



# 2022 RTIP

## Regional Transportation Improvement Program Santa Barbara County

Prepared and Submitted By:



### Member Agencies:

Buellton ● Carpinteria ● Goleta ● Guadalupe ● Lompoc  
Santa Barbara ● Santa Maria ● Solvang ● Santa Barbara County

December 15, 2021

Mr. Mitch Weiss  
Executive Director  
California Transportation Commission  
1120 N Street, Room 2221 (MS-52)  
Sacramento, CA 95814

Subject: 2022 Regional Transportation Improvement Program for Santa Barbara County

Dear Mr. Weiss:

On November 18, the Santa Barbara County Association of Governments (SBCAG) Board of Directors adopted the 2022 Regional Transportation Improvement Program (RTIP) for Santa Barbara County for submittal to the California Transportation Commission (CTC) for inclusion in the 2022 State Transportation Improvement Program (STIP). SBCAG's RTIP focuses on programming our target share to deliver the Santa Barbara U.S. 101 Multimodal Corridor. Our submittal also includes programming SBCAG's allowable share for Planning, Programming and Monitoring (PPM).

With the adoption of the 2022 STIP, SBCAG looks forward to building upon the great progress that has been made recently to the U.S. 101 corridor, in Santa Barbara, in partnership with the CTC and Caltrans. Substantial investments of state and local funds have been made on the state's transportation network aimed to relieve congestion, improve mobility and goods movement, provide multi-modal travel options, and help the state achieve air quality targets. Additional investments however will be needed to deliver our final improvements to the corridor. For these reasons, we will be pursuing supplemental resources through Cycle 3 of the upcoming SB1 competitive programs in 2022.

Our region's top transportation priority is completing multimodal improvements on the U.S. 101 Corridor in southern Santa Barbara County. This includes adding high occupancy vehicle (HOV) lanes in both directions on U.S. 101 from Ventura County to downtown Santa Barbara. U.S. 101 is a corridor that serves as a lifeline route for the Central Coast. The route is the only arterial connecting Ventura and Santa Barbara counties. When weather or crashes close Interstate-5 (I-5), U.S. 101 is the only direct route connecting northern and southern California. With no alternate highway routes for commuter traffic to and from Ventura County and only one alternate route for interregional traffic, U.S. 101 experiences two to four hours of heavy congestion each day impacting the economic vitality of the State and quality of life of the region. The hours of delay are projected to increase to over ten hours per day by 2040. Adding an HOV lane is required to relieve current and projected congestion

The corridor is of national, state, and regional significance, playing a vital role in the movement of goods as valuable products are produced in Santa Barbara County and transported worldwide and facilitating tourism to many destination locations along the Central Coast. Given that the corridor is subject to significant traffic congestion during commute hours, we have made several multimodal improvements. This includes implementation of peak hour commuter rail service from Ventura County to Santa Barbara and Goleta in April 2018, continuation of interregional transit service from Ventura County Santa Barbara and improved coastal access for bicyclists and pedestrians.

SBCAG and Caltrans have planned the implementation of the U.S. 101 HOV lanes in four separate phases. Phase 1 was completed in 2012 in downtown Santa Barbara. Phase 2, funded by Proposition 1B's Corridor Mobility Improvement Account (CMIA), was completed in 2014 and provided the first ever HOV lanes on California's Central Coast. Phase 3, which addresses the Linden Avenue and Casitas Pass Interchanges project, was fully funded by SBCAG's RTIP and began construction in 2016. Phase 3 was completed in 2020.

Finally, Phase 4, also known as Highway 101: Carpinteria to Santa Barbara Project, includes freeway rehabilitation improvements and proposes to complete the gap on U.S. 101 with the addition of an HOV lane in both directions. Phase 4 is currently planned to be implemented in five segments. Thanks to the great partnership with the CTC and award of \$184 million in SB1 Cycle 1 funding, Segments 4A - 4C are in construction. When all four phases are complete, there will be sixteen miles of HOV lanes in each direction on U.S. 101 from Mussel Shoals in Ventura County to Milpas Street in the City of Santa Barbara. In addition, approximately \$184 million in State Highway Operation and Protection Program (SHOPP) funding is currently programmed for Segments 4A – 4C.



In November 2008, Santa Barbara County voters overwhelmingly approved Measure A, a transportation sales tax measure which is expected to generate over \$1.0 billion in revenues over thirty years. The measure provides \$140 million for multimodal improvements to U.S. 101 between the cities of Santa Barbara and Carpinteria in south Santa Barbara County. Part of our success in passing Measure A can be attributed to a commitment by SBCAG, local officials, and Caltrans that adding an HOV lane to create a continuous lane throughout the corridor, would be the top priority project and implementation pursued on an expedited schedule.

SBCAG's 2022 RTIP is in compliance with the region's latest adopted RTP/SCS (adopted August 2021). In addition, SBCAG's 2022 RTIP will not be impacted by the Safer Affordable Fuel Efficient (SAFE) Vehicle Rule due to SBCAG's air quality attainment status.

Finally, SBCAG will continue to look to utilize our RTIP and Measure A funds to partner with the State on SB 1 opportunities through the Local Partnership Program, Solutions for Congested Corridors Program, and Trade Corridor Enhancement Program. SBCAG will be submitting SB 1 Cycle 3 applications for our Santa Barbara U.S. 101 Multimodal Corridor requesting funding to complete the last components of the corridor.

Thank you for your attention to our 2022 RTIP request. We look forward to working with you and your staff to answer any questions the Commissioners might have about our RTIP or projects. Should you have any questions, please feel free to contact Sarkes Khachek, SBCAG Director of Programming, at (805) 961-8913 or [skhachek@sbcag.org](mailto:skhachek@sbcag.org).

Sincerely,

A handwritten signature in blue ink, appearing to read "Marjie Kirn", written over a light gray rectangular background.

