

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

Watsonville-Santa Cruz Multimodal Corridor Program

Resolution SCCP-P-2021-05B, LPP-P-2021-14B

(will be completed by CTC)

1. FUNDING PROGRAM

- Active Transportation Program
- Local Partnership Program (Competitive)
- Solutions for Congested Corridors Program
- State Highway Operation and Protection Program
- Trade Corridor Enhancement Program

2. PARTIES AND DATE

- 2.1 This Project Baseline Agreement (Agreement) for the *Watsonville-Santa Cruz Multimodal Corridor Program*, effective on, June 23, 2021 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, *Santa Cruz County Regional Transportation Commission (SCCRTC)*, and the Implementing Agency, *Caltrans, County of Santa Cruz, and SCCRTC*, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.2 Whereas at its December 2, 2020 meeting the Commission approved the and included in this program of projects the *Watsonville-Santa Cruz Multimodal Corridor Program*, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A and the Project Report attached hereto as Exhibit B, as the baseline for project monitoring by the Commission.
- 3.3 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.
- 4.2 To adhere, as applicable, to the provisions of the Commission:
- Resolution *Insert Number* , "Adoption of Program of Projects for the Active Transportation Program", dated
 - Resolution G-20-80, "Adoption of Program of Projects for the Local Partnership Program", dated December 2, 2020
 - Resolution G-20-79, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated December 2, 2020
 - Resolution *Insert Number* , "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated
 - Resolution *Insert Number* , "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated

- 4.3 All signatories agree to adhere to the Commission's Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 The SCCRTC and County of Santa Cruz agrees to secure funds for any additional costs of the project.
- 4.6 The SCCRTC and County of Santa Cruz agrees to report to Caltrans on a quarterly basis; after July 2019, reports will be on a semi-annual basis on the progress made toward the implementation of the project, including scope, cost, schedule, outcomes, and anticipated benefits.
- 4.7 Caltrans agrees to prepare program progress reports on a quarterly basis; after July 2019, reports will be on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 The SCCRTC and County of Santa Cruz agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits during the course of the project, and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.10 The Transportation Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for four years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost

See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope

See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

5.3 Other Project Specific Provisions and Conditions

As previously discussed with CTC staff, performance metrics were analyzed at the corridor level for the three contracts and are reflected in the ePPR for Contract #2.

The lead agency for right-of-way for 0C733 (Contract #2 Bay to State Park) is now SCCRTC. This is different from what was reflected in CTIPs for the STIP and the implementing agency for R/W will be updated at time of vote of STIP funds.

County of Santa Cruz is responsible for securing funding and deadlines for Contract #3 Soquel Drive. SCCRTC is responsible for Contracts #1 & 2.

Attachments:

Exhibit A: Project Programming Request Form

Exhibit B: Project Report

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Watsonville-Santa Cruz Multimodal Corridor Program

CTC Resolution SCCP-P-2021-05B, LPP-P-2021-14B

Project Applicants:

- Santa Cruz County Regional Transportation Commission (SCCRTC)
- County of Santa Cruz

Implementing Agencies:

- Caltrans – Construction of:
 - Contract #1: Highway 1, 41st Avenue to Soquel Avenue Auxiliary Lanes, Bus on Shoulder and Chanticleer Bike/Ped Bridge and
 - Contract #2: SR1 - State Park to Bay/Porter Auxiliary Lanes, Bus on Shoulders and Mar Vista Bike/Pedestrian Overcrossing
- County of Santa Cruz – Contract #3: Soquel Drive Buffered Bike Lane and Congestion Mitigation Project
- Santa Cruz County Regional Transportation Commission (SCCRTC) – Preconstruction for Contracts #1 and #2



May 12, 2021

Guy Preston Date
Executive Director, Santa Cruz County Regional Transportation Commission (SCCRTC)
Project Applicant and Implementing Agency Contracts #1 and #2 Pre-construction



May 12, 2021

[Bruce McPherson \(May 12, 2021 14:47 PDT\)](#)

Bruce McPherson Date
Chairperson of the Board, County of Santa Cruz
Project Applicant and Implementing Agency Contract #3



05/21/2021

Timothy M. Gubbins Date
District Director, California Department of Transportation, District 5
Implementing Agency Contracts #1 and #2 Construction

Michael D. Keever for

6/22/21

Toks Omishakin Date
Director, California Department of Transportation



08/17/21

Mitchell Weiss Date
Executive Director, California Transportation Commission

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO				Date	07/06/2021 17:22:36	
Programs	<input checked="" type="checkbox"/> LPP-C	<input type="checkbox"/> LPP-F	<input checked="" type="checkbox"/> SCCP	<input type="checkbox"/> TCEP	<input checked="" type="checkbox"/> STIP	<input type="checkbox"/> Other
District	EA	Project ID	PPNO	Nominating Agency		
05	0C733	0518000116	0073C	Santa Cruz County Regional Transportation Commission		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Santa Cruz	1	10.540	13.440	Santa Cruz County, Santa Cruz Metropolitan Transit District		
				MPO	Element	
				AMBAG	Capital Outlay	
Project Manager/Contact			Phone	Email Address		
Sarah Christensen			831-460-3200	schristensen@sccrtc.org		

Project Title

State Route 1 - State Park to Bay/Porter Auxiliary Lanes

Location (Project Limits), Description (Scope of Work)

Near Capitola and Aptos, State Route 1 from State Park Drive to Bay/Porter Interchanges. Construct auxiliary lanes between interchanges. Includes reconstruction of the Capitola Avenue overcrossing to accommodate new lanes on State Route 1 and improve bicycle and pedestrian facilities; hybrid bus-on-shoulder/auxiliary lane facility between Bay Ave/Porter St and State Park Dr (total distance 3 miles); bicycle/pedestrian overcrossing of Hwy 1 at Mar Vista Dr with sidewalk, ADA ramps, and intersection improvements at bridge approaches; additional project elements: add emergency pullouts and enforcement areas, sound wall, retaining walls, improved median barrier, lighting, overhead signs, traffic monitoring stations, drainage, and drought-tolerant landscaping
 SCCP/LPP Title: Watsonville-Santa Cruz Multimodal Improvements –Bay Ave/Porter St to State Park Dr - Contract #2

Component	Implementing Agency
PA&ED	Santa Cruz County Regional Transportation Commission
PS&E	Santa Cruz County Regional Transportation Commission
Right of Way	Santa Cruz County Regional Transportation Commission
Construction	Caltrans District 5

Legislative Districts

Assembly:	29	Senate:	17	Congressional:	20
-----------	----	---------	----	----------------	----

Project Milestone	Existing	Proposed
Project Study Report Approved	08/12/0020	
Begin Environmental (PA&ED) Phase	07/01/2019	07/01/2019
Circulate Draft Environmental Document Document Type EIR/FONSI	03/15/2020	10/01/2020
Draft Project Report	03/15/2020	11/17/2020
End Environmental Phase (PA&ED Milestone)	09/01/2020	05/10/2021
Begin Design (PS&E) Phase	12/01/2020	11/01/2020
End Design Phase (Ready to List for Advertisement Milestone)	10/15/2021	10/01/2022
Begin Right of Way Phase	12/01/2020	05/15/2021
End Right of Way Phase (Right of Way Certification Milestone)	10/15/2021	08/01/2022
Begin Construction Phase (Contract Award Milestone)	07/01/2022	04/01/2023
End Construction Phase (Construction Contract Acceptance Milestone)	02/28/2024	04/01/2027
Begin Closeout Phase	03/30/2024	04/02/2027
End Closeout Phase (Closeout Report)	06/30/2024	10/02/2030

Date 07/06/2021 17:22:36

Purpose and Need

Project Benefits:

Improve traffic flow, increase safety, improve travel times and reliability and improve pedestrian/bike access across highway. Heavily traveled - over 100,000 vehicles per day. Daily congestion results in by-pass traffic on local arterials.

Purpose and Need:

Reduce congestion, improve safety. Reduce delay and collisions.

Outputs/Outcomes:

SHRC Auxiliary Lane miles constructed: 3.8 (combo of northbound and southbound lanes)

Transit operational improvements

Active Transportation: 1 new bicycle/pedestrian bridge

Bus-on-shoulder facility

NHS Improvements <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Roadway Class 1	Reversible Lane Analysis <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	

Project Outputs

Category	Outputs	Unit	Total
Other	Sound wall miles constructed	Miles	1.98
Operational Improvement	Auxiliary lanes	Miles	3.8
Active Transportation	Pedestrian Bridge	SQFT	12,587
Pavement (lane-miles)	Roadway lane miles	Miles	3.8
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Miles	0.5
Active Transportation	Sidewalk miles	Miles	0.2
ADA Improvements	New curb ramp installed	EA	3
Operational Improvement	Interchange modifications	EA	3
Active Transportation	Bicycle lane-miles	Miles	0.5
Operational Improvement	Shoulder widening	EA	2
Bridge / Tunnel	Local reconstructed bridge/tunnels	SQFT	7,475

Date 07/06/2021 17:22:36

Additional Information

This is one project/contract that is part of the combined Watsonville - Santa Cruz Multimodal Corridor Program Cycle 2 application (ePPR-6149-2020-0005). Project also referred to as "Highway 1 Multimodal Improvements –Bay Avenue/Porter Street to State Park Drive" in the SCCP/LPP Application.

