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**Environmental Impact Report  
Addendum**

*for the*

**2001 Santa Cruz County  
Regional Transportation Plan**

*regarding the*

**Sales Tax Measure Expenditure Plan**

**State Clearinghouse No. 2000122068**

*Prepared for:*

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## INTRODUCTION

This document is an addendum to the Santa Cruz County Regional Transportation Commission's (SCCRTC) 2001 Regional Transportation Plan (RTP) Environmental Impact Report (EIR) that was certified by SCCRTC on October 4, 2001. The addendum is needed to address the possible environmental effects associated with the Local Transportation Sales Tax Measure Expenditure Plan (hereafter "Expenditure Plan"), proposed for the November 2004 ballot, that would result in a new funding source that would implement the projects and programs previously identified in the 2001 RTP that was the subject of the certified Final EIR.

According to Section 15164 of the State California Environmental Quality Act (CEQA) Guidelines, an addendum to a previously certified EIR is the appropriate environmental document in instances when "only minor technical changes or additions are necessary" and when the new information does not involve new significant environmental effects beyond those identified in the EIR. The change being contemplated involves an expenditure plan that identifies funding for transportation projects in a manner that is substantially conformant with the 2001 RTP, and with no increase in the intensity of planned transportation and circulation improvements. In addition, as discussed below, the proposed expenditure plan would have no new significant environmental effects. As such, the addendum is the appropriate environmental document under CEQA.

This addendum includes a description of the Expenditure Plan currently proposed by SCCRTC and a comparison of the projects in the Expenditure Plan to those identified for the 2001 RTP without the Expenditure Plan, as described in the Final EIR.

This document is considered a program-level EIR Addendum. Section 15168(a) of the *CEQA Guidelines* states that "a program EIR is an EIR which may be prepared on a series of actions that can be characterized as one large project and are related either: (1) geographically; (2) as logical parts in a chain of contemplated actions; (3) in connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program; or (4) as individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways." As such, this EIR Addendum presents a region-wide assessment of the potential impacts of the Expenditure Plan projects. The Expenditure Plan would influence future programming decisions regarding local, state, and federal transportation funds. However, the projects identified in the Expenditure Plan relate to the RTP, which is a long-range planning/programming document. Therefore, the Expenditure Plan does not include specific project designs or construction schedules for any of the projects. Accordingly, though the EIR Addendum identifies some of the possible impacts of individual projects, consistent with the 2001 RTP Final EIR, it does not evaluate site-specific impacts of individual projects. Specific project design efforts and subsequent environmental review for individual projects identified in this program EIR Addendum would be the subject of future technical study by the lead implementing agency sponsoring the transportation system modification.



## **PROJECT DESCRIPTION**

The SCCRTC has recommended that the County of Santa Cruz seek voter approval of an ordinance which would, if so approved, authorize the County to impose a one-half of one percent transactions and use tax for a period of thirty years to fund the transportation improvements set forth in the Expenditure Plan. This Expenditure Plan would be presented to the voters of Santa Cruz County by the SCCRTC as a means to fill the funding shortfall to: implement necessary highway, local street and road, transit, rail, bicycle, and pedestrian projects; provide adequate maintenance and improvements on the local street and road system; accommodate and promote economic growth throughout the county; and provide specialized programs to meet the needs of commuters, youth and the growing senior and disabled population. Collection of the one-half percent sales tax would commence on April 1, 2005.

The Expenditure Plan identifies transportation improvements to be partially funded from the new one-half of one percent transaction and use tax, if two-thirds of the electors voting on November 2, 2004 approve the Sales Tax Measure. The proposed Expenditure Plan associated with the Sales Tax Measure that will be placed on the November 2004 ballot would result in a new funding source available to implement some of the transportation and circulation improvement projects that were previously identified in the 2001 RTP. The purpose of the Expenditure Plan is to implement the goals and priorities of the 2001 RTP through investment in a set of projects and programs contained in the RTP that include planning, maintenance and rehabilitation of, and improvements to the county's multi-modal transportation system.

Each of the Responsible Agencies that would implement the individual projects funded with the Expenditure Plan would determine implementation and what, if any, financial management tools to use (such as bonds) to accelerate delivery of those projects. Where SCCRTC is the responsible agency for distributing sales tax revenues to projects, SCCRTC would determine distribution schedules and what, if any, management tools to use to accelerate delivery of some projects.

### **Description of Projects to be Funded by the Expenditure Plan**

This section contains general descriptions of the projects, categories and subcategories in the Plan, the types of projects or programs that are eligible for funding under each category, and allocation procedures. The final scope, cost, and project limits of all improvements will be determined through noticed public hearings, environmental review processes, and agreements with affected agencies, as appropriate.

A full list of projects from the 2001 RTP that may be partially funded by the Expenditure Plan is included in Table 1. This table also contains the Expenditure Plan and 2001 RTP descriptions of the projects.



