**NEPA/CEQA RE-VALIDATION FORM**

<table>
<thead>
<tr>
<th>DIST./CO./RTE.</th>
<th>05/SC/SR1</th>
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<tbody>
<tr>
<td>PM/PM</td>
<td>10.5/13.2</td>
</tr>
<tr>
<td>E.A. or Fed-Aid Project No.</td>
<td>05-0C732</td>
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<tr>
<td>Other Project No. (specify)</td>
<td>EFIS 05-1200-0228</td>
</tr>
<tr>
<td>PROJECT TITLE</td>
<td>41st Avenue to Soquel Avenue/Drive Auxiliary Lanes and Chanticleer Avenue Pedestrian Overcrossing</td>
</tr>
<tr>
<td>ENVIRONMENTAL APPROVAL TYPE</td>
<td>Tier II Environmental Impact Report/Environmental Assessment (EIR/EA)</td>
</tr>
<tr>
<td>DATE APPROVED</td>
<td>December 2018</td>
</tr>
</tbody>
</table>
| REASON FOR CONSULTATION (23 CFR 771.129) | Check reason for consultation:
- [ ] Project proceeding to next major federal approval
- [ ] Change in scope, setting, effects, mitigation measures, requirements
- [ ] 3-year timeline (EIS only)
- [X] N/A (Re-Validation for CEQA only) |
| DESCRIPTION OF CHANGED CONDITIONS | A bus-on-shoulder component has been added to the Tier II project description that would allow bus-on-shoulder operation on SR 1 between 41st Avenue and Soquel Drive. This new element would require 2-4 feet of additional widening in areas where shoulders would not be wide enough to support busses, as well as special signing and pavement markings. In addition, there have been minor changes in the environmental setting for Air Quality and Greenhouse Gas and the environmental circumstances for Biological Resources and Visual/Aesthetic Resources. One mitigation measure for impacts to visual resources has been updated because the Type B0 rail identified in the measure no longer meets Caltrans standards. See the attached continuation sheets for more information. |

**NEPA CONCLUSION - VALIDITY**
Based on an examination of the changed conditions and supporting information: [Check ONE of the three statements below, regarding the validity of the original document/determination (23 CFR 771.129). If document is no longer valid, indicate whether additional public review is warranted and whether the type of environmental document will be elevated.]

- [ ] The original environmental document or CE remains valid. No further documentation will be prepared.
- [X] The original environmental document or CE is in need of updating; further documentation has been prepared and [ ] is included on the continuation sheet(s) or [X] is attached. With this additional documentation, the original ED or CE remains valid.
  - Additional public review is warranted (23 CFR 771.111(h)(3)) Yes [ ] No [X]
- [ ] The original document or CE is no longer valid.
  - Additional public review is warranted (23 CFR 771.111(h)(3)) Yes [ ] No [ ]
  - Supplemental environmental document is needed. Yes [ ] No [ ]
  - New environmental document is needed. Yes [ ] No [ ] (If "Yes," specify type: ____________________________)

**CONCURRENCE WITH NEPA CONCLUSION**
I concur with the NEPA conclusion above.

[Signature: Environmental Branch Chief]
[Date: ____________]
[Signature: Project Manager/DLAE]
[Date: ____________]

**CEQA CONCLUSION:** (Only mandated for projects on the State Highway System.)
Based on an examination of the changed conditions and supporting information, the following conclusion has been reached regarding appropriate CEQA documentation: [Check ONE of the five statements below, indicating whether any additional documentation will be prepared, and if so, what kind. If additional documentation is prepared, attach a copy of this signed form and any continuation sheets.]

- [ ] Original document remains valid. No further documentation is necessary.
- [X] Only minor technical changes or additions to the previous document are necessary. An addendum has been or will be [ ] prepared and is [X] included on the continuation sheets or [ ] will be attached. It need not be circulated for public review. (CEQA Guidelines, §15164)
- [ ] Changes are substantial, but only minor additions or changes are necessary to make the previous document adequate. A Supplemental environmental document will be prepared, and it will be circulated for public review. (CEQA Guidelines, §15163)
- [ ] Changes are substantial, and major revisions to the current document are necessary. A Subsequent environmental document will be prepared, and it will be circulated for public review. (CEQA Guidelines, §15162)
  (Specify type of subsequent document, e.g., Subsequent FEIR) ________________
- [ ] The CE is no longer valid. New CE is needed. Yes [ ] No [ ]

Revised June 2016
NEPA/CEQA RE-VALIDATION FORM

CONCURRENCE WITH CEQA CONCLUSION

I concur with the CEQA conclusion above.

[Signature: Environmental Branch Chief] [Date] [Signature: Project Manager/DLAE] [Date]

CONTINUATION SHEET(S)

Address only changes or new information since approval of the original document and only those areas that are applicable. Use the list below as section headings as they apply to the project change(s). Use as much or as little space as needed to adequately address the project change(s) and the associated impacts, minimization, avoidance and/or mitigation measures, if any.

Changes in project design, e.g., scope change; a new alternative; change in project alignment

A joint Environmental Impact Report/Environmental Assessment (EIR/EA) was adopted in 2018 for the Santa Cruz State Route 1 (SR1) High Occupancy Vehicle Tier 1 Corridor Analysis of High Occupancy Vehicle Lanes and Transportation System Management Alternatives and Tier II Build Project Analysis, 41st Avenue to Soquel Avenue/Drive Auxiliary Lanes and Chanticleer Avenue Pedestrian Overcrossing (known as the Tier II Project). This re-validation pertains only to the Tier II portion of the joint document.