Marjie Kirn  
Executive Director

Enclosure: 2022 Regional Transportation Improvement Program

cc: Toks Omishakin, Director, Caltrans  
Tim Gubbins, District Director, Caltrans District 5  
Tanisha Taylor, Chief Deputy Director, California Transportation Commission  
Teresa Favila, Deputy Director, California Transportation Commission  
Kacey Ruggiero, Associate Deputy Director, California Transportation Commission  
James Anderson, Chief, Division of Transportation Programming  
Rambabu Bavirisetty, Office Chief, Office of Capital Improvement Programming  
Scott Eades, Caltrans District 5  
Joe Erwin, Caltrans District 5  
Dave Emerson, Caltrans District 5  
Joseph Arnold, Caltrans District 5

# 2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2022 RTIP)

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## **A. Overview and Schedule**

### **Section 1. Executive Summary**

Insert executive summary narrative in the text field below.

Every two years, regional transportation planning agencies in California are required by State law (Senate Bill 45) to adopt a five-year program of projects, called a Regional Transportation Improvement Program (RTIP). The RTIP is based on an estimate of revenues that will be available for the State Transportation Improvement Program (STIP) over a five-year period. The RTIP identifies projects selected by the Santa Barbara County Association of Governments (SBCAG) that are to be funded with the county's statutory share of STIP funds. After adoption by the SBCAG board, the RTIP is submitted to the California Transportation Commission (CTC) for approval and incorporation into the State Transportation Improvement Program. SBCAG adopted the 2022 RTIP for Santa Barbara County on November 18, 2021.

STIP funds are distributed by formulas as designated in government statute. Regional agencies share 75% of the available funding, divided by a county share formula. Projects selected by regional agencies for funding will be submitted in a board-adopted RTIP. The interregional program will receive 25% of the funds for projects nominated by the California Department of Transportation (Caltrans) and submitted to the CTC as part of the Interregional Transportation Improvement Program (ITIP). The CTC may accept or reject programming proposals in the RTIP. Accepted RTIPs from throughout the state are combined with the ITIP and adopted as the 2022 STIP.

The 2022 STIP covers fiscal years 2022/23 through 2026/27. The funds that can be programmed over this period include the minimal capacity determined by the 2022 Fund Estimate prepared by Caltrans and adopted by the CTC. The 2022 STIP Fund Estimate adopted by the CTC shows \$7.154M as the formula distribution for Santa Barbara County.

SBCAG's regional top priority project is the addition of High Occupancy Vehicle (HOV) lane on both northbound and southbound U.S. 101 in southern Santa Barbara County, known as Highway 101: Carpinteria to Santa Barbara which is a component of the Santa Barbara U.S. 101 Multimodal Corridor project. Additionally, in November 2008 Santa Barbara County residents renewed the local half-cent transportation sales tax, Measure A. Measure A dedicates over \$1 billion of local taxes to transportation improvements for the next 30 years. The renewal provides \$210 million for highway improvement projects countywide including \$140 million specifically for the 101 Project.

### **Section 2. General Information**

Insert contact information in the text fields below.

- **Regional Agency Name**  
Santa Barbara County Association of Governments

- **Agency website links for Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP).**

**Regional Agency Website Link:** <http://www.sbcag.org>

**RTIP document link:** <http://www.agency.org/RTIP>

**RTP link:** <http://sbcag.org/documents.html#planning>

- **Regional Agency Executive Director/Chief Executive Officer Contact Information**

Name Marjie Kirn  
 Title Executive Director  
 Email [mkirn@sbacag.org](mailto:mkirn@sbacag.org)  
 Telephone 805-961-8908

- **RTIP Manager Staff Contact Information**

Name Jaquelin Mata Title Transportation Planner II  
 Address 260 N. San Antonio Rd. Suite B  
 City/State Santa Barbara, CA  
 Zip Code 93110  
 Email [jmata@sbacag.org](mailto:jmata@sbacag.org)  
 Telephone 805-961-8904 Fax 805-961-8901

- **California Transportation Commission (CTC) Staff Contact Information**

Name Teresa Favila Title Deputy Director  
 Address 1120 N Street  
 City/State Sacramento, CA  
 Zip Code 95814  
 Email [teresa.favila@catc.ca.gov](mailto:teresa.favila@catc.ca.gov)  
 Telephone 916-653-2064 Fax 916-653-2134

**Section 3. Background of Regional Transportation Improvement Program (RTIP)**

A. What is the Regional Transportation Improvement Program?

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan which guides a region’s transportation investments over a 20 to 25 year period. The RTP is based on all reasonably anticipated funding, including federal, state and local sources. Updated every 4 to 5 years, the RTP is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region.

**B. Regional Agency’s Historical and Current Approach to developing the RTIP**

Provide narrative on your historical and current approach to developing the RTIP in the text field below.

SBCAG’s historical and current approach to developing the RTIP have focused on programming Regional Improvement Program funding for the delivery of the Highway 101: Carpinteria to Santa Barbara Project in south Santa Barbara County. The Project is the region’s highest priority project. The STIP is a critical discretionary fund source that will be utilized by SBCAG with other federal, state, and local fund sources to deliver many components of the project until the project is completed. SBCAG is also programming prior RTIP funds for Planning, Programming and Monitoring (PPM) activities as allowed by State statute.

**Section 4. Completion of Prior RTIP Projects (Required per Section 68)**

Provide narrative on projects completed between the adoption of the RTIP and the adoption of the previous RTIP in text field below as is required per Section 68 of the STIP Guidelines.

The Casitas Pass & Linden Ave interchanges project was completed in July 2020 between the adoption of the 2020 RTIP and 2022 RTIP. It was part of SBCAG’s 2016 RTIP.

