

Fast Forward 2040 Regional Transportation Plan and Sustainable Communities Strategy (August 2017)

Amendment No. 1

Amendment Purpose and Overview:

The purpose of Amendment No. 1 is to add two separate projects, one programmed and one illustrative, to Fast Forward 2040. The projects include:

1. Santa Monica Road / Via Real Intersection Improvements. Amendment #1 adds this project to Fast Forward 2040 as a programmed project. All project phases are included – environmental, preliminary engineering, design, right of way, and construction. This intersection includes US 101 ramp termini and is located in the City of Carpinteria. Project cost estimates are \$2.69 million for the environmental as design aspects, and \$3.61 million for construction. The funding for this project comes for SB 1 LPP Formula and SB 1 Congested Corridors, neither of which were considered during the development of Fast Forward 2040.
2. State Street Undercrossing Sidewalk and Bike Lane Improvements. Amendment #1 adds this project to Fast Forward 2040 as an illustrative project. This project is located in the City of Santa Barbara, on State Street between Gutierrez Street and Yanonali Street. This project is estimated to cost \$5.48 million and is currently unfunded. The City of Santa Barbara will seek State grant funding to advance the project.

Neither of these projects require offsets for Fast Forward 2040 to remain fiscally constrained. The Santa Monica Road / Via Real Intersection Improvements project will be funded by sources of funding not considered during the development of Fast Forward 2040 and the State Street Undercrossing project is currently unfunded. Fast Forward 2040 remains fiscally constrained.

Changes made via Amendment No. 1:

Page 206, Table 35: Fast Forward 2040 Revenue Projections

Changes and additions shown in red.

Funding Program	Growth Rate	FY 15/16 - 19/20	FY 20/21 - 24/25	FY 25/26 - 29/30	FY 30/31 - 34/35	FY 35/36 - 39/40	FY 15/16 - 39/40
Highway/Streets and Roads Programs							
SB 1 Programs		6,300					6,300
Category Total		591,954	393,856	520,655	620,331	660,824	2,787,620
Cost of Projects		591,954	393,856	520,655	620,331	660,824	2,787,620
Total Revenues		1,151,397	905,761	1,129,510	1,347,655	1,528,023	6,062,346
Total Cost of Projects		1,151,397	905,761	1,129,510	1,347,655	1,522,687	6,057,009

Page 207, Demonstration of Fiscal Constraint

Demonstration of Fiscal Constraint

- Total estimated cost of Fast Forward 2040 projects = ~~\$6.054~~ 6.057 billion
- Total projected revenues for implementing Fast Forward 2040 = ~~\$6.056~~ 6.062 billion

Appendices, Page 35, Table 2: Programmed – Other

Add the following project.

SBCAG-7: Via Real and Santa Monica Road Intersection Improvements				
ST/RDS	Construction	At the intersection of Santa Monica Rod, Vial Real, and the northbound on and off ramps to US 101, in the City of Carpinteria, construct intersection improvements. This project includes all project phases – through construction.	2019	6,300

Appendices, Page 36, Table 2: Programmed – Other

Amend the following row.

PROGRAMMED - OTHER TOTAL			1,515,405	1,521,705
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Appendices, Page 47, Table 4: Illustrative Projects

Add the following project.

SB-IL-2: State Street Undercrossing Sidewalk and Bike Lane Improvements				
BIKE/PED	Construction	Design and construct wider sidewalks and a Class 4 (protected) bicycle pathway to improve connectivity between Santa Barbara’s downtown and waterfront neighborhoods. This project includes all project phases – through construction.		5,477

Appendices, Page 49, Table 4: Illustrative Projects

Amend the following row.