Table 1. Comparison of Project Components Included in the Proposed Expenditure Plan and 2001 RTP

Expenditure Plan Project Title	Expenditure Plan Project Description	2001 RTP ID, Lead Agency and Project Title	2001 RTP Project Description	Environmental Review of Project Components in Expenditure Plan and 2001 RTP
Highway 1 Widening/HOV	<ul style="list-style-type: none"> <li>- Widen Highway 1 from Morrissey Boulevard south to Aptos with one additional lane in each direction, to encourage maximum person-throughput by allowing exclusive use by carpools and buses during peak periods.</li> <li>- Add auxiliary lanes to improve merging of traffic at specific freeway interchanges.</li> <li>- Add metering lights at on ramps where appropriate/ feasible.</li> <li>- Add soundwalls and landscaping.</li> <li>- Modify interchanges and over-crossings as needed and improve bicycle/pedestrian facilities on those over-crossings.</li> <li>- Use notes, bonds, certificates of finance, or other forms of indebtedness to finance construction of the project as soon as possible.</li> </ul>	CT-P7, Caltrans, Hwy 1 Widening: HOV/HOT Lanes	Project development for High Occupancy Vehicle/Toll Lanes (HOV/HOT) on Hwy 1 (Aptos to SC) Construction is on unconstrained list.	Although construction of the Highway 1 widening and associated facilities was not constrained in the 2001 RTP, the 2001 RTP EIR evaluated the environmental impacts of construction of the widening at a program level. This project is currently being evaluated on a project level in a separate EIR/EA.
		CT-P1, Caltrans, Hwy 1 Ramp Metering	Installation of Ramp Meters at 7 interchanges (Freedom, Rio Del Mar, State Park Road, Park Avenue, Bay/Porter Avenue, 41st Avenue, Soquel Road, Morrissey Boulevard, and Ocean St) . Includes widening ramps as needed, ramp meter signals, and controllers.	
		CT-P2, Caltrans, Hwy 1- Revise Interchanges	Interchange ramp modifications to accommodate future widening alternatives of Route 1 along this corridor.	
		CT-P3, Caltrans, Hwy 1 Southbound & Northbound Auxiliary Lanes	Auxiliary lanes between a) Park Avenue and Bay Avenue, b) 41st Avenue and Soquel Avenue, c) Soquel Avenue and Morrissey Boulevard for both the Northbound and Southbound directions. Auxiliary Lanes connect the freeway entrance ramp directly with the next ramp.	



Table 1. Comparison of Project Components Included in the Proposed Expenditure Plan and 2001 RTP

Expenditure Plan Project Title	Expenditure Plan Project Description	2001 RTP ID, Lead Agency and Project Title	2001 RTP Project Description	Environmental Review of Project Components in Expenditure Plan and 2001 RTP
Highway 1 Bike/ Pedestrian Crossings	In order to improve bicycle and pedestrian movement between communities on either side of Highway 1, funds will be used to construct bicycle/pedestrian bridges crossing over Highway 1 generally in the areas of Live Oak, and Aptos, and improve bicycle and pedestrian facilities on existing crossings. Exact locations will be determined during the project develop phase of the Highway 1 Widening/Carpool Lane project.	CT-P7a, Caltrans, Hwy 1 Bike/Ped Bridge (Cabrillo-New Brighton)	Construction of bike/ped bridge connecting New Brighton State Beach and Cabrillo College.	All Expenditure Plan project components were included in the 2001 RTP and evaluated in the 2001 RTP EIR.
		CT-P7B , Caltrans, Hwy 1 Ped/Bike Bridge at Mattison	Construction of bike/ped bridge across Hwy 1 to connect Mattison.	
		CO-P34, County of Santa Cruz, Hwy 1 Ped Overcrossing at Mar Vista	Pedestrian overcrossing of Highway 1 at Mar Vista.	
Highway 1 Express Buses	Provide additional express bus service on Highway 1 between Santa Cruz and Watsonville, and major destinations within the county, including UCSC and Cabrillo College, in order to provide a reasonable alternative to the automobile for daily commuters who travel within the region. Sales Tax Measure funds will be made available for operation of these services (eligible non-capital expense) and to match federal funds for capital bus purchases.	MTD-P14, Santa Cruz Metropolitan Transit District, Local Transit Service Expansion	Expand local service 10% including expanded service within SLV, City of SC and Watsonville, express buses, improved service to industrial areas.	All Expenditure Plan project components were included in the 2001 RTP and evaluated in the 2001 RTP EIR.



Table 1. Comparison of Project Components Included in the Proposed Expenditure Plan and 2001 RTP

Expenditure Plan Project Title	Expenditure Plan Project Description	2001 RTP ID, Lead Agency and Project Title	2001 RTP Project Description	Environmental Review of Project Components in Expenditure Plan and 2001 RTP
Highway 17 Safety Improvements	<ul style="list-style-type: none"> <li>- Continue extra California Highway Patrol (CHP) enforcement (eligible non-capital expense)</li> <li>- Widen shoulders where feasible</li> <li>- Install traffic message signs and automated traffic monitoring stations</li> </ul>	CT-P10, Caltrans, Hwy 17 Operational Improvements	<p>Constrained: Concrete guard rail near Scotts Valley, shoulder widening, curve realignment (from 10-yr SHOPP).</p> <p>Unconstrained: auxiliary lanes, interchange improvements.</p>	All Expenditure Plan project components were included in the 2001 RTP and evaluated in the 2001 RTP EIR.
		CT-P13, Caltrans, Hwy 17 at Vinehill: Safety and Op Improvements	Correcting a skew, lengthening a turn pocket, and prohibiting left turns onto Route 17 from an adjacent driveway.	
		CT-P18, Caltrans, Hwy 17 -Intelligent Transportation Systems (ITS)	ITS (Intelligent Transportation Systems): advanced electronics and information technologies to increase the safety and efficiency of the surface transportation system. Vehicle detection loop and closed circuit TV camera installations at 1/2 mile intervals.	
		CHP-P1, CHP - California Highway Patrol, Hwy 17 Safety Program	Continuation of existing Highway 17 Safety Program in Santa Cruz County by California Highway Patrol. Includes public education and awareness, CHP Patrol enhancement, pilot cars, electronic speed signs.	



