

ATTACHMENT A

Fast Forward 2040 Regional Transportation Plan and Sustainable Communities Strategy (February 2019) Amendment No. 2

Amendment Purpose and Overview:

The purpose of Amendment No. 2 is to add an operational improvement project at the first U.S. 101 southbound off-ramp at the Milpas Street interchange in the City of Santa Barbara. Amendment No. 2 adds the Milpas-101 SB Off-Ramp project to Fast Forward 2040 as a programmed project. All project phases are included – environmental, preliminary engineering, design, right of way, and construction. The Milpas-101 SB Off-Ramp project was identified as a traffic mitigation location for the South Coast 101 HOV Lanes project due to the fact that operations on the ramp are expected to degrade below an acceptable level sometime after the 101 HOV Project is complete (between project opening year and forecast horizon year of the RTP – 2040). The Milpas-101 SB Off-Ramp project would add a second lane on the ramp to provide dual right-turn lanes at the ramp junction intersection. The Milpas-101 SB Off-Ramp cost estimates are \$480,000 for the project development (environmental and design), and \$1 million for construction. The funding for the Milpas-101 SB Off-Ramp project will come from Senate Bill 1 (SB1), the Road Repair and Accountability Act of 2017 funding sources. The project development costs are anticipated to be funded through Local Partnership Program (LPP)-Formula funding and the construction costs from other SB1 discretionary funds along with the 101 HOV improvements. SB1 funding sources were not considered during the development of Fast Forward 2040. Fast Forward 2040 and remains fiscally constrained with the Amendment No. 2, as shown below.

Changes made via Amendment No. 2:

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	1,480				7,780
Category Total		591,954	395,336	520,655	620,331	660,824	2,789,100
Cost of Projects		591,954	395,336	520,655	620,331	660,824	2,789,100
Total Revenues		1,151,397	907,241	1,129,510	1,347,655	1,528,023	6,063,826
Total Cost of Projects		1,151,397	907,241	1,129,510	1,347,655	1,522,687	6,058,489

Page 207, Demonstration of Fiscal Constraint

Demonstration of Fiscal Constraint

- Total estimated cost of Fast Forward 2040 projects = ~~\$6.057~~ 6.058 billion
- Total projected revenues for implementing Fast Forward 2040 = ~~\$6.062~~ 6.063 billion

Appendices, Page 28, Table 2: Programmed – Other

Add the following project.

CT-42: Milpas-101 SB Off-Ramp Operational Improvement					
ST/RDS	Construction	101	At the intersection of the first southbound off-ramp junction at Milpas Street, construct intersection improvements. This project includes all project phases – through construction.	2023	1,480

Appendices, Page 36, Table 2: Programmed – Other

Amend the following row.

PROGRAMMED - OTHER TOTAL					1,521,705 1,523,185
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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 No. 2

TO: Decision-Makers
FROM: Michael Becker, Director of Planning, SBCAG
DATE: April 18, 2019
RE: Fast Forward 2040 Amendment No. 2

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 No. 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 or SEIR is certified. Specifically, 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.”

Under Section 15162, when an EIR has been certified, no subsequent EIR shall be prepared for a project unless, on the basis of substantial evidence, one or more of the following 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

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 No. 2012091050), certified in August 2013.

² All section references to CEQA Guidelines unless otherwise noted.

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 No. 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.

On July 19, 2018, the SBCAG Board approved RTP Amendment No. 1, which added two projects to the Plan:

- Santa Monica Road / Via Real Intersection Improvements (Programmed Project);
- State Street Undercrossing and Sidewalk Bike Lane Improvements (Illustrative Project).

IV. Proposed Modifications to Project

The purpose of Amendment No. 2 is to add an operational improvement project at the first U.S. 101 southbound off-ramp at the Milpas Street interchange in the City of Santa Barbara (Milpas-101 SB Off-Ramp project). Amendment No. 2 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. The Milpas-101 SB Off-Ramp project was identified as a traffic mitigation location for the South Coast 101 HOV Lanes project due to the fact that operations on the ramp are expected to degrade below an acceptable level sometime after the HOV Lanes project is complete (between HOV Lanes project opening year and forecast horizon year of the RTP – 2040). The Milpas-101 SB Off-Ramp project would add a second lane on the ramp to provide dual right-turn lanes at the ramp junction intersection. The Milpas-101 SB Off-Ramp project cost estimates are \$480,000 for the project development (environmental and design), and \$1 million for construction. The funding for the Milpas-101 SB Off-Ramp project will come from Senate Bill 1 (SB1), the Road Repair and Accountability Act of 2017, funding sources. The

Milpas-101 SB Off-Ramp project development costs are anticipated to be funded through Local Partnership Program (LPP)-Formula funding and the construction costs from other SB1 discretionary funds along with the 101 HOV improvements. SB1 funding sources were not considered during the development of Fast Forward 2040.

V. Analysis of Proposed Modifications

The Milpas-101 SB Off-Ramp project results in a programmed project being added to Fast Forward 2040, thereby enabling the project to advance as described in Amendment No. 2 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. Amendment No. 2 adds the Milpas-101 SB Off-Ramp Operational Improvement project to Fast Forward 2040 as Project No. CT-42. The SEIR, Addendum No. 1, and this Addendum No. 2 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 Milpas-101 SB Off-Ramp project, prior to right of way or construction phases, and enabled by the amendment to Fast Forward 2040.

The project location is a stop controlled intersection located in the City of Santa Barbara. The intersection is at Milpas Street and is the first of two 101 southbound off-ramps. The Milpas-101 SB Off-Ramp project would add a second lane on the 101 southbound off-ramp to provide dual right-turn lanes at the ramp junction intersection.

The Milpas-101 SB Off-Ramp project 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 it because the project study area was included and studied within the SEIR (see Table 2.1). The expansion of the 101 SB off-ramp at Milpas St. will not result in a change to aesthetics, due to the ramp being below the grade of the 101 “scenic corridor”, or noise levels in the area, since the project would not add new trips. The Milpas-101 SB Off-Ramp project would improve traffic flow in the constrained area, providing a net benefit to traffic and circulation and increasing speeds and traffic flow.

The Milpas-101 SB Off-Ramp will not make substantial changes occur with respect to the circumstances under which the project 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.” The expansion of the 101 SB off-ramp at Milpas will not result in a change to forecasted traffic levels or noise. The Milpas- 101 SB Off-Ramp project would improve traffic flow in the constrained area, providing a net benefit to traffic and circulation and increasing speeds and traffic flow.

The addition of the Milpas-101 SB Off-Ramp project 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 because no additional analysis related to environmental impacts has been completed since the certification of the SEIR for this project site. The

project site is bounded by Caltrans right-of-way and the US Postal Service facility to the east, and the US 101 to the north, thereby limiting any potential disturbed area to the existing southbound off-ramp/intersection footprint and Caltrans right-of-way. The extent of the project site (the Milpas and U.S. 101 corridors) were studied in the SEIR (see Table 2.1). Since the operational improvement would occur within the existing footprint area of the intersection and Caltrans right-of-way, there would be no impacts to aesthetics, air quality, biological resources, energy, environmental justice, greenhouse gas emissions, hydrology and water resources, land use and planning, and noise. The project would improve local traffic flow in the area, providing a net benefit to traffic and circulation and increasing speeds and traffic flow.

The following potential impact and mitigation measure 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). MM CR-1 (A)(2) (page 154 of SEIR) would apply.

VI. Finding

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 project discussed above.