FOR PERFORMANCE INDICATORS AND MEASURES: Performance measures were evaluated for the combined set of measures for all projects within the Cycle 2 proposal and are shown here for all three components of the SCCP/LPP project per CTC direction. Performance measures were not evaluated for the individual projects.

MILESTONES: Month/year of some activities updated to reflect current schedule= 2 months later than previous estimates. End construction and close-out changed based on clarification from Caltrans on end dates to show given required landscape establishment – rather than just mainline construction completion/open to public dates and typical final closeout timing.

OUTPUTS: Updated to reflect 65% design data and clarification how to count different outputs. The exact lengths of auxiliary lanes and ADA improvements are based on 65% design. The noise barriers found reasonable and feasible are included in the project based on the approved Noise Abatement Decision Report (NADR). Four of the 14 walls originally studied did not meet the reasonableness criteria. Pavement lane miles updated to reflect the auxiliary lanes, rather than aux lanes, local road, and bus on shoulder facilities (total 4.6). Bridges-output for replacement Capitola Ave bridge (7475 sqft) previously mistakenly listed as "modified/improved interchanges" not "Local reconstructed bridge/tunnels". The overall benefits provided by the three linked projects remain consistent.

Background: Hwy 1 State Park to Bay/Porter Aux Lanes first programmed and allocated as APDE in the 2018 STIP. Mar Vista Bike/Ped overcrossing (STIP PPNO 1968) was combined with the Aux Lanes/Bus on Shoulders project; the STIP amendment adding Mar Vista bridge to this project (funding and scope) was approved by the CTC at its August 2020 meeting. While the Aux Lanes/bus-on-shoulders and bike/ped overcrossing were originally initiated as separate projects, during the environmental review process the project team determined that the most cost-effective and quickest way to deliver both was to combine the projects.

This is part of the larger Highway 1 Corridor Investment Program - which includes TSM aux lanes, bus-on-shoulders, bike/ped bridges, and HOV lanes from the Highway 1/17 interchange in Santa Cruz to San Andreas Road in south Aptos. The program-level environmental document for the Corridor Program was completed in December 2018.

PURPOSE: To reduce congestion and improve safety for all modes of travel, increase multimodal options to increase corridor throughput, reduce greenhouse gas emissions, improve access for emergency services, promote business development and improve access to housing, jobs, schools, and medical facilities, improve active transportation connectivity, promote livable communities including complete streets.

NEED:

- Travel time delays due to congestion on Highway 1 are experienced by commuters, transit, commerce, and emergency vehicles and increases the costs for all users/operators
- “Cut-through” traffic, or traffic on local streets, occurs and is increasing because drivers seek to avoid congestion on Highway 1. This results in congestion on local streets and decreased safety for active transportation modes
- Limited opportunities exist for pedestrians and bicyclists to safely travel across Highway 1 within the project corridor
- There are insufficient incentives to take transit on Highway 1 or Soquel Avenue/Drive because congestion threatens travel time and reliability and there is no priority over auto travel

Caltrans D5 Project Manager is Heidi Borders
Contact Rachel Moriconi - rmoriconi@sccrtc.org for programming info

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPF, LPPC, SCCP	Project Area, Corridor, County, or Regionwide VMT per Capita and Total VMT	Total Miles	6,257,640	6,270,957	-13,317
			VMT per Capita	19.98	20.02	-0.04
	LPPF, LPPC, SCCP	Person Hours of Travel Time Saved	Person Hours	47,791	53,063	-5,272
			Hours per Capita	0.1516	0.1694	-0.0178
	LPPF, LPPC, SCCP	Daily Vehicle Hours of Delay	Hours	7,370	9,500	-2,130
System Reliability	LPPF, LPPC, SCCP	Peak Period Travel Time Reliability Index	Index	0	0	0
	LPPF, LPPC, SCCP	Transit Service On-Time Performance	% "On-time"	0	0	0
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	44.281	44.375	-0.094
			PM 10 Tons	107.78449	108.0139	-0.22941
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO ₂)	Tons	522,289.125	523,401	-1,111.875
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	170.43	170.785	-0.355
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SO _x)	Tons	5.1411	5	0.1411
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	1,761.806	1,765.556	-3.75
	LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NO _x)	Tons	248.534	249.06	-0.526
Safety	LPPF, LPPC, SCCP, TCEP	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	3.45	4.54	-1.09
	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	0.95	1.26	-0.31
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	0.4245	0.5771	-0.1526
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	9.32	11.66	-2.34
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	4.17	5.33	-1.16
	Optional	Number of Property Damage Only and Non-Serious Injury Collisions	Number	262.9	321.4	-58.5
	Optional	Accident Cost Savings	Dollars	25,966,748	32,451,517	-6,484,769
Accessibility	LPPF, LPPC, SCCP	Number of Jobs Accessible by Mode	Number	76,916	58,439	18,477
	LPPF, LPPC, SCCP	Number of Destinations Accessible by Mode	Number	2,234	1,698	536
	LPPF, LPPC, SCCP	Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop	%	62	0	62
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Direct and Indirect)	Number	1,650	0	1,650
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	2.21	0	2.21

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
System Preservation Pavement	LPPC, LPPF	Pavement Condition Index	Index	76	66	10
			Rating	Good	Fair	
System Preservation Bridges	LPPF, LPPC	Bridge Deck Rating	Rating	Good	Poor	
	LPPF, LPPC	Bridge Superstructure Rating	Rating	Good	Fair	
	LPPF, LPPC	Bridge Substructure Rating	Rating	Good	Fair	
Noise Level (Soundwalls Only)	LPPC, LPPF	Number of Receptors	Number	203	203	0
	LPPC, LPPF	Properties Directly Benefited	Number	181	0	181
	LPPC, LPPF	Number of Decibels	Number	62	73	-11

District	County	Route	EA	Project ID	PPNO
05	Santa Cruz	1	0C733	0518000116	0073C

Project Title

State Route 1 - State Park to Bay/Porter Auxiliary Lanes

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)	2,635							2,635	Santa Cruz County Regional Transpo
PS&E	2,310	750						3,060	Santa Cruz County Regional Transpo
R/W SUP (CT)		315						315	Santa Cruz County Regional Transpo
CON SUP (CT)			8,760					8,760	Caltrans District 5
R/W		785						785	Santa Cruz County Regional Transpo
CON			73,400					73,400	Caltrans District 5
TOTAL	4,945	1,850	82,160					88,955	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)	2,635							2,635	
PS&E	2,310	750						3,060	
R/W SUP (CT)									
CON SUP (CT)			8,760					8,760	
R/W		1,100						1,100	
CON			73,400					73,400	
TOTAL	4,945	1,850	82,160					88,955	

Fund #1:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)	1,830							1,830	Santa Cruz County Regional Transpo CTC considering STIP amendment to combine \$6779 previously programmed to PPNO 1968 (Mar Vista) into this project (as shown here) at its Aug. 2020 meeting. \$1830 PAED voted 08/14/19
PS&E		750						750	
R/W SUP (CT)		315						315	
CON SUP (CT)									
R/W		785						785	
CON			4,929					4,929	
TOTAL	1,830	1,850	4,929					8,609	

Proposed Funding (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)	1,830							1,830	STIP amendment 20S-02 approved at 8/2020 CTC mtg. Current request at time of June 2021 CTC vote: Change RW imp agency from CT to SCCRTC, allocate \$1,100 RIP as RW capital, \$0 as RW support, \$750 PS&E.
PS&E		750						750	
R/W SUP (CT)									
CON SUP (CT)									
R/W		1,100						1,100	
CON			4,929					4,929	
TOTAL	1,830	1,850	4,929					8,609	

Fund #2:	Local Funds - Measure D - 2016 Transportation Improvement Plan (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.400.100
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)	360							360	Santa Cruz County Regional Transpo Updated by RTC 2/20 & 5/20. Some PA/ED \$ shifted to other phases based on updated cost est. RTC PM not shown. Includes funds previously programmed to Mar Vista.
PS&E	2,310							2,310	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			10,000					10,000	
TOTAL	2,670		10,000					12,670	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	360							360	
PS&E	2,310							2,310	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			10,000					10,000	
TOTAL	2,670		10,000					12,670	
Fund #3:	RSTP - STP Local (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.010.810
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)	445							445	Santa Cruz County Regional Transpo
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	445							445	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	445							445	State Exchange
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	445							445	

Fund #4:	State SB1 SCCP - State Highway Account (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.705.100
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ Approved by CTC 12/2/20
PS&E									
R/W SUP (CT)									
CON SUP (CT)			8,760					8,760	
R/W									
CON			44,077					44,077	
TOTAL			52,837					52,837	

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)			8,760					8,760	
R/W									
CON			44,077					44,077	
TOTAL			52,837					52,837	

Fund #5:	State SB1 LPP - Local Partnership Program - Competitive program (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.724.100
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ Approved by CTC 12/2/20
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			14,394					14,394	
TOTAL			14,394					14,394	

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			14,394					14,394	
TOTAL			14,394					14,394	

Complete this page for amendments only

Date 07/06/2021 17:22:36

District	County	Route	EA	Project ID	PPNO
05	Santa Cruz	1	0C733	0518000116	0073C

SECTION 1 - All Projects

Project Background

2018 RTIP - \$1.8M STIP programmed for pre-construction, combined aux lanes from Bay/Porter-Park and Park-St. Park into one projects, allocated by CTC 8/15/19. 9/3/20: Measure D modified/respread based on updated cost estimates/needs.
 8/20: Scope and funding amended by CTC to combine Mar Vista Bike/Ped overcrossing with Aux Lanes.
 2019-"bus on shoulders" added to scope.
 12/2/20: CTC programmed \$52,837,000 SCCP & \$14,394,000 LPP-C for construction.