Table 1. Comparison of Project Components Included in the Proposed Expenditure Plan and 2001 RTP

Expenditure Plan Project Title	Expenditure Plan Project Description	2001 RTP ID, Lead Agency and Project Title	2001 RTP Project Description	Environmental Review of Project Components in Expenditure Plan and 2001 RTP
Park & Ride Lots/ Alternative Transportation Programs	A number of programs have been implemented to maximize the number of people using the transportation network by encouraging commuters to share rides, reduce congestion, and take advantage of travel in the “carpool” lanes proposed in the Highway 1 Widening project. These programs may include: rideshare matching services; incentive programs; vanpool “seed money”; buspool subsidies; and park and ride lot leases. These programs will encourage maximum use of new highway lanes.	CT-P20, Caltrans, Hwy 1/9 Intersection Improvements and Park and Ride lot	Hwy 1/9 intersection improvements including: added left-turn lane on Rte 1 SB, twelve foot through lane with eight foot shoulder Rte 9 NB from Route 1 to Encinal, extend raised median on Rte 9 to Coral St, signalization of Fern St, construct park and ride.	All Expenditure Plan project components were included in the 2001 RTP and evaluated in the 2001 RTP EIR.
		CAP-P23, City of Capitola, McGregor Drive Park and Ride Lot Improvements	Install paving, lighting and drainage improvements at existing park and ride lot.	
		CAP-P24, City of Capitola, Pacific Cove Expansion for Park-N-Ride Lot.	Construct 2nd level on Pacific Cove Parking for park and ride and visitor usage.	
		SC-P14, City of Santa Cruz Park & Ride Lots	Construct park and ride lots within City limits.	
		WAT 8 Pajaro Valley TMA, Pajaro Valley TMA Outreach	Transportation demand management outreach to employers and workers in Pajaro Valley area.	



Table 1. Comparison of Project Components Included in the Proposed Expenditure Plan and 2001 RTP

Expenditure Plan Project Title	Expenditure Plan Project Description	2001 RTP ID, Lead Agency and Project Title	2001 RTP Project Description	Environmental Review of Project Components in Expenditure Plan and 2001 RTP
Park & Ride Lots/ Alternative Transportation Programs (Continued)		RTC 2, Regional Transportation Commission, Commute Solutions Rideshare Program	Program provides a matching service for carpoolers and vanpoolers, services and information about other alternative transportation modes such as transit, walking, bicycling, telecommuting.	All Expenditure Plan project components were included in the 2001 RTP and evaluated in the 2001 RTP EIR.
		RTC-P14, Regional Transportation Commission, Park and Ride Lot Development	Identify, purchase land and construct Park & Ride lots for commuters countywide.	
		RTC 17, Santa Cruz Area TMA, TDM Planning and Promotion	Community organization that promotes alternative commute choices. Work with employers, create incentives for commuters to get out of SOVs including: emergency ride home, interest-free bike loans, Bike to Work promo, commuter club, discounted bus passes.	
		MTD-P26, Santa Cruz Metropolitan Transit District, Park and Ride Lots for Bus Commuters	Fund purchase and construction of parking areas for commute bus patrons.	



Table 1. Comparison of Project Components Included in the Proposed Expenditure Plan and 2001 RTP

Expenditure Plan Project Title	Expenditure Plan Project Description	2001 RTP ID, Lead Agency and Project Title	2001 RTP Project Description	Environmental Review of Project Components in Expenditure Plan and 2001 RTP
Senior/ Disabled Transportation	A number of specialized transportation programs have been implemented which meet specialized needs for transportation to medical services, social service agencies and programs, shopping and other purposes that cannot be met by conventional transit. To allow transit access, construction of new wheelchair curb ramps, reconstruction of existing ramps, and related roadway work will permit ease of movement for the mobility impaired. Emphasis will be on areas near fixed route transit.	CAP-P27, City of Capitola, Wheelchair Access Ramps	Install wheelchair access/curb cut ramps on sidewalks.	All Expenditure Plan project components were included in the 2001 RTP and evaluated in the 2001 RTP EIR.
		SC-P10, City of Santa Cruz, Sidewalk Program – unconstrained	Install and maintain sidewalks, including access ramps.	
		SC-P9, City of Santa Cruz, Sidewalk Program – short term	Install and maintain sidewalks, install access ramps.	
		SV-P6, City of Scotts Valley, Citywide Access Ramps	Place handicap ramps at various locations.	
		WAT-P15, City of Watsonville, Citywide Pedestrian Facilities	Construct sidewalks and curb ramps where necessary. This work is usually combined with the annual road rehabilitation and maintenance projects.	



