

Nominator Contact Form

-- Cover Sheet --

Project Name:

State Route 1 HOV Widening Project

Project Website:

Information available on SCCRTC website: www.sccrtc.org

Project Sponsor:

California Department of Transportation, District 5
Santa Cruz County Regional Transportation Commission (SCCRTC)

Project Contact Information:

Gregg Albright, CALTRANS, District Director, District 5, (805)-549-3127
Luis Duazo, CALTRANS Project Manager; (805)542-4678
Linda Wilshusen, SCCRTC Executive Director; (831)460-3200
Kim Shultz, SCCRTC, (831)460-3208

Project Nominator and Contact Information:

Association of Monterey Bay Area Governments
Kathy Urlie, AMBAG (831) 883-3750
Gregg Albright: CALTRANS Caltrans, District Director, District5, (805)-549-3127
Luis Duazo, CALTRANS Project Manager; (805)542-4678
Linda Wilshusen, SCCRTC Executive Director; (831)460-3200
Kim Shultz, SCCRTC, (831)460-3208

Are Graphics available?

Yes.

Reviewer Name:

Russell Jorgenson

Contacts (include email address)

Contact: Dominic Hoang, FHWA CA Division **Date:** 1/8/04
Dominic.Hoang@fhwa.dot.gov

Contact: Linda Wilshusen, SCCRTC Executive Director **Date:** 1/8/04
lwilshusen@sccrtc.org

Contact:

Nominator Contact Form

1. National/Regional Significance

Evidence of meeting this criterion: (check all that apply)

Project meets DOT mode definitions of national/regional significance:

- FAA: identified airport of national or regional significance
- FAA: identified project of national or regional significance
- FHWA: Interstate or National Highway System
- FTA:

Nominator provides information bearing on national/regional significance:

- Purpose and need demonstrates national/regional significance
- Project information shows national security connection.
- Project information shows interstate/international trade connection.
- Project information indicates potential for addressing identified national/regional capacity problems.
- Project information indicates potential for extraordinary safety improvements.
- Project information demonstrates innovation of national significance.
- Project information indicates important interconnectivity of currently operating transportation systems.

Supplemental information to solicit from the nominator or funding agency:

- a. Views of the USDOT funding agency concerning national/regional significance based primarily on the first item above.**

State Route (SR) 1 is the only east/west route on the National Highway System (NHS) in the County, connecting to the only north/south route (SR 17) that's on the NHS in the County.

- b. Supplemental information from the nominator bearing on any of the above items.**

SR 1 was constructed in the 1970s as a four lane facility. Since that time population and employment base in the region has more than doubled, including establishment of the University of California at Santa Cruz . Resultant impact to commuting and commerce along and across the corridor is significant and has limited transit effectiveness and ridership. Freeway design standards have changed dramatically, leaving the existing facility deficient compared to current standards. Existing interchange and crossing facilities fail to meet current safety standards and require upgrading.

- c. Estimates of project implementation costs to provide a sense of project scale.**

Total Project Cost:	Estimate \$350 million (current non-escalated cost)
PS&E:	\$ 20+ million
Rights-Of-Way:	\$ 35 million
Construction:	\$ 295 million (based on conceptual design work todate)

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2. State/Local Support

Evidence of meeting this criterion:

- The project is in an established financing program (TIP, STIP, aviation system plan)
- A strategy for obtaining financing has been fully developed.
- Letters of support or governmental resolutions indicating support are a matter of record.
- The planning history of the project indicates a high level of public involvement and State/local governmental support.
- For non-State projects, the governor has expressed support.

Supplemental information to solicit from the nominator or funding agency:

a. The position of the governor regarding the project.

The Governor supports transportation projects which improve people and goods movement and thereby improve the State economy.

b. The extent of support in projects affecting multiple local jurisdictions.

Resolution of support adopted by all cities along the corridor and the county of Santa Cruz. The SCCRTC has identified the SR 1 HOV project as the highest priority transportation project in the county.

c. Whether or not State/local governments have veto authority over the project; if yes, the views of the relevant parties.

Yes, the local governments have veto authority since local funding is involved. Yes, see above. The SCCRTC is the project sponsor and serves as the Regional Transportation Planning Agency (RTPA) and the Congestion Management Agency (CMA) for the county.

3. Delay Attributable to Federal Agency Issues

Evidence of meeting this criterion:

- The project history demonstrates that actual delay has already occurred as a result of Federal environmental reviews.
- The project history demonstrates a high likelihood of future Federal interagency disagreements.
- The project involves unsettled policy issues that are frequently associated with substantial delay.
- The project is novel in terms of issues, scale, process, and/or approach, suggesting a high probability of delay due to adopting a new mindset.
- The project has a high probability of yielding important lessons learned for assisting other projects or national policy development/refinement or process reinvention.