Programming Change Requested

At time of vote - Change lead agency for ROW to SCCRTC and combine RIP-STIP ROW and ROW support to ROW capital to be allocated to SCCRTC.

Clarify scope in CTIPs to match SCCP/LPP approved project - includes bus-on-shoulder and Mar Vista bike/ped overcrossing.

Updated output and milestones based on current asset performance calculator. RTC began PS&E and ROW at risk using local funds.

Construction end and closeout dates updated to reflect 3-year plant establishment period (at time of construction allocation, project team to request more than 36-months to closeout).

Project Outputs were updated to reflect updated design and clarification how to count different outputs, including interchanges (originally Rio Del Mar interchange was erroneously counted as 2). The exact lengths of auxiliary lanes, bike/ped overcrossing and ADA improvements are updated based on the 65% design data. The noise barriers that are found reasonable and feasible are included in the project based on the approved Noise Abatement Decision Report (NADR). Four of the 14 walls originally studied did not meet the reasonableness criteria. The project adds 4.6 miles of roadway lanes including auxiliary lanes and BOS lanes on Highway 1 and Capitola Ave. The aux lanes freeway lane miles are 3.8 mile long in northbound and southbound direction. The overall benefits provided by the three linked projects remain consistent.

Change lead for construction from CT's HQ to CT's D5.

Reason for Proposed Change

Print ePPR for baseline agreement and STIP PS&E and ROW allocations

SCCRTC to take lead on ROW and funds previously programmed as Caltrans ROW Support to be allocated as RTC ROW capital. At time of vote - reflect updated lead agency for ROW (change from CT to SCCRTC), change RIP ROW Sup to ROW capital, and reflect scope/description approved by CTC 8/20 to include Mar Vista bike/ped overcrossing and SCCP/LPP approved project scope.

Minor edits and updates to project milestones and outputs based on current asset performance calculations; updated construction and project end dates to reflect that the contractor will be responsible for 3-year plant establishment.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

1) No change to construction year. Environmental review and refined design resulted in updated schedule; Month/year of some activities updated to reflect current schedule= 2 months later than previous estimates. End construction and close out changed based on clarification from Caltrans on what end dates to show given required landscape establishment – rather than just mainline construction completion/open to public dates and typical final closeout timing.

2) No cost increases anticipated due to delay; RTC initiated PS&E and ROW "at risk" using local funds to expedite delivery;

3) any potential increases to be funded by local funds.

Other Significant Information

Project is funded by a combination of STIP, SCCP, LPP-c, and local funds.

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

At time of vote - Reflect updated lead agency for ROW as SCCRTC, shift ROW Support funds into ROW capital, and reflect updated scope (STIP amendment was approved at August 2020 CTC meeting and is consistent with SCCP/LPP application).

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO				Date	07/06/2021 17:20:28
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input checked="" type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
05	0C732	0512000228	0073A	Santa Cruz County Regional Transportation Commission	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Santa Cruz	1	13.400	14.900	Santa Cruz Metropolitan Transit District, Santa Cruz County	
				MPO	Element
				AMBAG	Capital Outlay
Project Manager/Contact			Phone	Email Address	
Sarah Christensen			831-460-3204	schristensen@sccrtc.org	

Project Title

Highway 1, 41st Avenue to Soquel Avenue Auxiliary Lanes, Bus on Shoulder and Chanticleer Bike/Ped Bridge

Location (Project Limits), Description (Scope of Work)

Near the cities of Santa Cruz and Capitola, on SR1 from 41st Avenue to Soquel Avenue. Construct auxiliary lanes, bus-on-shoulder, and bicycle/pedestrian overcrossing near Chanticleer Avenue.
 Aka "Multimodal Improvements –Morrissey Blvd to Bay Ave/Porter St - Contract #1" (SCCP)
 Includes hybrid bus-on-shoulder/auxiliary lane facility between Morrissey Blvd and Bay Ave/Porter St (2.75 miles of bus-on-shoulder/aux facilities); Bicycle and pedestrian overcrossing of SR1 at Chanticleer Ave with improvements at bridge approach on coastal side including sidewalk, cycle track, rapid flashing beacon crossing; adds emergency pullouts & enforcement areas, sound wall, retaining walls, ADA accessible ramps, concrete median barrier, lighting, overhead signs, traffic monitoring stations, changeable message sign, drainage improvements, drought-tolerant landscaping.

Component	Implementing Agency
PA&ED	Santa Cruz County Regional Transportation Commission
PS&E	Santa Cruz County Regional Transportation Commission
Right of Way	Santa Cruz County Regional Transportation Commission
Construction	Caltrans District 5

Legislative Districts

Assembly:	29	Senate:	17	Congressional:	20
-----------	----	---------	----	----------------	----

Project Milestone	Existing	Proposed
Project Study Report Approved	08/12/2002	
Begin Environmental (PA&ED) Phase	08/01/2011	08/01/2011
Circulate Draft Environmental Document Document Type EIR/FONSI	11/15/2015	11/15/2015
Draft Project Report	11/15/2015	11/15/2015
End Environmental Phase (PA&ED Milestone)	12/31/2018	12/31/2018
Begin Design (PS&E) Phase	02/01/2019	02/01/2019
End Design Phase (Ready to List for Advertisement Milestone)	10/01/2020	04/26/2021
Begin Right of Way Phase	02/01/2019	02/01/2019
End Right of Way Phase (Right of Way Certification Milestone)	10/01/2020	03/25/2021
Begin Construction Phase (Contract Award Milestone)	02/01/2021	09/28/2021
End Construction Phase (Construction Contract Acceptance Milestone)	12/01/2022	04/29/2026
Begin Closeout Phase	12/15/2022	05/01/2026
End Closeout Phase (Closeout Report)	05/15/2023	07/01/2027

Date 07/06/2021 17:20:28

Purpose and Need

Reduce congestion, improve safety.

Benefits:

Reduce delay and collisions, improve pedestrian/bike access across highway.

Project Benefits:

Improve traffic flow, increase safety, improve travel times and reliability and improve pedestrian/bike access across highway. Heavily traveled - over 100,000 vehicles per day. Daily congestion results in by-pass traffic on local arteries.

Outputs/Outcomes:

SHRC Auxiliary Lane miles constructed miles 1.6 (combo of northbound and southbound lanes)

SHRC Pedestrian/bicycle facilities miles constructed: 0.2 miles bridge (POC), 0.3 miles bike lanes on local road, 0.1 miles sidewalk

NHS Improvements YES NO Roadway Class 1 Reversible Lane Analysis YES NO
 Inc. Sustainable Communities Strategy Goals YES NO Reduce Greenhouse Gas Emissions YES NO

Project Outputs

Category	Outputs	Unit	Total
ADA Improvements	New curb ramp installed	EA	4
Operational Improvement	Shoulder widening	EA	2
Operational Improvement	Interchange modifications	EA	2
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Miles	0.2
Other	Sound wall miles constructed	Miles	0.1
Active Transportation	Pedestrian Bridge	SQFT	11,016
Pavement (lane-miles)	Roadway lane miles	Miles	1.6
Active Transportation	Sidewalk miles	Miles	0.1
Operational Improvement	Auxiliary lanes	Miles	1.6
Active Transportation	Bicycle lane-miles	Miles	0.3

Date 07/06/2021 17:20:28

Additional Information

Project also referred to as: "Highway 1 Multimodal Improvements –Morrissey Boulevard to Bay Avenue/Porter Street (Contract #1)" in the combined Watsonville - Santa Cruz Multimodal Corridor Program Cycle 2 SCCP application (ePPR-6149-2020-0005).