<b>Project Name and Location</b>	<b>Description</b>	<b>Summary of Improvements/Benefits</b>
U.S. 101 Linden Casitas Interchanges - In Carpinteria, from Carpinteria Creek Bridge to Linden Avenue.	Reconstruct two interchanges (Casitas Pass Road and Linden Avenue) and extend Via Real frontage road.	Improve access to, and operations at, the Linden Avenue and Casitas Pass Road interchanges with Route 101, while improving operations on Route 101 within the project vicinity.

**Section 5. RTIP Outreach and Participation**

Insert dates below – Regional agencies can add rows to the schedule – Rows included below should remain for consistency.

**A. RTIP Development and Approval Schedule**

<b>Action</b>	<b>Date</b>
CTC adopts Fund Estimate and Guidelines	August 18, 2021
Caltrans identifies State Highway Needs	September 15, 20121
Caltrans submits draft ITIP	October 15, 2021
CTC ITIP Hearing, North	Oct/Nov, 2021
CTC ITIP Hearing, South	Oct/Nov, 2021
SBCAG adopts 2022 RTIP	November 18, 2021
SBCAG submits RTIP to CTC (postmark by)	December 15, 2021
Caltrans submits ITIP to CTC	December 15, 2021
CTC STIP Hearing, North	January 27, 2022
CTC STIP Hearing, South	February 3, 2022

CTC publishes staff recommendations	February 28, 2022
CTC Adopts 2022 STIP	March 23-24, 2022

**B. Public Participation/Project Selection Process**

Provide narrative on your agency’s public participation process and project selection process for your RTIP in the text field below.

SBCAG utilizes an extensive public participation process. Many meetings are frequently held with various public stakeholder groups, advisory committees, elected officials and SBCAG’s Board of Directors to identify solutions to transportation issues.

SBCAG staff presented the Draft 2022 RTIP to Technical Transportation Advisory Committee (TTAC) on October 7, 2021, and the SBCAG Board on October 21, 2021. The final RTIP was unanimously recommended for approval by TTAC at their November 4 meeting. SBCAG staff and TTAC recommend approval of the 2022 RTIP by the SBCAG Board.

**C. Consultation with Caltrans District (Required per Section 17)**

Insert the Caltrans District Number in the text field below.

Caltrans District: 5

Provide narrative on consultation with Caltrans District staff in the text field below as is required per Section 17 of the STIP Guidelines.

SBCAG and Caltrans have a strong partnership and have consulted continuously on development of the 2022 RTIP and ITIP. While SBCAG is proposing programming of RTIP funds for the Project, Caltrans was not able to recommend new programming of 2022 ITIP funds for the U.S 101 HOV Project. SBCAG and Caltrans look forward to continuing their partnership in future STIP cycles and for the upcoming SB1 competitive programs.

## **B. 2022 STIP Regional Funding Request**

### **Section 6. 2022 STIP Regional Share and Request for Programming**

#### **A. 2022 Regional Fund Share Per 2022 STIP Fund Estimate**

Insert your agency's target share per the STIP Fund Estimate in the text field below. COVID Relief shares should be listed separately from traditional STIP shares as they are being tracked separately.

SBCAG 2022 Regional Share Target	\$7.154M
Mid cycle STIP COVID Relief shares	\$2.678M
<b>Total Available Programming in 2022 RTIP – New Capacity</b>	<b>\$9.832M</b>

At the August 2021 CTC meeting SBCAG's 2021 Mid-Cycle STIP funds were programmed to two projects. \$2.544 Million was programmed to Santa Barbara U.S. 101 Multi-modal Corridor Project - Segment 4D North and \$0.134 Million SBCAG's Planning, Programming and Monitoring project for a total of \$2.678 Million shown in the table above.

B. Summary of Requested Programming – Insert information in table below. Identify any proposals for the Advanced Project Development Element (APDE) share, if identified in the fund estimate, by including "(APDE)" after the project name and location. Identify requests to advance future county shares for a larger project by including "(Advance)" after the project name and location.

<b>Project Name and Location</b>	<b>Project Description</b>	<b>Requested RIP Amount</b>
Planning, Programming & Monitoring	Covers SBCAG administrative costs of preparing the RTIP, managing STIP/STIP-TE projects, processing amendments, providing CTC/SB regional coordination and holding local assistance meetings.	\$1.188M
Santa Barbara U.S. 101 Multimodal Corridor Project - Segment 4D/4E	In and near Montecito and Santa Barbara, from Sheffield Drive to Sycamore Creek. Construct HOV lanes.  Does not include scope of work proposed for advanced delivery project, 7101W Segment 4D North.  Project is being constructed with SHOPP project 05-1C824 (PPNO 2426D) which improves roadside safety assets within the project limits.	\$0.500M

<p>Santa Barbara U.S. 101 Multimodal Corridor Project - Segment 4D North</p>	<p>Segment 4D is one of five segments proposed for the U.S. 101 HOV Project that will construct new north and southbound extensions of existing High Occupancy Vehicle (HOV) lanes on U.S. Route 101 (U.S. 101) as well as rehabilitate existing freeway lanes. The Project is part of a larger multimodal strategy to provide long-term congestion relief between Ventura and Santa Barbara Counties.</p>	<p>\$5.945M</p>
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**Section 7. Overview of Other Funding Included With Delivery of Regional Improvement Program (RIP) Projects**

Provide narrative on other funding included with the delivery of projects included in your RTIP. Discuss if project’s other funds will require Commission approval for non-proportional spending allowing for the expenditure of STIP funds before other funds (sometimes referred to as sequential spending).

Projects included in SBCAG’s RTIP are funded with a variety of federal, state, and local sources. Fund sources include Santa Barbara County’s transportation sales tax funding (Measure A) and local funds.

