. Provide information on existing and projected conditions/context for projects on roadways

	Existing	With project (write “N/C” if no change)
<u>Functional classification</u> of this road*	Freeway	N/C
# of automobile lanes (2, 4, 3, etc)	NB/EB: 2 SB/WB:2	NB/EB: 3 SB/WB:3
2-Way Center Turn Lane (Yes/No)	None	
Sidewalks (none, one side or both?)	Varies	Both sides of all reconstructed ICs & Overcrossings
Sidewalk width (in feet)	Varies	Up to 12’ – 14’
Landscaping (Yes/No)	Yes	Yes
On-Street Parking (Yes/No)	N/C	No
Bike lane width	None	Up to 12’ – 14’
Intersections (Signalized/unsignalized)	Varies	New Signals in select locations
Pavement condition (PCI if available - or poor, fair, good)	Fair	Good
Posted speed limit	65	65
Traffic Volumes	100,000/day - 2015	124,300 - 2035
Transit Route/Stops (Yes/No)	No	No
Truck Route (Yes/No)	No	No

6. What travel condition(s) are improved or impacted as a result of the proposed project?

X Safety: Improves transportation safety

How will project improve safety? Updated design features and reduced congestion is expected to reduce congested related collisions and auxiliary lanes improve weaving and merging of vehicles at freeway ramps.

X There is a history of collisions in the project area

X Number of severe injury or fatal incidents in project area in past 10 years: Three-Year Accident Data for Hwy 1 reports actual 1.18 accidents per million vehicle miles vs statewide average of 0>82 at facilities with similar operating characteristics (Source: Draft Tier II EIR/EA).

X Reduces potential for conflict between cyclists and/or pedestrians and vehicles

- Safety improved for youth, vulnerable users (pedestrians/bicyclist), and/or transportation disadvantaged (low income, seniors, disabled, minority status)**
- Provides access to/for emergency services**
- There are currently perceived safety issues in the project area**
- Reduces automobile speeds (e.g. traffic calming, speed limit, etc)**

System Preservation: Preserves existing transportation infrastructure/facilities or services

- Improves Pavement Condition**
- Extends useful life of a facility**
- Maintains service**
- Maintains state of good repair**
- Repair/replace existing infrastructure/facility**

Other: _____

Why is this location/facility a priority over other facilities? (e.g. is project part of a pavement management plan?)

Reduces Vehicle Miles Traveled (VMT)

Shifts automobile travel to alternative modes.

Number of **trips per day** expected to shift from automobile to alternative mode as a result of this project: **Unknown - Number of trips per day expected to shift from automobile to alternative mode as a result of the project.**

- Decreases the number of people traveling in single occupancy vehicles
- Improves access to alternative modes (walk, bike, bus, carpool, etc)**
- Increases the percentage of people that could walk, bike, or take transit to key destinations within 30-minutes or less**
- New bike or pedestrian path**
- Increases ridesharing**
- Increases telework options
- Expands Transportation Demand Management (TDM) Programs
- Reduces the need for travel

Increases walking

- There are currently lacking/insufficient pedestrian facilities**
 - There are currently NO safe parallel pedestrian facilities**
- Improves connectivity, fills gap in sidewalk/pedestrian path network**
 - Reduces distance to walk trip between locations by 1-2 miles**
- Adds new sidewalks or paths on:** one or both sides of the street
- Widens sidewalk path of travel for current and projected pedestrian volumes**
- Adds missing curb ramps
- Upgrades facility to meet ADA accessibility requirements, implement ADA Implementation Plan**
- Reduces pedestrian crossing distance**
 - Adds pedestrian signal heads
 - Adds pedestrian-actuated traffic signals or automatic pedestrian cycles
 - Adds audible countdown at intersection
- Adds pedestrian-level lighting**

- Adds high visibility crosswalks**
- Adds illumination at crosswalks**
- Other crosswalk enhancements**
 - Adds median safety islands
- Minimizes driveways**
 - Adds wayfinding signage
 - Adds shade trees (street trees)
 - Adds planter or buffer strips
 - Adds benches or other types of seating