Table 1. Comparison of Project Components Included in the Proposed Expenditure Plan and 2001 RTP

Expenditure Plan Project Title	Expenditure Plan Project Description	2001 RTP ID, Lead Agency and Project Title	2001 RTP Project Description	Environmental Review of Project Components in Expenditure Plan and 2001 RTP
Senior/ Disabled Transportation (Continued)		CTSA-P1, Consolidated Transportation Services Agency, Countywide Specialized Transportation (CTSA)	Consolidated Transportation Services Agency (CTSA) non-ADA paratransit service, program admin and operating. Excluding Connection Shuttle, ADA, and section 5310 funds shown elsewhere in RTP project list.	All Expenditure Plan project components were included in the 2001 RTP and evaluated in the 2001 RTP EIR.
		CTSA-P2, Consolidated Transportation Services Agency, Lift Line Maintenance/ Operations Center	Construct a permanent maintenance center/consolidated operations facility for paratransit program (currently Lift Line).	
		CTSA-P3, Consolidated Transportation Services Agency, Non-ADA Paratransit Service Expansion	Expansion of non-ADA paratransit system to meet needs of growing elderly and disabled populations.	



Table 1. Comparison of Project Components Included in the Proposed Expenditure Plan and 2001 RTP

Expenditure Plan Project Title	Expenditure Plan Project Description	2001 RTP ID, Lead Agency and Project Title	2001 RTP Project Description	Environmental Review of Project Components in Expenditure Plan and 2001 RTP
Senior/ Disabled Transportation (Continued)		CTSA-P4, Consolidated Transportation Services Agency, Medically Fragile Specialized Transportation	Non-emergency same day transportation service for medically fragile individuals. Includes operations and capital.	All Expenditure Plan project components were included in the 2001 RTP and evaluated in the 2001 RTP EIR.
		CO-P37, County of Santa Cruz, Countywide Access Ramps	Construction of handicapped access ramps countywide.	
		MTD 2, Santa Cruz Metropolitan Transit District, ADA Paratransit Fleet	Replace vans for ADA paratransit fleet (including Accessible Taxi program)	
		MTD-P11, Santa Cruz Metropolitan Transit District, ADA Service Expansion	Add capacity to increase same-day trip opportunities 2011-2025.	



Table 1. Comparison of Project Components Included in the Proposed Expenditure Plan and 2001 RTP

Expenditure Plan Project Title	Expenditure Plan Project Description	2001 RTP ID, Lead Agency and Project Title	2001 RTP Project Description	Environmental Review of Project Components in Expenditure Plan and 2001 RTP
Senior/ Disabled Transportation (Continued)		MTD-P19, Santa Cruz Metropolitan Transit District, Transit Mobility Training Program Expansion	Hire additional staff, increase public outreach, and incorporate recommendations from 2001 ADA audit for mobility training program for 15 years to encourage fixed route rather than paratransit use.	All Expenditure Plan project components were included in the 2001 RTP and evaluated in the 2001 RTP EIR.
		UC-P28, University of California Santa Cruz, UCSC Disability Van Vehicle Acquisition and Replacement	Improved paratransit services for individuals living with disabilities to minimize SOVs.	
		VC-P1, Volunteer Center, Volunteer Center Transportation Program	Program providing specialized transportation for out of county trips.	



Table 1. Comparison of Project Components Included in the Proposed Expenditure Plan and 2001 RTP

Expenditure Plan Project Title	Expenditure Plan Project Description	2001 RTP ID, Lead Agency and Project Title	2001 RTP Project Description	Environmental Review of Project Components in Expenditure Plan and 2001 RTP
Watsonville-Pajaro Train Station	In order to enhance regional access for local residents and visitors, build a passenger rail station just south of Watsonville in Monterey County at Pajaro Station. This station will be served by Caltrain and Amtrak service to the San Francisco Bay Area and the rest of California. It is projected that 90% of the users of this station will be Santa Cruz County residents.	WAT-P14, City of Watsonville, Pajaro Rail Station Design	Watsonville's share for conceptual design and PE for passenger rail station (parking and station facilities and existing track upgrade to accommodate the extension of Caltrain Peninsula Rail service to Salinas and possible high speed rail through state).	All Expenditure Plan project components were included in the 2001 RTP and evaluated in the 2001 RTP EIR.
		CT-P19, Transportation Agency for Monterey Co/ Watsonville, Pajaro Rail Station Design and Construct	Passenger parking and station facilities and existing track upgrade to accommodate the extension of Caltrain Peninsula Rail service to Salinas.	
Coastal Bike/ Pedestrian Trail Near Rail Line	The Coastal Bicycle/Pedestrian Trail, a path or "Rail Trail" adjacent to (not in place of) the Santa Cruz Branch Rail Line, will extend between Davenport and Watsonville. Due to limited right-of-way in some sections of the rail right-of-way, portions of the trail may be designated on adjacent streets and roads.	RTC 21, Regional Transportation Commission, Bike/Pedestrian Path Along SC Branch Rail Line-Construction	Construction of a bicycle/pedestrian path adjacent to the Santa Cruz Branch rail line. A rails-with-trails facility.	All Expenditure Plan project components were included in the 2001 RTP and evaluated in the 2001 RTP EIR.