Proposed 2022 RTIP	Total 2022 RTIP	Prior RTIP	Other Funding						Total Project Cost
			ITIP	SHOPP	RIP-SJCOG	CRSSA	RIP-COVID relief-STIP	SB1-LPP-F	
Planning, Programming and Monitoring (PPM)	\$1,188,500	\$4,015,500					\$134,000		\$5,338,000
Santa Barbara U.S. 101 Multi-modal Corridor Project - Segment 4D North	\$5,945,000				\$2,665,000	\$2,046,000	\$2,544,000	\$1,216,000	\$14,416,000
Santa Barbara U.S. 101 Multimodal Corridor Project - Segment 4D/4E	\$642,000	\$5,207,000	\$600,000	\$18,000,000				\$3,681,000	\$23,529,000
									-
<b>Totals</b>	<b>\$7,633,500</b>		-		-	-	-	-	-

**Notes:** Future need for Segment 4D/4E Project would consist of future local funds, potential SB1 Program funds, and potential federal grant awards.

## **Section 8. Interregional Transportation Improvement Program (ITIP) Funding and Needs**

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods in the State of California. As an interregional program, the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state's economic vitality. The ITIP is prepared in accordance with Government Code Section 14526, Streets and Highways Code Section 164 and the STIP Guidelines. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

If requesting ITIP funding, provide narrative on your request in the text field below. Or state that no ITIP funding was requested.

No ITIP funding requested

Include a discussion of what the region believes are the most significant interregional highway and intercity rail needs within the region (see section 20G).

[Click here to enter text.](#)

## **Section 9. Projects Planned Within Multi-Modal Corridors**

Provide a description of the project's impact on other projects planned or underway within the corridor as required per Section 20 of the STIP Guidelines.

The U.S. 101 HOV Project is a major component of our Santa Barbara U.S. 101 Multimodal Corridor improvement effort, which extends from northern Ventura County to southern Santa Barbara County. As part of the multimodal corridor improvements, SBCAG and Caltrans are working together to complete a gap on U.S. 101 with the addition a HOV lane in both directions. Additional improvements include implementation of commuter rail, continued interregional transit service, and improved access on the California Coastal Trail. These are improvements derived from our Santa Barbara U.S. 101 Multimodal Corridor Plan aimed to relieve congestion in the corridor.

[Click here to enter text.](#)

## **Section 10. Highways to Boulevards Conversion Pilot Program**

Identify potential state routes within the region that might be potential candidates for a highways to boulevards conversion pilot program (see section 20G).

There are no state routes within the region that would be potential candidates for the

highways to boulevards conversion pilot program.

## **C. Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP**

### **Section 11. Regional Level Performance Evaluation (per Section 19A of the guidelines)**

*Provide an evaluation of system performance and how your RTIP furthers the goals of the region's RTP, and if applicable, your Sustainable Communities Strategy as required per Section 19A of the STIP Guidelines. Each region that is a Metropolitan Planning Organization (MPO) or within an MPO shall include an evaluation of overall (RTP level) performance using, as a baseline, the region's existing monitored data. To the extent relevant data and tools area available, the performance measures listed in Table B1 below may be reported.*

*Regions outside a MPO shall include any of the measures listed in Table B1 (below) that the region currently monitors. A region outside a MPO (or a small MPO) may request, and Caltrans shall provide, data on these measures relative to the state transportation system in that region.*

*As an alternative, a region outside a MPO (or a small MPO) may use the Performance Monitoring Indicators identified in the Rural Counties Task Force's Rural and Small Urban Transportation Planning study dated June 3, 2015. These include: Total Accident Cost, Total Transit Operating Cost per Revenue Mile, Total Distressed Lane Miles, and Land Use Efficiency (total developed land in acres per population).*

*The evaluation of overall performance shall include a qualitative or quantitative assessment of how effective the RTIP or the ITIP is in addressing or achieving the goals, objectives and standards which correspond to the relevant horizon years within the region's RTP or Caltrans ITSP that covers the 5-year STIP period. Caltrans' evaluation of the ITIP shall also address ITIP consistency with the RTPs.*

*In addition, each region with an adopted Sustainable Communities Strategy (SCS) or Alternate Planning Scenario (APS) shall include a discussion of how the RTIP relates to its SCS or APS. This will include a quantitative or qualitative assessment of how the RTIP will facilitate implementation of the SCS or APS and also identify any challenges the region is facing in implementing its SCS or APS. In a region served by a multi-county transportation planning organization, the report shall address the portion of the SCS or APS relevant to that region. As part of this discussion, each region shall identify any proposed or current STIP projects that are exempt from SB 375.*

SBCAG has conducted an evaluation of its RTIP, commenting on each of the performance indicators and performance measures outlined in Table B1 and B2 of the 2020 STIP Guidelines. The evaluation also includes a discussion of how the RTIP relates to SBCAG's Connected 2050 Regional Transportation Plan-Sustainable Communities Strategy (RTP-SCS), adopted by the SBCAG Board on August 19, 2021. SBCAG is currently coordinating with the California Air Resources Board on the adequacy of SBCAG's SCS in satisfying the requirements of SB 375. SBCAG expects CARB to complete its review by the end of 2021.

The project included in our RTIP directly relates to and would implement Connected 2050. Connected 2050 is a long-term (20+ years), fiscally constrained plan that prioritizes multi-modal transportation investments in the SBCAG region, taking into account land use, population and job growth, and other factors as required by SB 375. Connected 2050 continues the vision laid out in the Regional Transportation Plans and Sustainable Communities Strategies adopted in 2013 and 2017. The plan is performance-based, and selects a preferred land use and transportation scenario based on scenario performance with respect to the following five goal areas, which encompass and relate directly to the RTIP performance indicators and measures:

1. Environment  
Foster patterns of growth, development and transportation that protect natural resources and lead to a healthy environment.
2. Mobility and System Reliability  
Optimize the transportation system to improve accessibility to jobs, schools, and services, allow the unimpeded movement of people and goods, and ensure the reliability of travel by all modes.
3. Equity  
Ensure that transportation and housing needs of all socio-economic groups are adequately served.
4. Health and Safety  
Improve public health and ensure the safety of the regional transportation system.
5. A Prosperous Economy  
Achieve economically efficient transportation patterns and promote regional prosperity and economic growth.