- Increases bicycling**
 - There are currently lacking/insufficient bicycle facilities**
 - There are currently NO safe parallel bicycle facilities**
 - Improves connectivity, fills gap in bicycle network**
 - Reduces distance to bike (on bike lane or path) between locations by 1-2 miles**
 - New Class I bicycle path
 - New Class II bicycle path
 - New Class IV bikeway (e.g. “protected bikeway” or a “cycle track”)**
 - Shared-Lane Marking (Sharrow)**
 - New bicycle boulevard
 - Widens bicycle lanes from ____ feet to ____ feet wide
 - Widens outside lanes or improve shoulders**
 - Adds bicycle actuation at signals (i.e., loop detectors and stencil or other means to make signals responsive to bicycles)
 - Adds bicycle box at intersection
 - Adds color-treated bicycle lane**
 - Adds floating bicycle lane
 - Adds signs, signals and pavement markings specifically related to bicycle operation on roadways or shared-use facilities**
 - Adds route/wayfinding signage**
 - Adds long-term bicycle parking (e.g., for commuters and residents)
 - Adds short-term bicycle parking

- Increases public transit usage – HOV Lanes**
 - There are currently lacking/insufficient transit facilities
 - There is currently lacking/insufficient transit service**
 - Improves connectivity of transit, fills gap in transit network**
 - Improves transit service X reliability, frequency and/or X efficiency**
 - ITS/signal priority
 - Priority bus lane – HOV By-Pass Lanes on Freeway On-Ramps**
 - Bus bulbs/pull outs
 - Increases transit service, reduces headways
 - Increases access to transit**
 - Adds sidewalks to bus stops**
 - Adds bicycle racks on buses
 - Improves access for people with disabilities**
 - Adds bus stop(s)

- Improves bus stop/station (adds/upgrades seating, lighting, shade/shelter, trash can, route information/maps, etc)
- Provides real time bus arrival information
- Adds Wi-Fi on bus

X Reduces air pollution (compared to No Build per Air Quality Tech Study)

X Reduces greenhouse gas emissions (GHG)

X Reduces fuel consumption

Cold in-place recycling or other lower emission paving process

Other: _____

X Change in travel times and travel time reliability for what modes: All modes

X Makes travel times more reliable/predictable (consistency or dependability in travel times)

X Reduces travel times

X Reduces total traffic congestion

X Reduces peak period traffic congestion X AM peak X PM peak

Shifts peak travel to off-peak periods

X Reduces freight traffic congestion

X Improves efficiency of the transportation system. Which modes? All modes

X Implements Transportation System Management (TSM) programs/projects

Increases miles facility/service can carry passengers and/or freight/goods

X Reduces disparities in safety and access for people who are transportation disadvantaged due to age, income, disability, minority status, or limited English proficiency

How does project reduce disparities?

X Provides access to low income housing - Improves access to low income housing

X Improves access to jobs

X Provides access to senior life services (e.g. hospital, doctors office, senior center, etc.)

X Other: Providing improved access and safer travel for people with no vehicle.

X Increases ecological function (such as: increases tree canopy; improves habitat; improves water quality; **X reduces storm water runoff; enhances sensitive areas)**

X Other benefit(s). Please explain, if not addressed in prior questions:

Mitigation requirements will require a provision of protected habitat for flora and fauna on a 3 to 1 ratio into perpetuity, Also storm drainage requirements required for new pavement area under heavy rains should reduce storm water runoff for the entire facility under less than heavy rainy conditions. Non native plant material removed due to construction to be replaced with native plan material that is more drought tolerant. _

7. Will project result in the elimination or reduction of an existing bike path or sidewalk? Will the proposed project sever or remove all or part of an existing pedestrian or bicycle facility or block or hinder pedestrian or bicycle movement? No.

8. Has RTC previously funded a project in this area, what project and what year?

The RTC completed the first increment of the long term vision for the corridor with the construction of auxiliary lanes between Soquel Drive and Morrissey Boulevard, including the reconstruction of the La Fonda Bridge with a wider sidewalk and bicycle lanes, and sidewalks on the north side of Morrissey Boulevard and a pedestrian path between La Fonda Avenue and Park Way and raised pedestrian crossing at the entrance to Harbor High School.