Table 1. Comparison of Project Components Included in the Proposed Expenditure Plan and 2001 RTP

Expenditure Plan Project Title	Expenditure Plan Project Description	2001 RTP ID, Lead Agency and Project Title	2001 RTP Project Description	Environmental Review of Project Components in Expenditure Plan and 2001 RTP
Local City/County Projects – May Include Bicycle/ Pedestrian/ Road Maintenance/ Transit/Etc.	<p>Projects that could be funded using revenues from the Sales Tax Measure may include:</p> <ul style="list-style-type: none"> <li>▪ Fixing pot holes on local streets</li> <li>▪ Improvements to the Highway 1/9 intersection in the City of Santa Cruz</li> <li>▪ New sidewalks, especially near schools</li> <li>▪ New and improved bicycle facilities, consistent with local agency bicycle plans</li> <li>▪ Crossing guards (eligible non-capital expense)</li> <li>▪ Improvements to transit facilities/service</li> </ul> <p>These funds will supplement existing federal, state, and local funds. Local transportation improvements adjacent to new residential and business developments will continue to be funded by local development fees. In order to be eligible for these funds, each agency will be required to file and submit to the Commission a Five-Year Capital Improvement Program, updated annually and adopted following a public hearing held by SCCRTC.</p>	Various.	This project includes all remaining projects in the 2001 RTP under each jurisdiction.	All Expenditure Plan project components were included in the 2001 RTP and evaluated in the 2001 RTP EIR.



The Expenditure Plan would provide partial funding for the following projects:

- Highway 1 Widening to add new carpool/bus lanes between Santa Cruz and Aptos
  - New Bicycle/Pedestrian crossings over Highway 1
  - Highway 1 Express Buses
  - Highway 1 Park and Ride Lots and Carpool Programs
- Local Transportation Improvements for Streets/Roads/Bicycles/Pedestrians/Transit
- Highway 17 Safety Programs
- Senior and Disabled Transportation Services
- A Coastal Bicycle and Pedestrian Trail next to the rail line between Santa Cruz and Watsonville
- A Train Station at the Watsonville-Pajaro Junction in Monterey County that links with trains to the Bay Area and the rest of California

A more detailed description of each of the projects that would be partially funded by the Expenditure Plan, sorted by project type, is provided in the paragraphs below.

### **Highway 1 Projects**

Projected state and federal formula funds are inadequate to fund most major highway improvements in Santa Cruz County. Sales Tax Measure funds are proposed to supplement those funding sources and would cover the remaining costs estimated to accomplish the following highway improvements:

*Highway 1 Widening/Carpool Lanes Project.* Widen Highway 1 from Morrissey Boulevard south to Aptos with one additional lane in each direction, to encourage maximum person-throughput by allowing exclusive use by carpools and buses during peak periods.

- Add auxiliary lanes to improve merging of traffic at specific freeway interchanges
- Add metering lights at on ramps where appropriate/feasible
- Add soundwalls and landscaping
- Modify interchanges and over-crossings as needed and improve bicycle/pedestrian facilities on those over-crossings
- Use notes, bonds, certificates of finance, or other forms of indebtedness to finance construction of the project as soon as possible.

*Bicycle/Pedestrian Crossings.* In order to improve bicycle and pedestrian movement between communities on either side of Highway 1, funds would be used to construct bicycle/pedestrian bridges crossing over Highway 1 generally in the areas of Live Oak, and Aptos, and improve bicycle and pedestrian facilities on existing crossings. Exact locations would be determined during the project development phase of the Highway 1 Widening/Carpool Lane project.

The Highway 1 Widening and Bicycle/Pedestrian Crossing projects would be overseen by the newly-formed Highway Construction Authority, which is a new agency solely focused on



expediting construction of the Highway 1 Carpool Lanes project. Construction of the carpool/bus lanes would likely occur in stages, starting with the section of the freeway between Morrissey Boulevard and State Park Drive. *Highway 1 Express Buses.* Fund would be used to provide additional express bus service on Highway 1 between Santa Cruz and Watsonville, and major destinations within the county, including UCSC and Cabrillo College, in order to provide a reasonable alternative to the automobile for daily commuters who travel within the region. Sales Tax Measure funds would be made available for operation of these services (eligible non-capital expense) and to match federal funds for capital bus purchases.

*Highway 1 Park and Ride Lots and Carpool/Alternative Transportation Programs.* A number of programs would be funded to maximize the number of people using the transportation network by encouraging commuters to share rides, reduce congestion, and take advantage of travel in the “carpool” lanes proposed in the Highway 1 Widening project. These programs may include: rideshare matching services; incentive programs; vanpool “seed money”; buspool subsidies; and park and ride lot leases.

### **Local City and County Transportation Improvements – Street Resurfacing/Maintenance, Bicycle, Pedestrian, and Transit**

Current resources, without generation of new sales tax revenues for transportation, cannot provide adequate funding to maintain the local street and road system nor expand the bicycle and pedestrian system at the level necessary to adequately serve the public. Projects that could be partially funded using revenues from the Sales Tax Measure may include:

- Fixing pot holes on local streets
- Improvements to the Highway 1/9 intersection in the City of Santa Cruz
- New sidewalks, especially near schools
- New and improved bicycle facilities, consistent with local agency bicycle plans
- Crossing guards (eligible non-capital expense)
- Improvements to transit facilities/service

These funds would supplement existing federal, state, and local funds. Local transportation improvements adjacent to new residential and business developments would continue to be funded by local development fees. In order to be eligible for these funds, each agency would be required to file and submit to the SCCRTC a Five-Year Capital Improvement Program, updated annually and adopted following a public hearing held by the SCCRTC.