The Connected 2050 preferred strategy is a transit-oriented and infill scenario, including an Enhanced Transit Strategy that would seek to concentrate new residential and commercial growth along transit corridors within existing urban areas, while also seeking to address the region's jobs-housing imbalance. The project included in the RTIP is a high-priority project that is specifically intended to implement one or more of Connected 2050's goals. Overall, this project will enhance performance of the regional transportation system.

A. Regional Level Performance Indicators and Measures (per Appendix B of the STIP Guidelines).

Use the following Table B1 to indicate quantitatively the overall regional level performance of your Regional Transportation Plan (RTP). For regions outside a MPO, a second Table B1(a) may be used as a replacement to Table B1. Table B1(a) is included on the next page.

The following table quantitatively indicates the overall performance of SBCAG's Connected 2050 RTP-SCS at the regional level.

<b>Table B1</b>				
<b>Evaluation – Regional Level Performance Indicators and Measures</b>				
<b>Goal</b>	<b>Indicator/Measure</b>	<b>Current System Performance (Baseline)</b>	<b>Projected System Performance (2050 Future Baseline)</b>	<b>Projected System Performance (2050 Preferred Scenario)</b>
Congestion Reduction	Vehicle Miles Traveled (VMT) per capita.	22.81 (2015)	26.20	22.12
	Percent of congested VMT (at or below 35 mph)	12.7% (2015)	19.1%	15.5%
	Commute mode share (travel to work or school)	86.84% (2015)	93.37%	86.21%
Infrastructure Condition*	Percent of distressed state highway lane-miles	Good: 0% Fair 96.8% Poor 3.2% (2021 HPMS data, based on 2020 APCS inspection)	Good: 0% Fair 85.2% Poor 14.8% 10-year 'Do Nothing' scenario (2022-2032)	Good: 17.8% Fair: 76.9% Poor: 5.3% 10-year invested scenario (2022-2032)
	Pavement Condition Index (local streets and roads)	N/A	N/A	N/A
	Percent of highway bridges by deck area classified in Poor condition	Poor 14.7% (2021 National Bridge Inventory data)	Poor 18.1% 10-year 'Do Nothing' scenario (2022-2032)	Poor 0% 10-year invested scenario (2022-2032)
	Percent of transit assets that have surpassed the FTA useful life period	N/A	N/A	N/A
System Reliability	Highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival)	N/A	N/A	N/A

	Accessibility and on-time performance for rail and transit	N/A	N/A	N/A
Safety	Fatalities and serious injuries per capita	N/A	N/A	N/A
	Fatalities and serious injuries per VMT	N/A	N/A	N/A
Economic Vitality	Percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	12.16% (Housing [pop.], 2015) 15.77% (Jobs, 2015)	10.90% (Housing [pop.]), 14.00% (Jobs)	11.94% (Housing [pop.]) 12.55% (Jobs)
	Mean commute travel time (to work or school)	16.0 (2015)	N/A	14.19 (2050)
	Farebox recovery ratio	N/A	N/A	N/A
Environmental Sustainability	Change in acres of agricultural land	1,457,042,300	No change	No change
	CO <sub>2</sub> emissions reduction per capita	18.77 (2005)	18.5 (2035)	15.43 (2035)

\*Notes: The data used in this section comes from the 2022 California Transportation Asset Management Plan (TAMP). The plan shows current asset conditions (2021 for pavement, 2020 for bridge) and forecasts how planned investments will improve bridge and road conditions by 4-year (2026) and 10-year (2032) intervals. The worksheet also shows the 'Do Nothing 10 year scenario'. 10-year data was used where the table asks for 2050 data. SBCAG does not own or manage any state highways or bridges.

<b>Table B1(a) - Not Applicable to SBCAG</b>			
<b>Evaluation – Rural Specific Regional Level Performance Indicators and Measures</b>			
<b>Goal</b>	<b>Indicator/Measure</b>	<b>Current System Performance (Baseline)</b>	<b>Projected System Performance (indicate timeframe)</b>
Congestion Reduction	Vehicle Miles Traveled per capita, area, by facility ownership, and/or local vs tourist		
	Peak Volume/Capacity Ratio or Thresholds (threshold volumes based on HCM 2010)		
	Commute mode share (travel to work or school)		
Transit	Total operating cost per revenue mile		
Infrastructure Condition	Distressed lane-miles, total and percent, by jurisdiction		
	Pavement Condition Index (local streets and roads)		
Safety	Total accident cost per capita and VMT		
Environmental Sustainability	Land Use Efficiency (total developed land in acres per population)		

If STIP Project Fact Sheet (STIP Guidelines Appendix A), and Table B1 or B1(a) are insufficient in indicating how progress towards attaining goals and objectives contained in each RTP is assessed and measured, include the following information:

- List your performance measures.
- Provide a quantitative and/or qualitative analysis (include baseline measurement and projected program or project impact).
- State the reason(s) why selected performance measure or measures are accurate and useful in measuring performance. Please be specific.
- Identify any and all deficiencies encountered in as much detail as possible

For qualitative explanations, state how progress towards attaining goals and objectives contained in each RTP is assessed and measured.

SBCAG's Connected 2050 RTP-SCS preferred scenario performs better than both the current system and future baseline with respect to almost all RTIP performance measures. VMT per capita, drive-alone commute mode share, mean commute travel time in minutes, and CO2 emissions per capita all perform better than the current system and future baseline. To some degree, increased congestion compared to the current system is inevitable due to population growth; vehicle trips increase by approximately 23% during the plan period while road capacity increases only slightly (+2.1% lane miles). Congested VMT however does decrease relative to the future baseline.