FOR PERFORMANCE INDICATORS AND MEASURES: Consistent with SB1 SCCP/LPP guidelines, performance measures were evaluated for the combined set of measures for the three-part SCCP/LPP Cycle 2 Watsonville - Santa Cruz Multimodal Corridor Program Cycle 2 Project ePPR (ePPR-6149-2020-0005). Per CTC direction, 0 values were entered for the performance indicators in the individual PPRs as performance measures were not evaluated for the individual projects and are also reflected in the ePPR for State Route 1 - State Park to Bay/Porter Auxiliary Lanes (PPNO 0073C).

Caltrans D5 Project Manager is Heidi Borders. heidi.borders@dot.ca.gov, 805-549-3716. Caltrans is the lead for construction. Contact Rachel Moriconi - rmoriconi@scrtc.org for programming information.

ADA is checked

Bike/Ped is checked

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPF, LPPC, SCCP	Project Area, Corridor, County, or Regionwide VMT per Capita and Total VMT	Total Miles	0	0	0
			VMT per Capita	0	0	0
	LPPF, LPPC, SCCP	Person Hours of Travel Time Saved	Person Hours	0	0	0
			Hours per Capita	0	0	0
LPPF, LPPC, SCCP	Daily Vehicle Hours of Delay	Hours	0	0	0	
System Reliability	LPPF, LPPC, SCCP	Peak Period Travel Time Reliability Index	Index	0	0	0
	LPPF, LPPC, SCCP	Transit Service On-Time Performance	% "On-time"	0	0	0
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	0	0	0
			PM 10 Tons	0	0	0
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO ₂)	Tons	0	0	0
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	0	0	0
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SO _x)	Tons	0	0	0
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	0	0	0
Safety	LPPF, LPPC, SCCP, TCEP	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	0	0	0
	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	0	0	0
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	0	0	0
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	0	0	0
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	0	0	0
	Optional	Number of Property Damage Only and Non-Serious Injury Collisions	Number	0	0	0
	Optional	Accident Cost Savings	Dollars	0	0	0
Accessibility	LPPF, LPPC, SCCP	Number of Jobs Accessible by Mode	Number	0	0	0
	LPPF, LPPC, SCCP	Number of Destinations Accessible by Mode	Number	0	0	0
	LPPF, LPPC, SCCP	Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop	%	0	0	0
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Direct and Indirect)	Number	0	0	0
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	0	0	0

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
System Preservation Pavement	LPPC, LPPF	Pavement Condition Index	Index	0	66	-66
			Rating	NA	NA	
System Preservation Bridges	LPPF, LPPC	Bridge Deck Rating	Rating	NA	NA	
	LPPF, LPPC	Bridge Superstructure Rating	Rating	NA	NA	
	LPPF, LPPC	Bridge Substructure Rating	Rating	NA	NA	
Noise Level (Soundwalls Only)	LPPC, LPPF	Number of Receptors	Number	0	0	0
	LPPC, LPPF	Properties Directly Benefited	Number	0	0	0
	LPPC, LPPF	Number of Decibels	Number	0	0	0

District	County	Route	EA	Project ID	PPNO
05	Santa Cruz	1	0C732	0512000228	0073A

Project Title
 Highway 1, 41st Avenue to Soquel Avenue Auxiliary Lanes, Bus on Shoulder and Chanticleer Bike/Ped Bridge

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									Santa Cruz County Regional Transpo
PS&E	3,220							3,220	Santa Cruz County Regional Transpo
R/W SUP (CT)									Santa Cruz County Regional Transpo
CON SUP (CT)		3,872						3,872	Caltrans District 5
R/W	750							750	Santa Cruz County Regional Transpo
CON		28,110						28,110	Caltrans District 5
TOTAL	3,970	31,982						35,952	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									
PS&E	3,220							3,220	
R/W SUP (CT)									
CON SUP (CT)		3,872						3,872	
R/W	750							750	
CON		28,110						28,110	
TOTAL	3,970	31,982						35,952	

Fund #1:	RIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Santa Cruz County Regional Transpo
PS&E	2,570							2,570	CON programmed in FY21/22 in 2020 STIP, though RTC plans to request an advance allocation (or AB3090) in FY20/21 to match current schedule.\$750 RW voted 01/30/19
R/W SUP (CT)									
CON SUP (CT)									
R/W	750							750	
CON		6,835						6,835	\$2570 PSE voted 01/30/19
TOTAL	3,320	6,835						10,155	

Proposed Funding (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									Advance CON allocation requested at June 2021 CTC meeting.
PS&E	2,570							2,570	
R/W SUP (CT)									
CON SUP (CT)									
R/W	750							750	
CON		6,835						6,835	
TOTAL	3,320	6,835						10,155	

Fund #2:	Local Funds - Measure D - 2016 Transportation Improvement Plan (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.400.100
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Santa Cruz County Regional Transpo
PS&E	650							650	Updated by RTC 2/20 & 5/20. Some Measure D shifted to other project due to projected COVID-related revenue drops FY19/20-21/22.
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	650							650	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	650							650	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	650							650	
Fund #3:	State SB1 SCCP - State Highway Account (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.705.100
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Santa Cruz County Regional Transpo
PS&E									Approved by CTC 12/2/20. RTC plans to seek an advance allocation in FY20/21.
R/W SUP (CT)									
CON SUP (CT)		3,872						3,872	
R/W									
CON		19,635						19,635	
TOTAL		23,507						23,507	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)		3,872						3,872	
R/W									
CON		19,635						19,635	
TOTAL		23,507						23,507	

Fund #4:	Other Fed - Highway Infrastructure Program (HIP) (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.010.550
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Santa Cruz County Regional Transpo Plan is to obligate in FY20/21, but showing in FY21/22 due to STIP funds.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		1,640						1,640	
TOTAL		1,640						1,640	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		1,640						1,640	
TOTAL		1,640						1,640	

Complete this page for amendments only

Date 07/06/2021 17:20:28

District	County	Route	EA	Project ID	PPNO
05	Santa Cruz	1	0C732	0512000228	0073A

SECTION 1 - All Projects

Project Background

12/2/20: CTC approved \$23,507,000 SCCP for construction. 2020 RTIP & STIP: RTC added \$1,639,608 HIP & \$4,155,000 new STIP for CON/ reprogrammed \$759k STIP previously programmed to ROW to CON. 1/30/19: CTC allocated \$2.57M STIP for PS&E (\$2.275M fed, \$295k state) and \$750k for ROW (\$663K fed/\$87k st). 2018 RTIP & STIP: \$2M STIP programmed; \$1.75M STIP approved by CTC 3/18. Project level environmental analysis is part of combined Tier 1/Tier 2 environmental of the Highway 1 Corridor Investment Program (Tier 1-program level; Tier 2=41st-Soquel Aux Lanes).

Programming Change Requested

No change to programming. Updated details, schedule, legislative districts, outputs, lead for construction (from HQ to District 5), and other info which does not require an amendment.

Advance allocation of STIP & SCCP programmed in FY21/22 being requested in June 2021.

Reason for Proposed Change

Print ePPR for baseline agreement and allocation request.

Edits and updates to project milestones and outputs based on current asset performance calculations. Construction end and closeout dates updated to reflect 3 year plant establishment period.

- Auxiliary lanes Miles updated to 1.6 based on current design for northbound and southbound directions on Highway 1.
- Bicycle lane miles updated to 0.3 to reflect bridge overcrossing length.
- Interchange modifications updated from 4 to 2: Originally each on/off ramp on northbound and southbound sides were counted, but number updated to reflect clarification on performance output metrics that the set of on/off ramps is consider one interchange
- New curb ramp installed updated from 2 to 4: Four new ADA ramps are being installed with the project
- Pedestrian Bridge SQFT updated to 11,016 (prev. 10,201) based on final design calculations.
- Pavement Roadway lane miles increased to 1.6 to reflect final design calculation of auxiliary lane pavement lane miles on Highway 1.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Schedule updated based on final right-of-way and design dates and anticipated CTC allocation dates. Reviews and right-of-way negotiations took longer than originally anticipated. Increases to right-of-way costs paid for with local funds. Since the contractor will also responsible for 3-year plant establishment, end dates were updated based on input from District 5 staff.

Other Significant Information

Print ePPR for baseline agreement

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

No formal amendments needed, however CTIPs needs updating to reflect some details, including schedule milestones and request at time of vote (construction allocation) that Caltrans be provided with more than 36 months (to 07/01/2027) to closeout the project based on the plant establishment period.

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	06/29/2021 16:43:11	
Programs		<input type="checkbox"/> LPP-C	<input type="checkbox"/> LPP-F	<input checked="" type="checkbox"/> SCCP	<input type="checkbox"/> TCEP	<input type="checkbox"/> STIP	<input type="checkbox"/> Other
District	EA	Project ID	PPNO	Nominating Agency			
05	TBD	TBD	3046	Santa Cruz County			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
Santa Cruz				Santa Cruz County Regional Transportation Commission, Sa			
				MPO	Element		
				AMBAG	Local Assistance		
Project Manager/Contact			Phone	Email Address			
Russell Chen			831-454-2149	russell.chen@santacruzcounty.us			

Project Title

Soquel Drive Buffered Bike Lane and Congestion Mitigation Project (SCCP/LPP Cycle 2, Contract #3)

Location (Project Limits), Description (Scope of Work)

In the unincorporated area of Santa Cruz County on Soquel Avenue and Soquel Drive between La Fonda Avenue and State Park Drive. Adaptive traffic signal control/transit signal priority at all 23 intersections between La Fonda Ave and State Park Drive.