ILLUSTRATIVE PROJECTS TOTAL			2,271,360	2,276,837
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ATTACHMENT C

Addendum to the Supplemental Environmental Impact Report for Fast Forward 2040 Regional Transportation Plan & Sustainable Communities Strategy

Fast Forward 2040 Amendment #1

TO: Decision-Makers
FROM: Michael Becker, Planning Division Manager, SBCAG
DATE: July 19, 2018
RE: Fast Forward 2040 Amendment #1

I. Introduction

This is an Addendum to the Supplemental Environmental Impact Report (SEIR) prepared for the Fast Forward 2040 Regional Transportation Plan & Sustainable Communities Strategy (State Clearinghouse # 2012091050), which was certified by the Santa Barbara County Association of Governments in August 2017¹. In accordance with the California Environmental Quality Act (CEQA), this Addendum analyzes proposed modifications to Fast Forward 2040 Regional Transportation Plan & Sustainable Communities Strategy Project (Fast Forward 2040), adopted in 2017, and demonstrates that all of the potential environmental impacts associated with the proposed modifications are within the scope of impacts already evaluated in the Certified SEIR.

II. CEQA Authority for Addendum

CEQA establishes the type of environmental documentation required when changes to a project occur after an EIR is certified, or an SEIR is certified in this case. As is appropriate for an SEIR, the Fast Forward focuses on a region-wide assessment of existing conditions and potential impacts as well as broad policy alternatives and program-wide mitigation measures (CEQA Guidelines Section 15168(b)(4)). Pursuant to Section 15152 of the CEQA Guidelines, subsequent environmental analyses for separate, but related, future projects may tier off the analysis contained in the Fast Forward 2040. The CEQA Guidelines do not require a Program EIR to specifically list all subsequent activities that may be within its scope. For large scale planning approvals (such as the RTP/SCS), where site-specific EIRs or negative declarations will subsequently be prepared for specific projects broadly identified within a Program EIR, the site-specific analysis can be deferred until the project level environmental document is prepared (Sections 15168 and 15152), provided deferral does not prevent adequate identification of significant effects of the planning approval at hand.

Section 15164(a) of the CEQA Guidelines² states that “[t]he lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.”

¹ The SEIR, certified in August 2017, supplements the Environmental Impact Report for the 2040 Santa Barbara County Regional Transportation Plan and Sustainable Communities Strategy (State Clearinghouse # 2012091050), certified in August 2013.

² All section references to CEQA Guidelines unless otherwise noted.

Section 15162 requires a subsequent EIR when one or more of the following circumstances exists.

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant, environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

III. Overview of Previously Approved Project

The SEIR (State Clearinghouse # 2012091050) evaluated Fast Forward 2040 which was an update to the 2040 Regional Transportation Plan & Sustainable Communities Strategy (RTP-SCS). The original RTP was adopted by SBCAG in 1975 and the latest RTP-SCS was adopted in 2013. Fast Forward 2040 reflects changes in legislative requirements, local land use policies, and resource constraints. Fast Forward 2040 covers the entire area of Santa Barbara County and includes the cities of Santa Barbara, Carpinteria, Goleta, Lompoc, Buellton, Santa Maria, Solvang, and Guadalupe as well as the unincorporated communities of the County. Capital improvement projects identified in Fast Forward 2040 are located on state highways, county roads and locally owned streets, as well as on transit district property and public utility lands. Some of the improvement projects are intended as maintenance and rehabilitation projects aimed at improving the existing infrastructure and transportation networks (bicycle, pedestrian, bus line, etc.).

The RTP-SCS plans how the Santa Barbara County Region will meet its transportation needs for the 20-year period from 2016 to 2040, considering existing and projected future land use patterns as well as forecast population and job growth. The RTP-SCS plans for and programs the approximately \$6.05 billion in revenues expected to be available to the region from all transportation funding sources over the course of the planning period. It identifies and prioritizes expenditures of this anticipated funding for transportation projects of all transportation modes: highways, streets and roads, transit, rail, bicycle and pedestrian, as well as transportation demand management measures and intelligent transportation systems.