The Connected 2050 RTP-SCS preferred scenario protects agricultural land and open space and distributes future growth to infill areas, while directly addressing regional jobs/housing balance issues. For the change in acres of agricultural land, the preferred scenario does not convert any agricultural land and open space to urban uses. For the percent of jobs within 0.5 miles of transit stops with frequent transit service, the preferred scenario promotes transit-oriented development and emphasizes job growth in the Northern part of the County and housing growth in the southern part of the County to help address regional jobs/housing imbalances. While the distribution of job growth to North County reduces long-distance commuting and VMT, the North County generally lacks frequent and reliable transit service such that a percentage of jobs within 0.5 miles of transit stops with frequent transit service is slightly less than in the current baseline.

## **Section 12. Regional and Statewide Benefits of RTIP**

Provide qualitative narrative on the Regional and Statewide benefits of RTIP in text field below.

The RTIP projects focus heavily on targeted roadway improvements and congestion reduction, highlighted by the construction of the HOV lanes. Taken in isolation from the allocation of future population and job growth, these projects would decrease VMT (-.08%), mean commute travel time to work (-0.05 minutes), CO2 emissions (-0.7%), and congestion VMT at or below 35 mph (-

3.9%), all of which contribute to a slight uptick in drive-alone commutes (+0.02%) compared to the No Project conditions. (Table B2)

The project serves the overall vision of Connected 2050 RTP-SCS by facilitating flow, supporting infill development within existing urban areas, and incentivizing travel by alternative mode (transit, bike and walk) over vehicle trips. Evaluated in combination with the projected growth allocation in the Connected 2050 RTP-SCS preferred scenario (Table B1), the RTIP projects would result in a 15.6% reduction in per capita VMT (-4.08), reduce per capita CO2 emissions by 4.1% from the future baseline (-0.75), and increase transit, school bus, bike, and walk mode share percentage (+7.7%) while decreasing automobile mode share by the same.

The reduced congestion and increased transit and other alternative forms of transportation usage would ensure mobility and system reliability. These projects would also distribute those benefits equitably to all segments of the population, without unfairly burdening certain regional areas by reducing commuter costs and increasing worker productivity to support the local and regional economy. Additionally, the projects would increase health and safety by ensuring more reliable speed across roadways, reducing potential congestion pinch-points, which increase accidents.

More specifically, certain projects would have beneficial effects within specific goal areas, as discussed in more detail below:

1. Santa Barbara U.S. 101 Multi-modal Corridor Project - Segment 4D/4E

By far the largest project currently underway in Santa Barbara County, Segments 4D-4E would add a high-occupancy vehicle (HOV) lane in both directions dedicated to carpool and public transit during peak commute periods. It would alleviate congestion along this currently heavily impacted route while simultaneously incentivizing mode shift for single occupancy vehicle trips to transit and carpool trips.

## D. Performance and Effectiveness of RTIP

### Section 13. Evaluation of Cost Effectiveness of RTIP (Required per Section 19)

Per Section 19B and Appendix B of the STIP Guidelines, regions shall, if appropriate and to the extent necessary data and tools are available, use the performance measures in Table B2 or B2a below to evaluate cost-effectiveness of projects proposed in the STIP on a regional level.

<b>Table B2 Evaluation – Cost-Effectiveness Indicators and Measures</b>				
<b>Goal</b>	<b>Indicator/Measure (per thousand dollar invested)</b>	<b>Current Level of Performance (Baseline, 2015)</b>	<b>Projected Performance Improvement (2050 No Project)</b>	<b>Projected Performance Improvement (2050 with RTIP Projects)</b>
Congestion Reduction	Reduce Vehicle Miles Traveled (VMT) per capita	22.8	26.2 (+14.9%)	25.4 (+11.4%)
	Reduce Percent of congested VMT (at or below 35 mph)	12.7%	19.1% (+50.4%)	15.5% (+22.0%)
	Change in commute mode share (travel to work or school)	86.84%	93.37% (+7.5%)	86.21% (-0.0%)
Infrastructure Condition	Reduce percent of distressed state highway lane-miles	Good: 0% Fair 96.8% Poor 3.2% (2021 HPMS data, based on 2020 APCS inspection	Good: 0% Fair 85.2% Poor 14.8% 10-year 'Do Nothing' scenario (2022-2032)	Good: 17.8% Fair: 76.9% Poor: 5.3% 10-year invested scenario (2022-2032)
	Improve Pavement Condition Index (local streets and roads)	N/A	N/A	N/A
	Reduce percent of highway bridge deck area in Poor Condition	Poor 14.7% (2021 National Bridge Inventory data)	Poor 18.1% 10-year 'Do Nothing' scenario (2022-2032)	Poor 0% 10-year invested scenario (2022-2032)
	Reduce percent of transit assets that have surpassed the FTA useful life period	N/A	N/A	N/A
System Reliability	Reduce Highway Buffer Index (the time cushion added to the average commute travel times to ensure on-time arrival).	N/A	N/A	N/A

	Improve accessibility and on-time performance for rail and transit	N/A	N/A	N/A
Safety	Reduce fatalities and serious injuries per capita	N/A	N/A	N/A
	Reduce fatalities and serious injuries per VMT	N/A	N/A	N/A
Economic Vitality	Increase percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	12.16 (Housing) 15.77 (Jobs)	10.90 (-10.4%) (Housing) 14.00 (-11.2%) (Jobs)	11.94 (-0.02%) (Housing) 12.55 (-20.4%) (Jobs)
	Reduce mean commute travel time (to work or school)	14.42	N/A	14.19 (-0.03)
	Increase farebox recovery ratio			
Environmental Sustainability	Change in acres of agricultural land	1,457,658	No Change	No Change
	CO <sub>2</sub> emissions reduction per capita	18.77 (2005)	18.50 (2035)(-0.14%)	17.75 (2035)(-0.54)

Notes: The data used in this section comes from the 2022 California Transportation Asset Management Plan (TAMP). The plan shows current asset conditions (2021 for pavement, 2020 for bridge) and forecasts how planned investments will improve bridge and road conditions by 4-year (2026) and 10-year (2032) intervals. The worksheet also shows the 'Do Nothing 10 year scenario'. 10-year data was used where the table asks for 2050 data.