### **Highway 17 Safety Programs**

The proposed Sales Tax Measure would partially fund the following Highway 17 safety improvements:

- Continue extra California Highway Patrol (CHP) enforcement (eligible non-capital expense)



- Widen shoulders where feasible
- Install traffic message signs and automated traffic monitoring stations

### **Transportation for Seniors and Persons with Disabilities**

*Expanded Transportation Services for Seniors and Persons with Disabilities.* A number of specialized transportation programs would be partially funded which meet specialized needs for transportation to medical services, social service agencies and programs, shopping and other purposes that cannot be met by conventional transit.

*Curb Ramps.* To allow transit access, the Sales Tax Measure would partially fund construction of new wheelchair curb ramps, reconstruction of existing ramps, and related roadway work that would permit ease of movement for the mobility impaired. Emphasis would be on areas near fixed route transit.

### **Watsonville-Pajaro Junction Rail Station for Passenger Rail Service to the Bay Area and the Rest of California**

In order to enhance regional access for local residents and visitors, the Sales Tax Measure would partially fund the construction of a passenger rail station just south of Watsonville in Monterey County at Pajaro Station. This station would be served by Caltrain and Amtrak service to the San Francisco Bay Area and the rest of California.

### **Coastal Bicycle/Pedestrian Trail**

The Sales Tax Measure would partially fund the Coastal Bicycle/Pedestrian Trail, a path or "Rail Trail" adjacent to (not in place of) the Santa Cruz Branch Rail Line that would extend between Davenport and Watsonville. Due to limited right-of-way in some sections of the rail right-of-way, portions of the trail may be designated on adjacent streets and roads.

## ENVIRONMENTAL IMPACTS

This section compares the environmental effects of the project components that would be partially funded by the Expenditure Plan to the environmental effects evaluated in the Final EIR for the 2001 RTP. As shown in Table 1, the project components that would be partially funded by the proposed Expenditure Plan were included in the 2001 RTP and the environmental effects of these projects were evaluated in the Final EIR for the 2001 RTP.

Section 15131(a) of the State CEQA Guidelines requires that:

*“Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on the physical changes.”*

The proposed Expenditure Plan would partially fund identified transportation improvements and would increase the likelihood that such improvements would be implemented. However, approval of the Expenditure Plan would not compel the design or construction of these improvements; additional project-specific design and approvals would be required. Specific project design efforts and subsequent environmental review for individual projects identified in this program EIR Addendum would be the subject of future technical study by the lead implementing agency sponsoring the transportation system modification. Although various project components proposed to be partially funded with the Expenditure Plan were unconstrained in the 2001 RTP, the 2001 RTP EIR evaluated the environmental impacts of construction of all RTP projects, both constrained and unconstrained, at a program level. Therefore, the project components that were unconstrained in the 2001 RTP that are proposed to be partially funded with the Expenditure Plan would not result in any additional environmental impacts when compared to the evaluation in the Final EIR.

Table 2 provides a summary of the environmental impacts of the 2001 RTP projects for which the Expenditure Plan would provide some of the funding necessary to implement. It should be noted that these impacts were previously evaluated in the Final EIR for the 2001 RTP and do not represent new impacts associated with the Expenditure Plan.

Table 2 Summary of Impacts of 2001 RTP Projects Proposed to Be Funded with the Expenditure Plan

Expenditure Plan Project	Project ID and Title	Traffic	Land Use	Air Quality	Noise	Visual	Water Resources	Geology	Public Services	Cultural Resources	Risk of Upset	Biological Resources
Highway 1 Widening/ HOV	CT-P7: Highway 1 widening: HOV/HOT lanes	1,2	1, 2, 3	1	1, 2	1, 2	1, 2	1, 2	1, 2, 3	1	1, 2	1, 2
	CT-P1: Highway 1 Ramp Metering	1	1									
	CT-P2: Highway 1 - Revise Interchanges	1	1, 2, 3	1	1, 2	1, 2	1, 2	1, 2	1, 2, 3	1	1, 2	
	CT-P3: Highway 1 Southbound and Northbound Auxiliary Lanes	1,2	1, 2	1	1, 2	2	1, 2	1, 2	1, 2, 3	1	1, 2	1, 2
Highway 1 Bike/ Pedestrian Crossings	CT-P7a: Cabrillo-New Brighton Bike/Pedestrian Bridge over Highway 1	1	1, 2, 3	1, 2	1	1, 2	1, 2	1, 2		1	1	2
	CT-P7B: Highway 1 Pedestrian/Bike Bridge at Mattison Lane	1	1, 2, 3	1, 2	1	1, 2	1, 2	1, 2	3	1	1	2
	CO-P34: Highway 1 Pedestrian Overcrossing at Mar Vista Drive	1	1, 2, 3	1, 2	1	1	1, 2	1, 2	3	1	1	
Highway 1 Express Bus	MTD-P14: Local Transit Service Expansion	1		2								
Highway 17 Safety Improvements	CT-P10: Highway 17 Operational Improvements	1		2								
	CT-P13: Highway 17 at Vinehill School Road Safety and Operational Improvements	1		2		1						
	CT-P18: Highway 17 ITS	1		2		1, 2						
	CHP-P1: Highway 17 Safety Program	1		2								
Park & Ride Lots/ Alternative Transportation Programs	CT-P20: Highway 1/Highway 9 Intersection Improvements and Park and Ride Lot	3	1, 2, 3	1, 2, 4	1, 2	1, 2	1, 2	1, 2	3	1	1	1, 2
	CAP-P23: McGregor Drive Park and Ride Lot Improvements	1	2	1, 2	1	2	1, 2	1, 2		1	1	
	CAP-P24: Pacific Cove Expansion for Park and Ride Lot	3	1, 2, 3	1, 2, 4	1, 2	2	1, 2	1, 2	3	1	1	1, 2
	SC-P14: Park & Ride Lots	1	2	1, 2	1		1, 2	1, 2	3	1	1	