- Protected bike lanes with striping/bollards for approximately 2.4 miles (4.8 miles bidirectional) and buffered bike lanes with striping for approximately 2.65 miles (5.3 miles bidirectional)
- 46 green bike boxes at 23 intersections for left turn movements
- Pedestrian improvements including: 10 rectangular rapid flashing beacons at midblock crossings; 0.46 miles of new curb, gutter, retaining wall and sidewalk construction; 96 crosswalk upgrades, 12 sidewalk curb extensions; 100 ADA ramps; and reconstruction of 17 driveway and side street connections
- Cape seal of pavement for entire project length

Component	Implementing Agency
PA&ED	Santa Cruz County
PS&E	Santa Cruz County
Right of Way	Santa Cruz County
Construction	Santa Cruz County

Legislative Districts

Assembly:	29	Senate:	17	Congressional:	20
-----------	----	---------	----	----------------	----

Project Milestone	Existing	Proposed
Project Study Report Approved	06/25/2020	
Begin Environmental (PA&ED) Phase	09/18/2019	09/18/2019
Circulate Draft Environmental Document	09/18/2019	09/18/2019
Draft Project Report	09/18/2019	09/18/2019
End Environmental Phase (PA&ED Milestone)	09/18/2019	09/18/2019
Begin Design (PS&E) Phase	01/11/2021	01/11/2021
End Design Phase (Ready to List for Advertisement Milestone)	03/25/2022	11/30/2022
Begin Right of Way Phase	04/15/2021	06/01/2021
End Right of Way Phase (Right of Way Certification Milestone)	01/14/2022	11/30/2022
Begin Construction Phase (Contract Award Milestone)	08/09/2022	03/01/2023
End Construction Phase (Construction Contract Acceptance Milestone)	12/19/2023	11/01/2024
Begin Closeout Phase	12/20/2023	12/01/2024
End Closeout Phase (Closeout Report)	03/29/2024	05/01/2025

Date 06/29/2021 16:43:11

Purpose and Need

PURPOSE: To maximize the efficiency of the existing transportation infrastructure, improve safety for all modes of travel, increase multimodal options to increase corridor throughput, reduce greenhouse gas emissions, improve active transportation connectivity, promote sustainable development and livable communities including complete streets.

NEED:

- Soquel Avenue/Drive is a congested arterial on the inland side of Highway 1, which is limiting access to jobs, housing, schools, and other key destinations
- Soquel Avenue/Drive has a high rate of collisions, especially for bicyclists and pedestrians
- Travel time delays due to congestion on Soquel Avenue/Drive are experienced by commuters, transit, commerce, and increases the costs for all users/operators
- There are insufficient incentives to take transit on Soquel Avenue/Drive because congestion threatens travel time and reliability and there is no priority over auto travel

NHS Improvements <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Roadway Class 1	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	

Project Outputs

Category	Outputs	Unit	Total
Active Transportation	# Signs, lights, greenway, or other safety / beautification	EA	10
Pavement (lane-miles)	Local road - rehabilitated Miles	Miles	5.6
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Miles	5.1
Active Transportation	Crosswalk	EA	96
Operational Improvement	Intersection / Signal improvements	EA	23
ADA Improvements	New curb ramp installed	EA	100

Date 06/29/2021 16:43:11

Additional Information

This is one project/contract that is part of the combined Watsonville - Santa Cruz Multimodal Corridor Program Cycle 2 application.

FOR PERFORMANCE INDICATORS AND MEASURES: Please see Watsonville - Santa Cruz Multimodal Corridor Program Cycle 2 Project ePPR for SCCP/LPP (ePPR-6149-2020-0005). Performance measures were evaluated for the combined set of measures for all projects within the Cycle 2 proposal. Per CTC direction, 0 values were entered in for the performance indicators in the individual PPRs as performance measures were not evaluated for the individual projects.

Santa Cruz County is the lead for implementation of all phases of work. Contact Russell Chen or Matt Machado for additional information - (831)454-2368; russell.chen@santacruzcounty.us or matt.machado@santacruzcounty.us. Rachel Moriconi at SCCRTC is helping with programming - rmoriconi@scrtc.org.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPF, LPPC, SCCP	Project Area, Corridor, County, or Regionwide VMT per Capita and Total VMT	Total Miles	0	0	0
			VMT per Capita	0	0	0
	LPPF, LPPC, SCCP	Person Hours of Travel Time Saved	Person Hours	0	0	0
			Hours per Capita	0	0	0
LPPF, LPPC, SCCP	Daily Vehicle Hours of Delay	Hours	0	0	0	
System Reliability	LPPF, LPPC, SCCP	Peak Period Travel Time Reliability Index	Index	0	0	0
	LPPF, LPPC, SCCP	Transit Service On-Time Performance	% "On-time"	0	0	0
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	0	0	0
			PM 10 Tons	0	0	0
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO ₂)	Tons	0	0	0
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	0	0	0
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SO _x)	Tons	0	0	0
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	0	0	0
Safety	LPPF, LPPC, SCCP, TCEP	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	0	0	0
	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	0	0	0
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	0	0	0
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	0	0	0
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	0	0	0
Accessibility	LPPF, LPPC, SCCP	Number of Jobs Accessible by Mode	Number	0	0	0
	LPPF, LPPC, SCCP	Number of Destinations Accessible by Mode	Number	0	0	0
	LPPF, LPPC, SCCP	Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop	%	0	0	0
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Direct and Indirect)	Number	0	0	0
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	0	0	0
System Preservation Pavement	LPPC, LPPF	Pavement Condition Index	Index	0	0	0
			Rating	NA	NA	

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
System Preservation Bridges	LPPF, LPPC	Bridge Deck Rating	Rating	NA	NA	
	LPPF, LPPC	Bridge Superstructure Rating	Rating	NA	NA	
	LPPF, LPPC	Bridge Substructure Rating	Rating	NA	NA	
Noise Level (Soundwalls Only)	LPPC, LPPF	Number of Receptors	Number	0	0	0
	LPPC, LPPF	Properties Directly Benefited	Number	0	0	0
	LPPC, LPPF	Number of Decibels	Number	0	0	0

District	County	Route	EA	Project ID	PPNO
05	Santa Cruz		TBD	TBD	3046

Project Title
 Soquel Drive Buffered Bike Lane and Congestion Mitigation Project (SCCP/LPP Cycle 2, Contract #3)

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									Santa Cruz County
PS&E	2,623							2,623	Santa Cruz County
R/W SUP (CT)									Santa Cruz County
CON SUP (CT)									Santa Cruz County
R/W		820						820	Santa Cruz County
CON			22,218					22,218	Santa Cruz County
TOTAL	2,623	820	22,218					25,661	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									
PS&E	2,623							2,623	
R/W SUP (CT)									
CON SUP (CT)									
R/W		820						820	
CON			22,218					22,218	
TOTAL	2,623	820	22,218					25,661	

Fund #1:	Local Funds - County Funds (Committed)								Program Code
	Existing Funding (\$1,000s)								20.10.400.100
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Santa Cruz County
PS&E	2,623							2,623	
R/W SUP (CT)									
CON SUP (CT)									
R/W		820						820	
CON			5,755					5,755	
TOTAL	2,623	820	5,755					9,198	

Proposed Funding (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									
PS&E	2,623							2,623	
R/W SUP (CT)									
CON SUP (CT)									
R/W		820						820	
CON			5,755					5,755	
TOTAL	2,623	820	5,755					9,198	

Fund #2:	State SB1 SCCP - Solution for Congested Corridors Program (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.210.350
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									Approved by CTC 12/2/20.
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			16,463					16,463	
TOTAL			16,463					16,463	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			16,463					16,463	
TOTAL			16,463					16,463	

Complete this page for amendments only

Date 06/29/2021 16:43:11

District	County	Route	EA	Project ID	PPNO
05	Santa Cruz		TBD	TBD	3046

SECTION 1 - All Projects

Project Background

Programmed for SCCP by CTC 12/21, part of Watsonville-Santa Cruz Multimodal Program

Programming Change Requested

No change to programming, but there are updates to the schedule.

Reason for Proposed Change

Print ePPR for baseline agreement

Design is more complicated than originally anticipated which is pushing out the schedule a few months, but within previously programmed fiscal years.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

No cost increase anticipated due to delay. Any potential cost increases will be funded by the County of Santa Cruz.

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

Minor edits to schedule.