<b>Table B2(a) - Not applicable to SBCAG</b>			
<b>Evaluation – Rural Specific Cost-Effectiveness Indicators and Measures</b>			
<b>Goal</b>	<b>Indicator/Measure</b>	<b>Current System Performance (Baseline)</b>	<b>Projected Performance (indicate timeframe)</b>
Congestion Reduction	Change in VMT per capita, area, by facility ownership, and/or local vs tourist		
	Change in Peak Volume/Capacity Ratio or Thresholds (threshold volumes based on HCM 2010)		
	Change in Commute mode share (travel to work or school)		
Transit	Change in Total operating cost per revenue mile		
Infrastructure Condition	Change in Distressed lane-miles, total and percent, by jurisdiction		
	Change in Pavement Condition Index (local streets and roads)		
Safety	Change in Total accident cost per capita and VMT		

Environmental Sustainability	Change in Land Use Efficiency (total developed land in acres per population)		
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Per Section 19C and Appendix B of the STIP Guidelines, regions may, if appropriate and to the extent necessary data and tools are available, use the benefits or performance improvements in Table B3 below to evaluate the proposed changes to the built environment.

<b>Table B3 Evaluation – Project Changes or Increased Capacity Benefits</b>			
<b>Project Type Or Mode</b>	<b>Changes to Built Environment</b>	<b>Indicator/Measure</b>	<b>Benefits or Performance Improvement at Project Completion</b>
State Highway	New general purpose lane-miles		
	New HOV/HOT lane-miles		
	Lane-miles rehabilitated		
	New or upgrade bicycle lane/sidewalk miles		
	Operational improvements		
	New or reconstructed interchanges		
	New or reconstructed bridges		
Transit or Intercity Rail	Additional transit service miles		
	Additional transit vehicles		
	New rail track miles		
	Rail crossing improvements		
	Station improvements		
Local Streets and Roads	New lane-miles		
	Lane-miles rehabilitated		
	New or upgrade bicycle lane/sidewalk miles		
	Operational improvements		
	New or reconstructed bridges		

**Section 14. Project Specific Evaluation (Required per Section 19D)**

Each RTIP shall include a project specific benefit evaluation for each new project proposed that estimates its benefits to the regional system from changes to the built environment, including, but limited to the items listed on page 10 of the STIP Guidelines. A project level evaluation shall be submitted for projects for which construction is proposed if:

- The total amount of existing and proposed STIP for right-of-way and/or construction of the project is \$15 million or greater, or
- The total project cost is \$50 million or greater.

The project level benefit evaluation shall include a Caltrans generated benefit/cost estimate, including life cycle costs for projects proposed in the ITIP. For the RTIP, the regions may choose between the Caltrans estimate and their own estimate (explain why the Caltrans estimate was not used). The project level benefit evaluation must explain how the project is consistent with

Executive Order B-30-15 (Climate Change), including a description of any actions taken to protect the state’s most vulnerable populations. The evaluation shall be conducted by each region and by Caltrans before the RTIPs and the ITIP are submitted to the Commission for incorporation into the STIP.

**Not applicable as no new projects are being proposed by SBCAG.**

## **E. Detailed Project Information**

### **Section 15. Overview of Projects Programmed with RIP Funding**

Provide summary of projects programmed with RIP funding including maps in the text field below as required per the STIP Guidelines.

For the 2022 RTIP, SBCAG is requesting that the Regional Improvement Program funds remain programmed to two projects. These are described below.

#### **SBCAG Planning, Programming and Monitoring (No map) - (Reprogrammed Project)**

Per the STIP Guidelines, regional transportation planning agencies may program up to 5% of RIP shares for project Planning, Programming and Monitoring. SBCAG requests to program Planning, Programming and Monitoring funds at an amount of \$1.188 million for Fiscal Years 2022/23 to 26/27. SBCAG is allowed by statute to program a percentage share of STIP capacity to STIP project and program management which is the effort of SBCAG staff to oversee, monitor and manage projects that are funded in the STIP.

FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	<b>Total</b>
\$239.5K	\$240K	\$236.3K	\$236.3K	\$236.3K	<b>\$1.188M</b>

#### **Santa Barbara U.S. 101 Multimodal Corridor Project - Segment 4D/4E**

U.S. 101 is one of two north-south highways that connect the Los Angeles basin, with a population of 13 million, and the greater San Francisco Bay Area, with a population of 6.7 million. On a daily basis, including weekends, commuters from neighboring Ventura County, interregional traffic, and tourists from around the world contribute to the facility’s average daily traffic of 90,000 vehicles, exceeding the capacity of this four-lane section. The resulting bottleneck creates stop-and-go conditions for hours at a time, bringing the corridor to a crawl. The congestion impacts the economy of the Santa Barbara urbanized area, a significant employment center including businesses and industries that benefit from close proximity to Vandenberg Air Force Base near Lompoc, the University of California at Santa Barbara near Goleta, the surrounding agricultural industry and hundreds of businesses related to the tourism industry. When Interstate 5 is closed due to accidents, fires, snow, or other inclement weather, north-south traffic in California is diverted to the U.S. 101. The U.S. 101 is designated as a state Focus Route, a High Emphasis Route, a principal arterial on the National Highway System, Strategic Highway Network Route, a

State Highway Extra Legal Load Route, and part of the National Truck Network. The Project is being designed to eliminate the four-lane bottleneck by adding HOV lanes in both directions conforming to the cross sections north and south of Santa Barbara and Carpinteria, respectively. The two new lanes will be part-time (peak period), continuous access HOV lanes. Upon completion of the project, the result will be a continuous 40-mile, 6-lane facility, extending from the Ventura/Oxnard urbanized area through Carpinteria and Santa Barbara, to the City of Goleta in southern Santa Barbara County.