9. For ROADWAY Projects - Complete Streets Implementation/Design. Given the street design and existing and future conditions, please complete the following (for projects on roadways).

Incorporated into project.

10. Describe the public input plan for this project.

The RTC has held numerous meetings over the years associated with the Highway 1 Corridor environmental document, including the release of the Draft EIR/ERA for public comment. The proposed bike/ped crossing is the result of meetings with local agencies, stakeholders, and the public to identify the 3 preferred crossing locations resulting in the proposed crossing at Chanticleer Avenue. As part of the RTP development, extensive public outreach was conducted and resulted in the inclusion of the Tier II project in the financially constrained list of projects.

11. Stakeholder Outreach: Which stakeholder groups have already provided input, or will be asked to provide input in future, on project scope and design?

Group	Provided input	Will seek input	Group	Provided input	Will seek input
Neighborhood Group	X	X	Transit Agency	X	X
Business Association	X	X	Adjacent jurisdictions	X	X
School	X	X	Environmental Groups	X	X
Property Owners	X	X	Transportation Disadvantaged	X	X
Bicycle Committees	X	X	Senior Group	X	X
Pedestrian Committee	X	X	Other (define) CHP, Sheriff, Local Police & Fire Departments	X	X

Have specific changes to the project/program been requested by stakeholders? Yes

RTC's Bike Committee and interested stakeholders provided input that modified design of the Chanticleer Overcrossing and facility designs at the intersection of SoquelAve/Chanticleer for traffic calming and bi-directional bicycle lane on Chanticleer Ave. The CHP provided input on the design of freeway on-ramps for the inclusion of enforcement areas for monitoring violations of HOV Lane

users. Community meetings were held to identify preferred design features of the soundwalls, and La Fonda Bridge structure. Similar process will be conducted with future projects down the corridor.

12. Describe project readiness/deliverability and potential risks to project schedule:

- Project timing dependent on completion of the tired environmental document and any legal challenges to the final document
- Phased project delivery of preferred alternative is dependent on the availability of funding on a project estimated to cost in excess of \$600M.
- Utility relocation and right of way (permanent and temporary) acquisition determines the critical path in the start of construction following completion of environmental study and securing necessary project development costs through the construction phase.
- The identification and status of appropriate environmental mitigation actions fitting the need of future projects can prove to be very time consuming and subject to its own environmental clearance, in the absence of advanced mitigation programs.

**PART III
Project Budget & Funding Plan**

CAPITAL PROJECTS

Complete both sections A. "Cost/Funding Summary" and B. "Detailed Cost Estimate"

A. Cost/Funding Summary

Enter the amount to be expended for each project phase in each fiscal year by funding source.
Totals should calculate automatically if electronic file is used.

Project Title: **Highway 1 Tiered Environmental Document**

Round figures to the nearest thousand dollars

Sources (Specify fund source type - ex. STBG, RSTP, STIP, AB2766, Local, TDA, etc)	Source Total	Committed or Uncommitted?	Phase of Work			
			Environment al (PA/ED)	Design (PS&E)	Right-of- Way (ROW)	Construction
New Funds Requested from RTC:	\$500		\$500	\$0	\$0	\$0
Prior Spent (STIP, RSTP, CMAQ)	\$14,039		\$14,039	\$0	\$0	\$0
Total	\$14,539		\$14,539	\$0	\$0	\$0