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Watsonville to Santa Cruz Multimodal Corridor Project

Baseline Agreement

Attachment B

Project Report or Equivalent:

- 05-0C730 41st to Soquel Auxiliary Lanes Tier II Project Report Excerpt

Link to full document:

<https://documentcloud.adobe.com/link/track?uri=urn:aaid:scds:US:5f8a514f-24e4-48fc-add0-ae7d1604a555>

- 05-0C733 State Route 1 - State Park to Bay/Porter Auxiliary Lanes Project Report Excerpt

Link to full document:

<https://documentcloud.adobe.com/link/track?uri=urn:aaid:scds:US:c8acac0e-c4b5-416a-ae82-4fc7c3c3f0a3>

- Soquel Drive Buffered Bike Lane and Congestion Mitigation Project Study Report (PPNO 05-3046)

Link to full document:

<https://documentcloud.adobe.com/link/track?uri=urn:aaid:scds:US:62ec2d55-ea4a-49be-9d5c-323c2bc3bff7>

Environmental Documents:

- Santa Cruz 1 Tier I and Tier II Final Environmental Impact Report and Finding of No Significant Impact Approval pages

Link to full document: https://sccrtc.org/wp-content/uploads/2019/01/Hwy1FED/Santa_Cruz_Hwy_1_Tier_I_and_Tier_II_FEIR-EA-FONSI_Volume-I_Dec2018_SIGNED.pdf

- Bay/Porter-State Park Auxiliary Lanes Final Environmental Impact Report and Finding of No Significant Impact Approval Pages

Link to full document: <https://sccrtc.org/wp-content/uploads/2021/05/FinalEIREA-StateRoute1BayPorter-StPark-AuxiliaryLanes.pdf>

- Soquel Drive Buffered Bike Lane and Congestion Mitigation Project Categorical Exemption

PROJECT REPORT

TO

**REQUEST PROGRAMMING IN THE 2018 STIP, AND
FOR PROJECT APPROVAL**

On Route 1 in Santa Cruz County in and near Capitola and Santa Cruz

Between 41st Avenue Overcrossing

And Soquel Avenue/Drive Overcrossing

I have reviewed the right-of-way information contained in this Project Report and the R/W Data Sheet attached hereto, and find the data to be complete, current, and accurate:



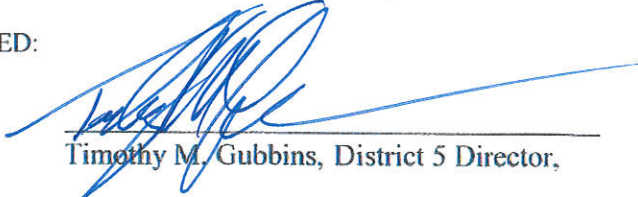
Jamie Lupo, Central Region Division Chief Right of Way

APPROVAL RECOMMENDED:

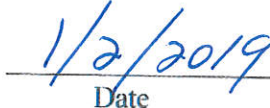


Luis Duazo, Project Manager

APPROVED:

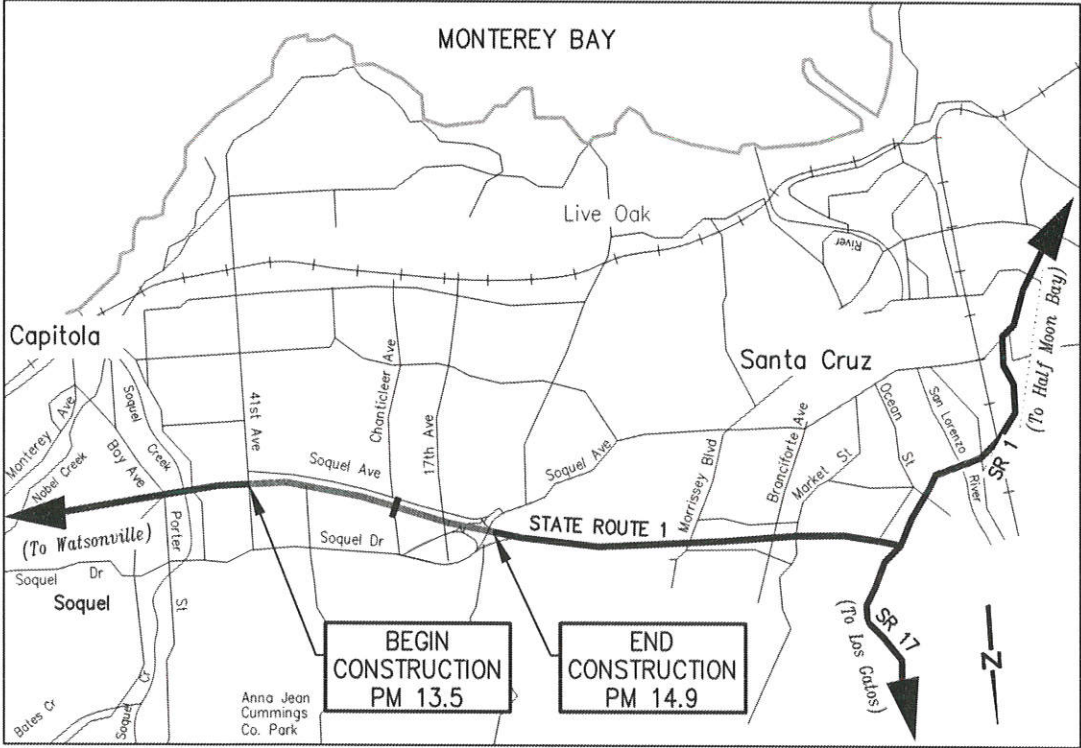


Timothy M. Gubbins, District 5 Director,



Date

VICINITY MAP



This Project Report has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.

Parag Mehta

PARAG MEHTA, REGISTERED CIVIL ENGINEER
Kimley-Horn and Associates
4637 Chabot Drive, Suite 300
Pleasanton, CA 94588

11/4/2018
DATE



1. INTRODUCTION

The California Department of Transportation (Caltrans), in cooperation with the Federal Highway Administration and the Santa Cruz County Regional Transportation Commission (RTC), proposes operational improvements on Route 1 between 41st Avenue and Soquel Drive interchanges in Santa Cruz County. The project site extends approximately 1.4 miles along State Route 1 in Santa Cruz County, between the 41st Avenue and Soquel Drive interchanges. This project proposes to widen State Route 1 by adding auxiliary lanes to the north and southbound sides between the 41st Avenue and Soquel Drive Interchanges (PM13.5-PM14.9). A new bike and pedestrian overcrossing is proposed at Chanticleer Avenue to improve bicycle and pedestrian access across State Route 1. The estimated construction cost of these improvements, including right-of-way, is \$24.0 million. Right-of-way would be acquired for the construction of the bike and pedestrian overcrossing approach ramps. The project is proposed to be funded from the Measure D, Santa Cruz County Regional Transportation Commission's Regional Surface Transportation Program (RSTP), State Transportation Improvement Program (STIP), and Regional Improvement Program (RIP) funds over 4 years. PS&E for this project will be developed under EA 05-0C732.

This is a Project Development Category 4B type project, because it does not require substantial new right of way and does not substantially increase traffic capacity.

Environmental analysis and documentation for this project is found in the Tier I/Tier II Draft Environmental Impact Report / Environmental Assessment (DEIR/EA) (Attachment G) entitled, "Santa Cruz Route 1 HOV Tier I Corridor Analysis of High Occupancy Vehicle (HOV) Lanes and Transportation System Management (TSM) Alternatives and Tier II Build Project Analysis, 41st Avenue to Soquel Avenue/Drive Auxiliary Lanes and Chanticleer Avenue Pedestrian Overcrossing", which will identify a Tier I preferred alternative for a "program" of future construction projects to be implemented within the 8.9 mile corridor over multiple years. This Project Report is for the Tier II project of the title and is analyzed at a project level in the EIR/EA. Future Tier II projects will go through their own project approval and environmental clearance process with their own Project Report and Environmental Document when the scope is determined and funds become available.

The two alternatives; a No Build and the Auxiliary Lane Alternative were considered. After public circulation period, all comments were considered and Caltrans and the Federal Highway Administration selected the auxiliary lane project as the preferred Tier II alternative. Construction is assumed to begin in 2020.

Project Limits	05-SCr-1 – PM 13.5/14.9
Number of Alternatives	1 build alternative
Current Capital Outlay Support Estimate	\$6.7 million
Current Capital Outlay Construction Estimate	\$22.7 million
Current Capital Outlay Right-of-Way Estimate	\$1.3 million
Funding Source	RTC Program Code 20.XX.075.600 (STIP RIP) & 400.100 (Local)
Funding Year	2013-2022
Type of Facility	4-lane freeway
Number of Structures	1 bicycle/pedestrian overcrossing
Environmental Determination or Document	Tier I/Tier II Final Environmental Impact Report / Environmental Assessment (EIR/EA)
Legal Description	On Route 1 in Santa Cruz County in and near Capitola and Santa Cruz between 41st Avenue Overcrossing and Soquel Avenue/Drive Overcrossing
Project Development Category	4B

2. RECOMMENDATION

It is recommended that the project be approved and advanced to the PS&E phase of project development for the build alternative.