The RTP-SCS is based on a preferred land use and transportation scenario which lays out a pattern of future growth and transportation system investment for the region emphasizing a transit-oriented development and infill approach to land use and housing. Population and job growth is allocated principally within existing urban areas near public transit. Allocation of future growth directly addresses jobs-housing balance issues by emphasizing job growth in the North County and housing growth in the South County.

The preferred scenario consists of three core, inter-related components:

- 1 A land use plan, including residential densities and building intensities sufficient to accommodate projected population, household and employment growth;
- 2 A multi-modal transportation network to serve the region's transportation needs; and
- 3 A "regional greenprint" cataloguing open space, habitat, and farmland as constraints to urban development.

The RTP-SCS identifies transportation system needs consistent with the preferred scenario and includes comprehensive lists of programmed and planned transportation investments that are intended to meet performance goals for mobility, safety, congestion relief, system preservation and environmental protection. In addition to its other components, the preferred scenario also includes an enhanced transit strategy that creates a framework for future transit service expansion at such time as new revenue sources become available. Recognizing the uncertain nature of future new revenue sources, it takes a targeted, balanced and flexible approach to expanding transit service as needed in the future. The enhanced transit strategy commits to transit service expansion as new revenue sources become available, (1) identifying when transit enhancements are actually needed through quantitative triggers, and (2) protecting existing funding for competing local demands, such as street and road maintenance. The enhanced transit strategy is a strategy for the future. It does not change the list of fiscally constrained, programmed and planned transportation projects.

IV. Proposed Modifications to Project

Amendment #1 adds two projects to Fast Forward 2040:

1. Santa Monica Road / Via Real Intersection Improvements (Project 1). Amendment #1 adds this project to Fast Forward 2040 as a programmed project. Programmed projects are defined as those projects that are funded and generally short-range (through 2020) projects. (Fast Forward 2040, Aug. 17, 2017, p. 107.) All project phases are included – environmental, preliminary engineering, design, right of way, and construction. This intersection includes US 101 ramp termini and is located in the City of Carpinteria. Project cost estimates are \$2.69 million for the

environmental and design aspects, and \$3.61 million for construction. The funding for this project comes for SB 1 LPP Formula and SB 1 Congested Corridors, neither of which were available during the development of Fast Forward 2040.

2. State Street Undercrossing Sidewalk and Bike Lane Improvements (Project 2). Amendment #1 adds this project to Fast Forward 2040 as an illustrative project. The California Department of Transportation recommends including Illustrative projects (unconstrained projects) in the 2017 RTP Guidelines for Metropolitan Planning Organizations. Illustrative projects are defined as those projects for which sufficient funding is not anticipated within the timeframe of Fast Forward 2040. (Fast Forward 2040, Aug. 17, 2017, p. 107.) This project is located in the City of Santa Barbara, on State Street between Gutierrez Street and Yanonali Street. This project is estimated to cost \$5.48 million and is currently unfunded. The City of Santa Barbara will seek State grant funding to advance the project.

V. Analysis of Proposed Modifications

Project 1

Project 1 results in a programmed project being added to Fast Forward 2040, thereby enabling the project to advance as described in Amendment #1 and pertaining to the limits of a Regional Transportation Plan (RTP). State and federal funding programs require consistency with the adopted RTP and individual projects are advanced by project sponsors or host jurisdictions. Project 1 was included in the 2040 RTP-SCS (2013) and in the 2040 RTP-SCS EIR as Project # C-CMA-201A detail on page ES-60, as intersection channelization. Amendment #1 adds this project to Fast Forward 2040; an engineering analysis will be conducted to identify a preferred alternative improvement to intersection channelization. The SEIR and this Addendum #1 relate to the cumulative impacts of programmed and planned projects listed in Fast Forward 2040 Table 3. Project level CEQA review will be conducted as part of the Project, prior to right of way or construction phases, and enabled by the amendment to Fast Forward 2040.