Table 2 Summary of Impacts of 2001 RTP Projects Proposed to Be Funded with the Expenditure Plan

Expenditure Plan Project	Project ID and Title	Traffic	Land Use	Air Quality	Noise	Visual	Water Resources	Geology	Public Services	Cultural Resources	Risk of Upset	Biological Resources
	WAT 8: Pajaro Valley TMA Outreach	1		2								
	RTC 2: Rideshare Program: Commute Solutions	1		2								
	RTC-P14: Park and Ride Lot Development	1	2	1, 2	1		1, 2	1, 2	3	1	1	
	RTC 17: Santa Cruz Area TMA: TDM Planning and Promotion	1		2								
	MTD-P26: Park and Ride Lots for Bus Commuters	1	2	1, 2	1		1, 2	1, 2	3	1	1	
Senior/ Disabled Transportation	CAP-P27: Wheelchair Access Ramps	1	2	1, 2	1		1, 2			1	1	
	SC-P10: Sidewalk Program	1	2	1, 2	1		1, 2			1	1	
	SC-P9: Sidewalk Program-short term	1	2	1, 2	1		1, 2			1	1	
	SV-P6: Citywide Access Ramps	1	2	1, 2	1		1, 2			1	1	
	WAT-P15: Pedestrian Facilities Citywide	1	2	1, 2	1		1, 2			1	1	
	CTSA-P2: Lift Line Maintenance/ Operations Center	1	2	1, 2	1		1, 2	1, 2	3	1	1	
	CTSA-PI: Specialized Transportation (CTSA)	1		2								
	CTSA-P3: Non-ADA Paratransit Service Expansion	1		2								
	CTSA-P4: Specialized - Medically Fragile Transport	1		2								
	CO-P37: Countywide Access Ramps	1	2	1, 2	1		1, 2			1	1	
	MTD 2: ADA Paratransit Fleet	1		2								
	MTD-P11: ADA Service Expansion	1		2								



Table 2 Summary of Impacts of 2001 RTP Projects Proposed to Be Funded with the Expenditure Plan

Expenditure Plan Project	Project ID and Title	Traffic	Land Use	Air Quality	Noise	Visual	Water Resources	Geology	Public Services	Cultural Resources	Risk of Upset	Biological Resources
Senior/ Disabled Transportation (Continued)	MTD-P19: Mobility Training Program Expansion	1		2								
	UC-P28: UCSC Disability Van Vehicle Acquisition and Replacement	1		2								
	VC-P1: Volunteer Center Transportation Program	1		2								
Watsonville – Pajaro Train Station	WAT-P14: Pajaro Rail Station Design	1	2	1, 2	1		1, 2	1, 2		1	1	
	CT-P19: Pajaro Rail Station Design and Construct	3	1, 2, 3	1, 2, 4	1, 2	2	1, 2	1, 2	1,2, 3	1	1	
Coastal Bike/ Pedestrian Trail Near Rail Line	RTC 21: Rail/Trail: Bike/Pedestrian Path Along Santa Cruz Branch	1	2	1, 2	1		1, 2			1	1	
Local City/County Projects - May Include Bicycle/ Pedestrian/ Road Maintenance/ Transit/Etc.	This project includes all remaining projects in the 2001 RTP under each jurisdiction.	-----Varies by project -----										
Impact numbering in this table corresponds to the impacts described in Section 4 of the Final EIR for the 2001 RTP and summarized on the following pages. For example, as shown in the eighth row of Table 2, 2001 RTP project MTD-P14 would result in impact T-1 from Section 4.1 ( <i>Traffic</i> ) of the Final EIR and Impact AQ-2 from Section 4.3 ( <i>Air Quality</i> ) of the Final EIR. These 2001 RTP impacts are summarized on pages 21 through 23 of this EIR Addendum. Additional or modified impacts could be identified for these projects when reviewed at a project level of analysis, when specific project designs are available.												



### **Transportation and Circulation**

**Impact T-1.** RTP roadway, transit, Intelligent Transportation System (ITS), and alternative fuel projects would address potential traffic congestion on existing roadways, and would implement regional circulation improvement projects contemplated in the General Plans of local jurisdictions. This is a Class IV, *beneficial* impact.

**Impact T-2.** RTP projects that increase roadway capacity could redistribute vehicle travel from other travel modes, times or routes. However, this effect would not increase traffic volumes beyond pre-project conditions. This is a Class III, *less than significant*, impact.

**Impact T-3.** Although they would likely reduce regional traffic congestion, implementation of some RTP airport, rail station and park and ride lot projects could result in localized traffic congestion that would be considered a Class I, *significant and unavoidable*, impact.

### **Land Use**

**Impact LU-1.** Some RTP projects may create land use conflicts with existing sensitive land uses and/or residential development. This is considered a Class II, *significant but mitigable* impact.