Nominator Contact Form

Supplemental information to solicit from the nominator, funding agency, or other Federal agency:

a. Accounting of the length, nature and assumed cause of delays to date.

Not applicable

b. Track record of relationship issues among Federal agencies involved in the project, with emphasis on the history of delays on similar projects.

Projects with the potential to impact listed endangered species often result in substantial delays associated with consultation under Section 7 of the Endangered Species Act. It is not unreasonable for endangered species act issues to add two or more years to the project development process. The Valencia Lagoon is recognized as the type locality for the Santa Cruz long-toed salamander and some of the adjacent wetland and upland areas are being managed by the California Department of Fish and Game.

c. Explanation of the policy issues involved and how they relate to project delays.

The California Coastal Act and Santa Cruz County Local Coastal Plan policies prohibit impacts to wetlands, environmentally sensitive habitats, and endangered species for “non-coastal dependent uses”. Increasing the capacity of a highway is not considered to be a coastal dependent use. This policy conflict can result in substantial delays in complying with the Federal Coastal Zone Management Act.

d. Explanation of how project novelty is likely to result in delay.

The project is the first HOV lane project in Santa Cruz County. HOV lanes are usually associated with urban areas, and Santa Cruz County continues to perceive itself as a rural area. Public controversy over issues such as growth inducement and cumulative impacts are likely to result in project delay.

e. Rationale for how this project can help future projects.

Spillover of regional traffic onto the local system has frustrated the provision and use of a regional bicycle network, local and regional express bus service, and participation in demand management strategies including car and van pooling in a community dedicated to alternative travel modes.

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Additional Considerations

4. Potential for Exemplary Environmental Stewardship

Projects that demonstrate a high potential for environmental stewardship will receive higher consideration than comparable projects without such potential. This could involve innovative mitigation, environmental enhancement measures, partnerships with other agencies or conservation organizations, or process innovations that show a stewardship benefit.

The proposed project is in close proximity to a known population of the Santa Cruz long-toed salamander, a Federally listed endangered species and a Fully Protected species under the California Endangered Species Act. The widening of Highway 1 and construction of the Freedom Blvd Interchange in the 1960's resulted in substantial impacts to Valencia Lagoon. Caltrans and the California Department of Fish and Game developed Valencia pond to compensate for impacts to the salamander.

An existing sedimentation problem within the Highway 1 box culvert and drainage channel near the Freedom Blvd Interchange requires yearly maintenance to prevent flooding of the highway and surrounding land use. The yearly maintenance activities also have the potential to impact the existing Santa Cruz long-toed salamander population.

The proposed project provides the opportunity to correct existing drainage and sedimentation issues in Valencia channel thereby eliminating the necessity for yearly maintenance activity disturbance of the area and enhancing habitat for the Santa Cruz long-toes salamander.

The existing facility is heavily vegetated and well screened from the community for the majority of the 8.25 mile reach. In addition, the freeway borders state park and crosses numerous scenic waterways near the Pacific Ocean. There is a substantial need and strong desire to develop the project to maintain and enhance the natural setting within which the project is located. Ample opportunities exist to provide visual and aesthetic enhancements to supplement the natural surroundings. Aesthetics and Landscaping will demand significant attention.

Community outreach within the Santa Cruz community has and will remain a focal point throughout project development, as the multitude of local governments strive to balance the economic and transportation needs of the community with the environmental and historical aspects concerns of the region. A detailed community outreach program, coordinated between the Regional, local and state agencies (Cities, County and Caltrans) has been developed and will be implemented on this project.

This project, though focused on widening of the freeway to provide HOV lanes, is a multimodal project in its focus on high occupancy vehicles, bus access to the facility, and highlighted focus on pedestrian and bicycle mobility across the freeway. Improvements to these multiple modes of transportation are addressed in the purpose and need of the project.

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5. Project Mix

A mix of projects reflecting a variety of circumstances is desirable. This mix could reflect:

a. Different modes

Aviation Transit Intermodal
 Highway Port Other Ped/Bicycle
Crossings of SR-1.

b. Geographic diversity (parts of the country, urban vs. rural)

Federal Region Number _____ State(s) California

Urban If so, list involved:

MPOs Association of Monterey Bay Area Governments (AMBAG)

Cities Capitola, Scotts Valley, Watsonville and Santa Cruz County

Rural

c. Issues that ensure involvement of all agencies that are members of the Interagency Task Force. For those checked, indicate contact info.