The project location is a four-way stop controlled intersection located in the City of Carpinteria. The intersection includes Via Real and Santa Monica Road, as well as a northbound US 101 off ramp and a northbound US 101 on ramp. Various improvement alternatives will be considered, including, but not limited to, a roundabout and a traffic signal. The area is constrained by commercial developments on three sides and the US 101 freeway to the south.

Project 1 does not propose substantial changes in the project that will require major revisions of the previous SEIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects because proposed improvements to the intersection underwent environmental review in the EIR for channelization of turning movements. Project 1 modifies the project by allowing for an engineering analysis and consideration of alternative improvements, all of which are limited to the existing intersection's footprint. The EIR found potential impacts for biological resources and noise for the prior project, and associated mitigation measures remain applicable.

In addition, there are not substantial changes with respect to the circumstances under which the Project 1 is undertaken which will require major revisions of the previous SEIR due to the involvement of new significant, environmental effects or a substantial increase in the severity of previously identified significant effects. This is because the SEIR is consistent with Section 15168, which states (a) "... 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 [...] (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.” Project 1 is similar to numerous other projects evaluated in the SEIR, such as North Jameson Lane and Olive Mill Road Intersection Improvements, and Las Positas Road and Cliff Drive Intersection Improvements, and applicable mitigation measures have been identified.

The addition of Project 1 does not create new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous SEIR was certified as complete. The project site is bounded by commercial developments to the northwest, northeast, and east, and the US 101 to the south and southwest, thereby limiting any potential disturbed area to the existing intersection footprint. The intersection improvements, whether they be signalization or addition of a roundabout, would occur within the existing footprint area of the intersection. Therefore, there would be no additional impacts to air quality, biological resources, energy, environmental justice, greenhouse gas emissions, hydrology and water resources, land use and planning, and noise that have not already been identified in the 2040 RTP-SCS (2013) and in the 2040 RTP-SCS SEIR. The project would improve local traffic flow in the area, providing a net benefit to traffic and circulation and increasing speeds and traffic flow.

If a roundabout option is selected by the lead agency as the preferred alternative, potential impacts have already been identified in the 2040 RTP-SCS (2013) and in the 2040 RTP-SCS SEIR and the following mitigation measures may apply:

- Aesthetics: The entire length of US 101 is eligible for “Scenic Highway” designation. Implementation of Project 1 may affect public views along the corridor (Impact AES-1). If the lead agency selects a roundabout as the preferred option for Project 1, MM AES-1(C) (page 79 of SEIR) would apply.
- Cultural Resources: Ground disturbance and grading may be necessary for construction and therefore have the potential to impact known and unknown cultural resources (Impact CR-1). If the lead agency selects a roundabout as the preferred option for Project 1 and determines that grading is required, MM CR-1 (A)(2) (page 154 of SEIR) would apply.

Project 2

Project 2 was part of Project SB-PL-12 in the Fast Forward 2040 and SP-15 and was previously analyzed in the SEIR. Project 2 is now being added to the illustrative project list in the Fast Forward 2040 to enable the City of Santa Barbara to seek State grant funding. Project 2 is an unfunded illustrative project for which no additional environmental analysis is required at this time. The addition of Project 2 to the illustrative project list does not propose a substantial change or involve new significant environmental effects since it was already included in a previously analyzed project. Project 2 does not create new information of substantial importance because it is not funded and no additional details are available that have not already been considered as part of SP-15.

If, however, the City of Santa Barbara obtains State grant funding for this project, then Project 2 would need to be added as a planned or programmed project in the Fast Forward 2040. This change in funding status may trigger another amendment of the Fast Forward 2040 and additional environmental review.

VI. Finding

Based on the above analysis, an Addendum to the Fast Forward 2040 RTP-SCS SEIR is the appropriate environmental document to add the two projects discussed herein since none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred. Therefore, it is the finding of the SBCAG Board that the previous SEIR as herein amended may be used to fulfill the environmental review requirements to add the two projects discussed above.