The proposed project has the support of Caltrans, Santa Cruz County, Santa Cruz County Regional Transportation Commission (RTC) and City of Capitola. It is recommended that a cooperative agreement for the Plan, Specifications and Estimate (PS&E) phase be negotiated with the RTC, and that the County/State cooperative storm drain features be approved and an agreement be negotiated with the County of Santa Cruz during the PS&E phase.

3. BACKGROUND

3.1 Project History

This project originated as a Santa Cruz County State Route 1 corridor improvement project. The study segment is heavily congested during morning and evening commute times. The congestion has extended the peak operating hours to approximately 4 hours for morning and evening commutes. Summer weekends have been especially impacted as increasing tourist traffic compounds the local congestion.

PROJECT REPORT

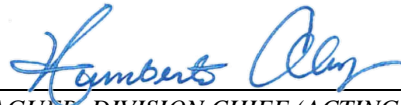
for Project Approval

On Route 1

Between State Park Drive overcrossing and

And Bay Avenue/Porter Street undercrossing in Santa Cruz County

I have reviewed the right-of-way information contained in this report and the right-of-way data sheet attached hereto, and find the data to be complete, current and accurate:



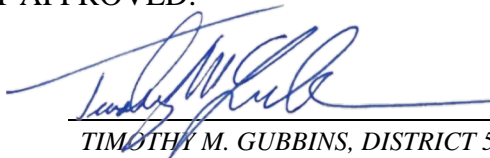
HUMBERTO ALMAGUER, DIVISION CHIEF (ACTING), RIGHT OF WAY

APPROVAL RECOMMENDED:



HEIDI BORDERS, CALTRANS PROJECT MANAGER

PROJECT APPROVED:

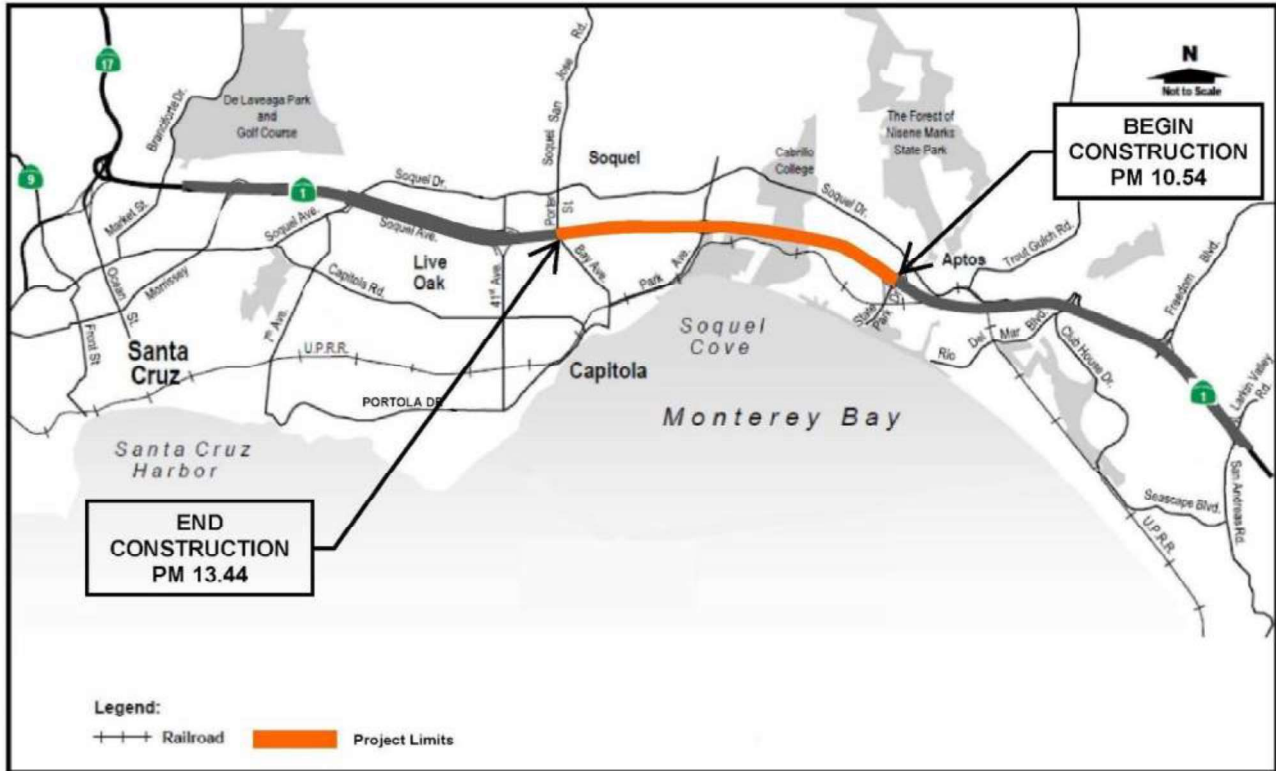


TIMOTHY M. GUBBINS, DISTRICT 5 DIRECTOR

05/11/2021

DATE

Vicinity Map



This Project Report has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.



REGISTERED CIVIL ENGINEER

5/11/2021

DATE



1. INTRODUCTION

Project Description:

The California Department of Transportation (Caltrans) in cooperation with the Santa Cruz County Regional Transportation Commission (SCCRTC), the County of Santa Cruz, and the City of Capitola, propose to widen State Route (SR) 1 to include auxiliary lanes and to accommodate bus on shoulder (BOS) operations between the State Park Drive and Bay Avenue/Porter Street interchanges, replace the Capitola Avenue Overcrossing, and construct a new pedestrian and bicycle overcrossing (POC) at Mar Vista Drive.

One build alternative and the no-build are proposed for further consideration. The build alternative estimated total escalated capital cost (including support, construction, and right-of-way) is \$89.7 million. See table below for the cost estimate break.

Project Limits	05-SCr-1 PM 10.54/13.44	
Number of Alternatives	One Alternative plus No Build	
	Current Cost Estimate:	Escalated Cost Estimate:
Capital Outlay Support	\$16.2 million	\$17.0 million
Capital Outlay Construction	\$65.1 million	\$71.6 million
Capital Outlay Right-of-Way	\$1.0 million	\$1.1 million
Funding Source	Local (Measure D) (20.xx.400.100), STIP*-RIP** (20.xx.075.600), RSTP*** (20.30.010.810), SB 1 SCCP**** (20.xx.705.100), and SB 1 LPP-C***** (20.xx724.100)	
Funding Year	2022/2023	
Type of Facility	Freeway	
Number of Structures	2 bridges (1 new), 6 retaining walls (4 new)	
Performance	Daily Vehicle Hours of Delay (DVHD) Reduction (2019) Northbound reduction of 404 hours Southbound reduction of 168 hours	
Environmental Determination or Document	California Environmental Quality Act (CEQA) – Environmental Impact Report (EIR); National Environmental Policy Act (NEPA) – Environmental Assessment with Finding of No Significant Impact (EA/FONSI)	
Legal Description	Near Capitola and Aptos, State Route 1 from State Park Drive to Bay/Porter Interchanges.	
Project Development Category	4B	

*STIP - State Transportation Improvement Program

**RIP - Regional Improvement Program

***RSTP - Regional Surface Transportation Program

**** SB1 SCCP - Senate Bill 1 Solutions for Congested Corridors Program

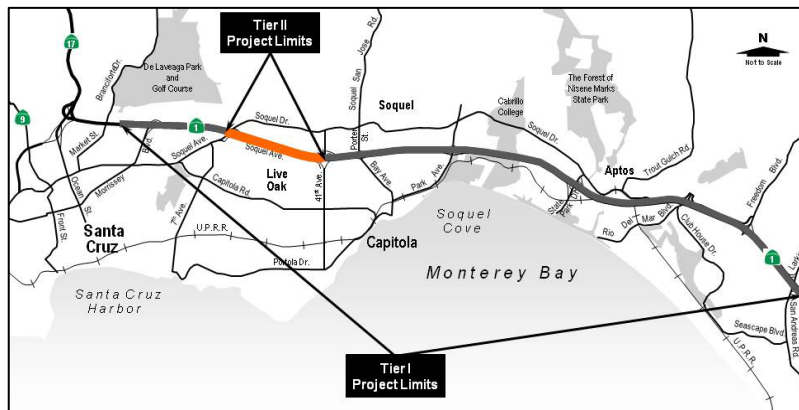
*****SB 1 LPP-C - Senate Bill 1 Local Partnership Program - Competitive

SANTA CRUZ ROUTE 1

TIER I – CORRIDOR ANALYSIS OF HIGH OCCUPANCY VEHICLE (HOV) LANES AND TRANSPORTATION SYSTEM MANAGEMENT ALTERNATIVES AND TIER II – BUILD PROJECT ANALYSIS OF 41ST AVENUE TO SOQUEL AVENUE/DRIVE AUXILIARY LANES AND CHANTICLEER AVENUE PEDESTRIAN-BICYCLE OVERCROSSING