Agriculture

Commerce

Interior -Endangered Species

EPA -Air Quality

Defense -Army Corp of Engineers

ACHP -Historic Property Impact Potential

CEQ

6. Likelihood of Success

Selected projects should have a high likelihood of success. This relates to the Federal officials being in a position to craft a solution. If the solution appears to be beyond their grasp, eg. current Federal law would need to be changed or resolution is primarily needed at the State or local level, then the project is not a strong candidate for this venue.

Nominator Contact Form

Projects will be given consideration regardless of their stage in the approval process. For projects early in the process, greater attention will be paid to problem prevention potential. For projects late in the process, greater attention will be paid to problem solving potential.

The mechanics for success are in place between federal, state, regional agencies. However, the extent of coordination required through the respective agency's review and coordinated action is extensive representing the single longest lead item in the project schedule for the preliminary design/environmental review phase. Work has just begun on this project (Preliminary Environmental Survey approved by FHWA in October 2003) and selection of this project as an Environmental Streamlining Case Study would bolster a spirit of cooperation among participants and serve well to document success in a community known for community participation and environmental awareness.

7. Consequences of Inaction

Projects with a serious consequence associated with inaction will receive higher consideration than comparable projects without such consequences. The nominator should be allowed to make a case for the consequences of inaction in any way deemed relevant, but it could relate to impending catastrophic failure; mobility, safety, national security benefits that would be denied to our citizens; financial hardship to a State or local government; or opportunities missed for creating a new positive way of doing business.

There have been no capacity enhancements constructed on Route 1 over the past 30 years, during which time the population of Santa Cruz County has doubled. Increases in local travel demand have been exacerbated by growth in tourism and coastal travel. Route 1 widening to provide northbound and southbound HOV lanes would reduce existing and projected commute period congestion; encourage carpooling and transit usage by providing HOV lanes that support carpool and express bus operations through the project limits; improve reliability of freight movement and emergency services; reduce "spill-over" traffic and impacts to local roadways by reducing congested highway conditions and reducing travel times; improve safety by reducing congestion and addressing existing roadway deficiencies.

8. Other venues for issue resolution

Projects that have already experienced delay will be given higher consideration if State and local venues for issue resolution have been exhausted. (This will not apply to projects for which conflict avoidance/problem prevention is the goal, rather than dispute resolution/problem solving.)

Not applicable

9. Support for Administration initiatives

Projects that support specific Administration initiatives (e.g. New Freedom initiative) will be given higher consideration than comparable projects that do not support such initiatives.

Nominator Contact Form

Additional: What is the opinion of the Field Office regarding the selection of the project as a priority?

PROJECT NOMINATION FORM

California, State Route 1 Widening/HOV Project

Page 1 of 1

1. **PROJECT NAME:**
Santa Cruz, State Route 1 HOV Lane Project
05-0c730

2. **PROJECT LOCATION:**
05-scr-1-7.6/15.9
Project Study Area Map Attached

3. **PROJECT SPONSOR:**
Santa Cruz County Regional Transportation Commission (SCCRTC) and,
California Department of Transportations (Caltrans) District 5

4. **PROJECT CONTACT INFORMATION:** (Project Manager(s), Contact #)
Luis Duazo, Caltrans Project Manager: (805) 542-4678
Linda Wilshusen, SCCRTC Executive Director: (831) 460-3200

5. **PROJECT DESCRIPTION:**
The Project proposes to widen State Route (SR) 1, south of the SR 1/17 Interchange, for a distance of 6.3 miles (with consideration of an additional 3.3 mile segment) from 4-lanes to 6-lanes for the purpose of providing a High Occupancy Vehicle (HOV) lane in each direction. (The widening of the section between the SR 1/17 interchange and Morrissey Boulevards is being undertaken as a separate project, which is fully funded in the State Transportation Improvement Program (STIP) and is currently scheduled for start of construction in 2004). The location of the Project, shown on Figure 1 (attached), begins at the conform with the SR 1/SR 17 Interchange to Morrissey Boulevard paroproject (about 0.3 km north of Morrissey and continue to San Andreas/Larkin Valley Road.

6. **TYPE OF PROPOSED PROJECT:**
High Occupancy Vehicle (HOV) Lane; Congestion Relief; Including: Remove and Replace 6 (six) High Capacity Interchanges with Metered Ramps and Provision of HOV By-Pass Lane, and Construction of 3 (three) Pedestrian/Bicycle Over-Crossings.