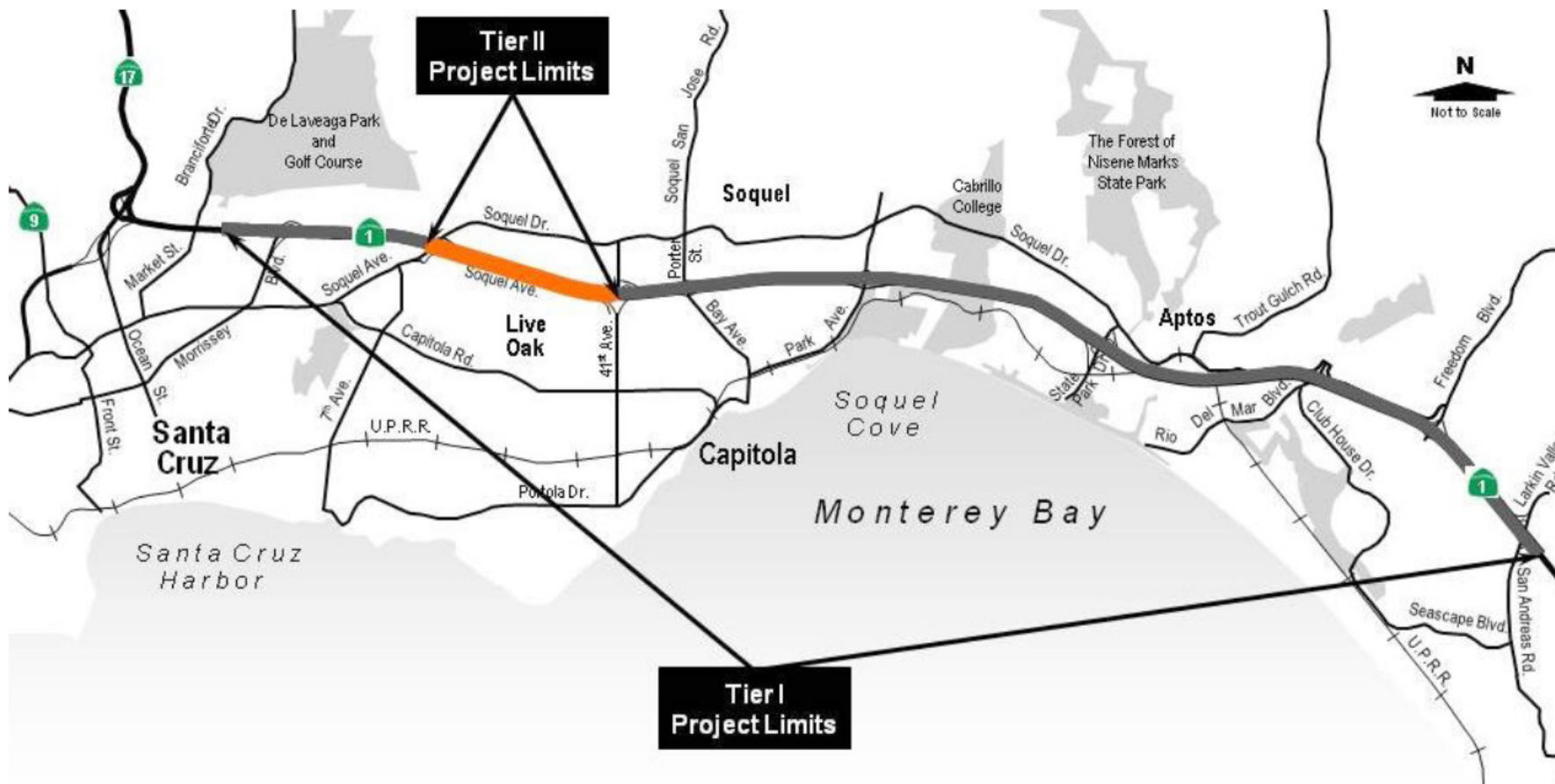
Fiscal Year each component to begin
(e.g. FY17/18, FY18/19, FY19/20, FY20/21, FY21/22, FY22/23)

FY 18/19	TBD	TBD	TBD
Environment al (PA/ED)	Design (PS&E)	Right-of- Way (ROW)	Construction

B. "Detailed Cost Estimate"

Project Title:	Highway 1 Tiered Environmental Document
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Item No.	Project Manager's Estimate	
	Environmental Studies and Project Report	
1	Consultant Services	\$11,920,000
2	RTC Staff	\$2,553,000
3	Outreach Materials	\$66,000
Total Cost		14,539,000



Project: Highway 1 Tiered Environmental Document