**Impact LU-2.** During construction, many RTP projects would result in temporarily lane closures or other access restrictions that would disrupt existing homes, businesses, and pedestrian, bicycle, and transit routes. This is considered a Class II, *significant but mitigable* impact.

**Impact LU-3.** Some RTP projects could permanently displace or disrupt existing homes and businesses. This is considered a Class II, *significant but mitigable* impact.

### **Air Quality**

**Impact AQ-1.** Many of the capital improvement projects included in the RTP would involve construction activity that could generate temporary increases in local air pollution. Because of their temporary nature, such impacts are considered Class II, *significant but mitigable*.

**Impact AQ-2.** Implementation of the 2001 RTP would reduce emissions of ozone precursors as compared to what would occur if no transportation projects were implemented by promoting a multi-modal transportation system and thereby reducing reliance on single occupancy vehicle use. The RTP would also implement the AQMP Transportation Control Measures. This is considered a Class III, *less than significant* effect.

**Impact AQ-4.** Implementation of RTP airport, rail station and park and ride lot projects could result in localized traffic congestion that causes localized carbon monoxide (CO) emission hotspots. This would be considered a Class II, *significant but mitigable*, impact.

### Noise

**Impact N-1.** Construction activity associated with road, bike, pedestrian, transit, rail, airport, and marine transportation projects would create temporary noise level increases in discreet locations throughout the county over the life of the RTP. This is considered a Class II, *significant but mitigable* impact.

**Impact N-2.** Various RTP projects could potentially expose sensitive receptors to noise in excess of normally acceptable levels. Projects that increase use of existing roadways, rail lines, and other transportation facilities, or realign such facilities, could result in substantial increases in noise levels. This would be considered a Class I, *significant and unavoidable* impact.

### Visual Resources

**Impact AES-1.** Some RTP roadway projects may affect public views along designated scenic corridors, and other highways considered to have high scenic qualities. This is considered a Class II, *significant but mitigable* impact.

**Impact AES-2** Development of some RTP roadway and airport projects could contribute to the alteration of the county's rural (or semi-rural) areas to a somewhat more suburban or urban condition, through the addition of lighting, glare, and urban features. In addition, implementation of some rail station, and ferry station projects could result in deterioration of the urban visual environment. This is considered Class I, *significant and unavoidable* impact.

### Water Resources

**Impact W-1.** Construction and maintenance of RTP projects would incrementally increase countywide water demand. Such impacts would be Class II, *significant but mitigable*, impacts.

**Impact W-2.** Construction of, and vehicular operations on, RTP transportation facilities, park and ride lots, and rail and ferry stations could result in erosion and runoff, which could degrade surface and ground water quality. This impact is considered Class II, *significant but mitigable*.

### Geology

**Impact G-1.** Some RTP projects may be located on potential unstable soils, in areas of high liquefaction or erosion potential, or in areas subject to landslides. This is considered a Class II, *significant but mitigable* impact.



**Impact G-2.** Some RTP projects could be subject to seismic hazards, including fault rupture and groundshaking. This is considered a Class II, *significant but mitigable* impact.

### **Public Services**

**Impact PF-1** Some projects included in the RTP could temporarily disrupt access to schools and/or park facilities. This impact is considered Class II, *significant but mitigable*.

**Impact PF-2.** Roadway improvement projects included in the RTP could temporarily disrupt emergency access on project roadways. This impact is considered Class II, *significant but mitigable*.

**Impact PF-3.** New RTP roadway, bikeway, transit and airport facilities would require increased maintenance. Because of uncertainties about the adequacy of maintenance staffing and equipment, this impact is considered Class II, *significant but mitigable*.

### **Cultural Resources**

**Impact CR-1.** Development under the RTP could disturb known and previously undiscovered cultural resources. Such impacts would be Class II, *significant but mitigable*.

### **Risk of Upset**

**Impact RU-1.** Roadway construction could involve the use or exposure of hazardous materials. Impacts would be adverse, but *less than significant* (Class III).

**Impact RU-2.** New or expanded facilities would generally improve roadway safety for hazardous materials transport. However, roadway design should maximize safety with respect to the transport of hazardous materials. Potential impacts are Class II, *significant but mitigable*.

### **Biological Resources**

**Impact B-1.** Construction activity associated with some transportation projects may temporarily disturb wetland or riparian habitats and/or other biological resources. However, compliance with existing regulations pertaining to construction activities would be expected to reduce this impact to a level considered *less than significant* (Class III).

**Impact B-2.** Some RTP transportation projects could permanently alter natural habitat areas and/or affect sensitive species. Impacts of many individual projects can likely be mitigated to a less than significant level. However, because the feasibility of mitigation cannot be determined at this time, the cumulative effect of RTP implementation is considered Class I, *significant and unavoidable*.



## CONCLUSION

The change to the 2001 RTP being contemplated involves an expenditure plan that identifies funding for transportation projects in a manner that is substantially conformant with the 2001 RTP, and with no increase in the intensity of planned transportation and circulation improvements. Although various project components proposed to be partially funded with the Expenditure Plan were unconstrained in the 2001 RTP, the 2001 RTP EIR evaluated the environmental impacts of construction of all RTP projects, both constrained and unconstrained, at a program level. Accordingly, the proposed expenditure plan would have no new significant environmental effects. As such, the addendum is the appropriate environmental document under CEQA.