PROJECT NOMINATION FORM
California, State Route 1 Widening/HOV Project
Page 2 of 2

7. **PURPOSE AND NEED:**

Purpose

The congested conditions on SR 1 result in “spill-over” impacts to local city and county roadways and delay for local transit and express bus operations as well as emergency vehicles, and local and regional goods movement.

Accordingly the purpose of the project is: reduce congestion, encourage carpooling and use of alternative transportation modes, and improve safety.

Need

Existing and anticipated needs that would be addressed include:

- Improve Operations – Peak period congestion currently extends up to 8 hours on weekdays;
- Reduce delay for commuters, commerce, and emergency vehicles;
- Provides incentives to increase transit use and ridesharing;
- Reduce congestion – related accidents; and,
- Reduce “cut-through” traffic on local streets.

Goals

The project should minimize impact to the environment including noise, emissions, erosion, visual and aesthetic impacts, and impacts to biological and cultural resources, neighborhoods and environmental justice issues related to impacts to low-income, ethnic minority or other disadvantaged persons.

8. **STAGE OF THE NEPA PROCESS:**

Selected consultant to prepare preliminary design and environmental document. Engineering and technical studies are underway; environmental document is identified as a combined CEQA/NEPA EIR/EA. Public information meetings to solicit input regarding scope of environmental studies and alternatives are scheduled for Spring 2004.

9. **FEDERAL AGENCIES INVOLVED IN PROPOSED PROJECT DEVELOPMENT:**

U.S. Army Corps of Engineers
U.S. Department of the Interior (Fish and Wildlife Service)
U.S. Environmental Protection Agency
Federal Highway Administration

10. **FEDERAL REVIEW ACTIONS REQUIRED:**

FHWA to review the NEPA document; USFWS to review the BA; EPA to review the NEPA document; USACOE to review the NEPA document; USACOE, EPA, USFWS to review the LEDPA determination per the 404(b)1 guidelines analysis of alternatives under the NEPA 404 MOU integration process.

PROJECT NOMINATION FORM
California, State Route 1 Widening/HOV Project
Page 3 of 3

11. EXISTING OR ANTICIPATED CONTROVERSIES WITH ENVIRONMENTAL OR OTHER REVIEW ISSUES:

There is controversy in the community about the length of time federal reviews are expected to take. Sensitive coastal area adjacent to the Monterey Bay National Marine Sanctuary (MBNMS) with high degree of environmental awareness. A organized segment of the community is opposed to the project due to concerns with “induced traffic,” and impact on the character of Santa Cruz communities.

12. SUPPORT OF LOCAL AND STATE GOVERNMENT AND TRANSPORTATION AGENCIES:

This project is supported by the below listed agencies:
Caltrans District 5 and Association of Monterey Bay Area Governments (AMBAG), the Santa Cruz County Regional Transportation Commission (SCCRTC), the County of Santa Cruz, and the cities of Capitola, Scotts Valley and Watsonville.

13. REASON PROPOSED PROJECT IS BEING NOMINATED INCLUDING NATIONAL AND/OR REGIONAL IMPORTANCE:

Project is a high-profile capacity enhancement project along the coast of the Monterey Bay National Marine Sanctuary (MBNMS) in Central California. Section 106 and Section 7 issues have streamlining possibilities that would be enhanced through participation in the Transportation Infrastructure Streamlining Task Force, pursuant to E.O. 13274.

14. PROJECT NOMINATOR AND CONTACT INFORMATION:

Luis Duazo, Caltrans Project Manager: (805) 542-4678
Bryan Apper, Caltrans Environmental Manager: (559) 243-8156
2015 E. Shields, Suite 100
Fresno, CA 93726-5428 Fax: (559) 243-8215
Linda Wilshusen, SCCRTC Executive Director: (831) 460-3200
1523 Pacific Avenue
Santa Cruz, CA 95060-3911 Fax: (831) 460-3215

Please send completed nomination forms to:

By Email: ProjectStreamlining@ost.dot.gov

By Fax: 202-366-7618

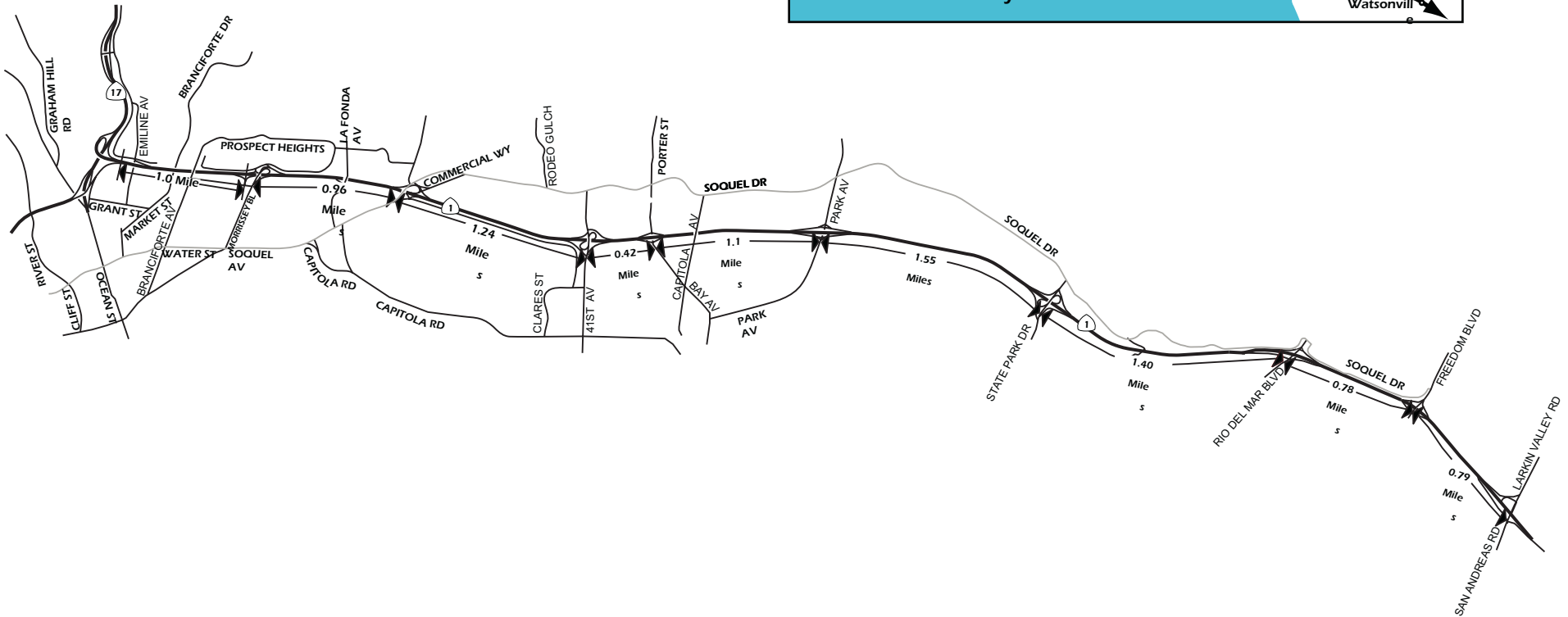
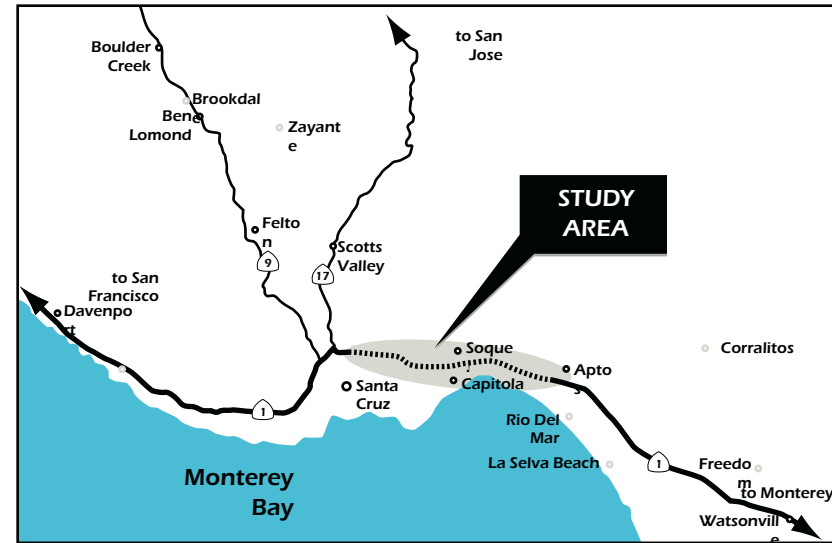
By Mail: Office of the Assistant Secretary for Transportation Policy

US Department of Transportation, P-1

400 Seventh Street, SW

Washington, D.C. 20590

Santa Cruz County Regional Transportation Commission



STATE ROUTE 1 WIDENING PROJECT STUDY AREA