Since adoption of the EIR/EA for the Tier II Project, a bus-on-shoulder component has been added that would allow bus-on-shoulder operation between 41st Avenue and Soquel Drive on northbound and southbound SR 1 in Santa Cruz County. The bus-on-shoulder operation would utilize the shoulders within the interchanges and operate in the auxiliary lanes between the interchanges. Physical improvements associated with bus-on-shoulder operation would be limited to reconstruction and widening of the shoulders within the interchanges and within the right-of-way. Widening would extend between 2 and 4 feet on unpaved areas only where shoulders are not wide enough for bus operation. The buses will travel in the auxiliary lanes between interchanges and will only operate on the outside shoulder of SR 1 in between off-ramps and on-ramps at interchanges where auxiliary lanes are not present.

To emphasize the bus-on-shoulder component, special signing would be placed in advance of the interchanges where buses would operate on the shoulders of SR 1. The signs would display the logos of the Santa Cruz County Regional Transportation Commission (RTC), Metro, California Department of Transportation (Caltrans), and California Highway Patrol (CHP), and would notify motorists that they are entering an area where freeway shoulders are for transit bus use only.

Proposed pavement markings include "TRANSIT BUS ONLY" placed on the shoulder at regular intervals. Only the Santa Cruz Metro and Monterey-Salinas Transit buses will be authorized to use the bus-on-shoulder facility.

The addition of bus-on-shoulder operations requires additional widening and signage, but these activities are within the general scope of the Tier II Project. The construction year remains 2020.

Changes in environmental setting, e.g., new development affecting traffic or air quality;

There have not been any major changes in the environmental setting since the certification of the environmental document in 2018. Wherever applicable, updated data was collected as shown below:

Air Quality and Greenhouse Gas (GHG): Monitoring data for 2016-2018 is now available. Data for ozone (O3) and fine particulate matter (PM10 and PM2.5) from the 2244 Soquel Avenue monitoring station for the last 3 years for which complete data was updated (2016–2018). No other criteria pollutants were monitored within Santa Cruz County. This updated data was similar to previous data and does not change the results or conclusions of the 2018 environmental document or associated technical studies.
Changes in environmental circumstances, e.g., a new law or regulation; change in the status of a listed species.

The following are changes in environmental circumstances from what was previously analyzed in the Final EIR/EA:

**Natural Environment Study:** The recent CNDB (2019) list contains six new special-status species, one new plant species and five new wildlife species. These new species included the Pacific Grove clover (*Trifolium polydon*), Monterey roach (*Lavinia symmetricus subditus*), golden eagle (*Aquila chrysaetos*), yellow rail (*Coturnicops noveboracensis*), Monterey shrew (*Sorex omatus salarius*), and coast horned lizard (*Phrynosoma blainvillii*). Marine invertebrates (i.e. abalone), sea turtles, whales, and pinnipeds were excluded from consideration given that the project footprint is not located within or adjacent to marine habitat. *None of the species identified are expected to occur in the project footprint.* Therefore the results and conclusions in the biological environment chapter of the Final EIR/EA remain valid.

**Visual/Aesthetics:** The regulatory setting pertaining to Santa Cruz County has not changed since publication of the 2013 Visual Impact Assessment (VIA). However, the City of Capitola General Plan was updated in 2014 and identifies that maintaining the existing high visual quality associated with community design, land uses, open space and parks, conservation, and circulation is important. The project and the proposed visual avoidance, minimization, and mitigation measures would continue to be consistent with the policies and goals of the general plan.

Changes to environmental impacts of the project, e.g., a new type of impact, or a change in the magnitude of an existing impact.

Addenda were prepared for Air Quality and Greenhouse Gas Emissions, Natural Environmental Study, Historic Property Study Report, Community Impact Assessment, Cumulative Impact Assessment, Noise Study Report, Traffic memorandum, and Visual Impact Assessment to analyze the impacts of the bus-on-shoulder component. Based on these addenda, the anticipated impacts of the bus-on-shoulder component would not exceed the magnitude or severity of impacts identified in the 2018 Tier II Project EIR/EA.

For Energy, Paleontological Resources, Parking, Relocations, and Water Resources, the anticipated impacts of the bus-on-shoulder component would be either the same as or less than the impacts described in the 2018 Tier II Project EIR/EA.

Changes to avoidance, minimization, and/or mitigation measures since the environmental document was approved.

**Visual/Aesthetics:** Since publication of the 2013 VIA and the Final Tier II EIR/EA in 2018, Caltrans specifications have changed. The Type 80 rail identified for use at Rodeo Gulch does not meet current standards. Therefore, the following mitigation measure has been revised to read:

- If bridge rail is used at Rodeo Creek Gulch retaining walls, use open-style rail with aesthetic treatment.

This revised mitigation measure and all other mitigation measures from the 2013 VIA would apply to and be implemented by the bus-on-shoulder component.

Changes to environmental commitments since the environmental document was approved, e.g., the addition of new conditions in permits or approvals. When this applies, append a revised Environmental Commitments Record (ECR) as one of the Continuation Sheets.

N/A