SANTA CRUZ COUNTY, CALIFORNIA
DISTRICT 5 – SCr – 1, (R7.24/16.13)
EA 0C7300 / PI 05-0000-0023

Tier I and Tier II Final Environmental Impact Report/ Environmental Assessment with a Finding of No Significant Impact



Prepared by the
Federal Highway Administration and
State of California Department of Transportation
December 2018



FHWA Highway ID No. _____

SCH# 2004032147
05-SCR-1-PM R7.24/16.13
EA: 0C7300

Tier I evaluation of High-Occupancy Vehicle and Transportation System Management alternatives for a distance of 8.9 miles from 0.4 mile south of Larkin Valley [PM R7.24] to 0.3 mile north of Morrissey Boulevard [PM 16.13] and Tier II evaluation of Auxiliary Lane improvements for a distance of 1.4 miles from 41st Avenue to Soquel Avenue/ Soquel Drive on Route 1 in Santa Cruz County

SANTA CRUZ ROUTE 1

**TIER I – CORRIDOR ANALYSIS OF
HIGH OCCUPANCY VEHICLE (HOV) LANES
AND TRANSPORTATION SYSTEM MANAGEMENT ALTERNATIVES
AND**

**TIER II – BUILD PROJECT ANALYSIS OF
41ST AVENUE TO SOQUEL AVENUE/DRIVE AUXILIARY LANES AND CHANTICLEER AVENUE
PEDESTRIAN-BICYCLE OVERCROSSING**

**FINAL ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL ASSESSMENT
WITH A FINDING OF NO SIGNIFICANT IMPACT**

Submitted Pursuant to: (State) Division 13, California Public Resources Code
(Federal) 42 USC 4332(2)(C)

U.S. Department of Transportation
Federal Highway Administration

THE STATE OF CALIFORNIA
Department of Transportation

Date

12/14/2018

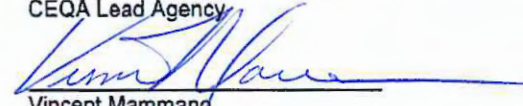


Timothy M. Gubbins

District Director
California Department of Transportation
CEQA Lead Agency

Date

12/17/2018



Vincent Mammano

Division Administrator
Federal Highway Administration
NEPA Lead Agency

The following persons may be contacted for more information about this document:

Lara Bertaina
Caltrans Senior Environmental Planner
50 Higuera Street
San Luis Obispo, CA 93401
(805) 542-4610

Sarah Christensen
Santa Cruz County RTC
1523 Pacific Avenue
Santa Cruz, CA 95060
(831) 460-3200

FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT (FONSI)

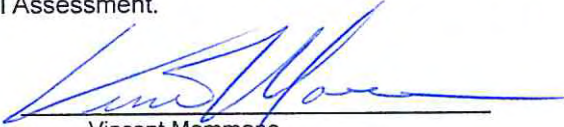
FOR

TIER I – CORRIDOR ANALYSIS OF
HIGH OCCUPANCY VEHICLE (HOV) LANES
AND TRANSPORTATION SYSTEM MANAGEMENT ALTERNATIVES
AND
TIER II – BUILD PROJECT ANALYSIS OF
41ST AVENUE TO SOQUEL AVENUE/DRIVE AUXILIARY LANES AND CHANTICLEER AVENUE
PEDESTRIAN-BICYCLE OVERCROSSING

The Federal Highway Administration has determined that the Tier I Corridor HOV Lane Alternative and the Tier II build alternative will have no significant impact on the human or natural environment. This finding is based on the attached Environmental Assessment, coordination with local and Federal agencies, public involvement, and applicable laws, executive orders, and regulations. The Environmental Assessment, with revisions contained herein, adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. It lists environmental commitments to be carried out by the Federal Highway Administration in order to minimize unavoidable impacts. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. The Federal Highway Administration takes full responsibility for the accuracy, scope, and content of the attached Environmental Assessment.

Date

12/17/2018


Vincent Mammano
Division Administrator
Federal Highway Administration
NEPA Lead Agency

State Route 1 Auxiliary Lanes

On State Route 1 in Santa Cruz County and the City of Capitola between
State Park Drive and Bay Avenue/Porter Street

05-SCR-1-10.54-13.44

EA 05-0C733/Project ID 0518000116

SCH Number 2019100143

Final Environmental Impact Report/ Environmental Assessment with Finding of No Significant Impact



Prepared by the
State of California Department of Transportation

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 U.S. Code 327 and the Memorandum of Understanding dated December 23, 2016, and executed by the Federal Highway Administration and Caltrans.

May 2021



Widen State Route 1 from post miles 10.54 to 13.44 in Santa Cruz County

**FINAL ENVIRONMENTAL IMPACT REPORT/
ENVIRONMENTAL ASSESSMENT with Finding of No
Significant Impact**

Submitted Pursuant to: (State) Division 13, California Public Resources Code
(Federal) 42 U.S. Code 4332(2)(C)

THE STATE OF CALIFORNIA
Department of Transportation
and
Santa Cruz County Regional Transportation Commission
Responsible Agencies: California Transportation Commission, County of
Santa Cruz, City of Capitola



Timothy M. Gubbins
District Director
California Department of Transportation
NEPA and CEQA Lead Agency

5/10/2021

Date

The following may be contacted for more information about this document:

Lara Bertaina, California Department of Transportation, District 5, 50 Higuera Street, San
Luis Obispo, California, 93401; 805-542-4610

**CALIFORNIA DEPARTMENT OF TRANSPORTATION
FINDING OF NO SIGNIFICANT IMPACT (FONSI)**

FOR

The State Route 1 Auxiliary Lanes Project on State Route 1 in Santa Cruz County and the City of Capitola between State Park Drive and Bay Avenue/Porter Street

The California Department of Transportation (Caltrans) has determined that the Build Alternative will have no significant impact on the human environment. This Finding of No Significant Impact is based on the attached Environmental Assessment which has been independently evaluated by Caltrans and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project, as well as appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. Caltrans takes full responsibility for the accuracy, scope, and content of the attached Environmental Assessment.

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 U.S. Code 327 and the Memorandum of Understanding dated December 23, 2016 and executed by the Federal Highway Administration and Caltrans.



Timothy M. Gubbins
District Director
California Department of Transportation
NEPA and CEQA Lead Agency

5/10/2021

Date



County of Santa Cruz

PLANNING DEPARTMENT
701 OCEAN STREET, 4TH FLOOR, SANTA CRUZ, CA 95060
(831) 454-2580 FAX: (831) 454-2131 TDD: (831) 454-2123
KATHLEEN MOLLOY PREVISICH, PLANNING DIRECTOR
www.sccoplanning.com

NOTICE OF EXEMPTION

To: Clerk of the Board
Attn: Susan Galloway
701 Ocean Street, Room 500
Santa Cruz, CA 95060

Project Name: Soquel Drive Buffered Bike Lane and Congestion Mitigation Project
Project Location: This project is located along Soquel Drive between La Fonda Avenue and State Park Drive.
Assessor Parcel No.: Public ROW
Project Applicant: Santa Cruz County Department of Public Works

Project Description: The proposed project involves improvements to Soquel Drive between La Fonda Avenue and State Park Drive to address traffic safety, improve the use of multi-modal mobility, reduce traffic congestion, and decrease the incidence of collisions along this roadway. Project construction will include resurfacing the roadway (cape seal) and installing new striping on Soquel Drive to reduce the widths of the travel lanes and construct buffered bike lanes. The project will also include traffic signal upgrades at certain intersections for installation of Adaptive Traffic Signals - bicycle signal heads with push button actuation and Traffic Signal Priority for the SCMTD bus, and will complete discontinued sidewalks, enhance pedestrian crossings with the installation of Rectangular Rapid Flashing Beacon, and upgrade ADA ramps to current standards.

Agency Approving Project: County of Santa Cruz
County Contact: Russell Chen **Telephone No.** 831- 454-2160
Date Completed: 9/18/2019

This is to advise that the County of Santa Cruz has found the project to be exempt from CEQA under the following criteria:

Exempt status: (*check one*)

- The proposed activity is not a project under CEQA Guidelines Section 15378.
- The proposed activity is not subject to CEQA as specified under CEQA Guidelines Section 15060 (c).
- The proposed activity is exempt from CEQA as specified under CEQA Guidelines Section 15061(b)(3).
- Ministerial Project** involving only the use of fixed standards or objective measurements without personal judgment.
- Statutory Exemption** other than a Ministerial Project (CEQA Guidelines Section 15260 to 15285).

15282(j). Restriping to relieve traffic congestion

Categorical Exemption

15301 (c)(f) Class 1. Existing Facilities

Reasons why the project is exempt:

The project involves restriping a street with the purpose of relieving traffic congestion and repair and maintenance of existing public facilities for the purpose of improving public safety and involves no expansion of the existing use.

Signature:  Date: 9/18/19 Title: Planner IV
Juliette Robinson