A four-phased approach began with the Milpas to Hot Springs Operational Improvement Project, completed in 2012. The project widened U.S. 101 from Milpas Street to the Hot Springs/Cabrillo interchange by adding a new northbound lane from the Cabrillo Boulevard on-ramp to the Milpas Street off-ramp and added a third southbound lane from Milpas Street to the Butterfly Lane Pedestrian undercrossing. Another opportunity to fund a segment of the “add a lane” portion of the 101 in Motion recommendation came as a result of Proposition 1B being passed by California voters in 2006. Funding for key transportation corridors was approved, and Caltrans Districts 5 and 7, along with SBCAG and the Ventura County Transportation Commission, joined efforts to seek funding for an HOV lane project extending from Mussel Shoals (Ventura County) to Carpinteria Creek. Construction on this second phase of the US 101 widening has been completed. The third phase of the U.S. 101 improvements began in 2016 in Carpinteria with the Linden Avenue and Casitas Pass interchanges project. This project will improve operations on U.S. 101 by reconstructing two interchanges – Casitas Pass Road and Linden Avenue and replacing the US 101 bridges over Carpinteria Creek.

Segment 4D-4E are two of five segments remaining for the Project that will construct new north and southbound extensions of existing High Occupancy Vehicle (HOV) lanes on U.S. Route 101 (U.S. 101) as well as rehabilitate existing freeway lanes. Funding will be used for project development for Segment 4D-4E and construction capital for Segment 4D North. The Project is part of a larger multimodal strategy to provide long term congestion relief between Ventura and Santa Barbara Counties. Segment 4D North will add 0.7 miles of HOV lanes from 0.1 miles south of the San Ysidro Avenue Overcrossing to 0.1 miles north of the Olive Mill Overcrossing Post Mile (PM) 9.9 to PM 10.6. The addition of High Occupancy Vehicle lanes in the U.S. 101 Corridor is part of a larger multimodal strategy to provide long term congestion relief between Ventura and Santa Barbara Counties. These improvements will address a majority of the congestion relief required, coupled with other modal improvements such as peak-hour rail, bus transit, demand management and multi-modal operational improvements to comprise the greater Santa Barbara U.S. 101 Multimodal Corridor Project.

The environmental document for Phase 4 was approved in August 2014. In December 2014, initial recommendations for proceeding with design were provided to the SBCAG board, which were subsequently approved in March 2015.

## U.S. 101 HOV PROJECT SEGMENTATION AND PHASING



## U.S. 101 HOV PROJECT SEGMENT 4D/4E



## **F. Appendices**

**Section 16. Projects Programming Request Forms**

**Section 17. Board Resolution or Documentation of 2022 RTIP Approval**

**Section 18. Detailed Project Programming Summary Table**

## **Appendices**

### **Section 16. Projects Programming Request Forms**

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	02/02/2022 14:17:19
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
05	0N70B	0518000131	7101B	Caltrans District 5		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Santa Barbara	101	9.100	12.300	Caltrans HQ		
				MPO	Element	
				SBCAG	Capital Outlay	
Project Manager/Contact			Phone	Email Address		
David Emerson			805-748-1315	david.emerson@dot.ca.gov		

**Project Title**

South Coast101HOV Lanes-Montecito to Santa Barbara(Seg4D-4E)

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

In and near Montecito and Santa Barbara, from Sheffield Drive to Sycamore Creek. Construct HOV lanes. This is a CMGC project.

Does not include scope of work proposed for advanced delivery project, 7101W Segment 4D North.

Project is being constructed with SHOPP project 05-1C824 (PPNO 2426D) which improves roadside safety assets within the project limits.

Component	Implementing Agency
PA&ED	Caltrans District 5
PS&E	Caltrans District 5
Right of Way	Santa Barbara County Association of Governments
Construction	Caltrans District 5

**Legislative Districts**

Assembly:	35	Senate:	19	Congressional:	23
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		07/02/2007
Circulate Draft Environmental Document	Document Type	03/28/2012
Draft Project Report		03/19/2012
End Environmental Phase (PA&ED Milestone)	08/26/2014	08/26/2014
Begin Design (PS&E) Phase	03/20/2019	03/20/2019
End Design Phase (Ready to List for Advertisement Milestone)	06/10/2022	06/10/2022
Begin Right of Way Phase	07/15/2019	07/15/2019
End Right of Way Phase (Right of Way Certification Milestone)	02/23/2022	02/23/2022
Begin Construction Phase (Contract Award Milestone)	12/23/2022	12/23/2022
End Construction Phase (Construction Contract Acceptance Milestone)	06/15/2023	06/15/2023
Begin Closeout Phase	02/12/2024	02/12/2024
End Closeout Phase (Closeout Report)	04/10/2024	04/10/2024

Date 02/02/2022 14:17:19

**Purpose and Need**

Reduce congestion and delays, provide capacity for future travel demand, improve travel time, provide for HOV lane continuity (in southern Santa Barbara County, per the 2008 RTP). Route 101 within the project limits currently operates with LOS F congested flow conditions for two to four hours daily. In this area, Route 101 serves as a critical link for interregional goods movement, coastal access, and travel between the Los Angeles basin and the San Francisco Bay area. When I-5 closes over the Grapevine, this section of Route 101 becomes the only viable alternative for north-south connectivity. Without improvement, congestion is projected to increase to over 10 hours/day by 2040.

NHS Improvements  YES  NO      Roadway Class 2      Reversible Lane Analysis  YES  NO  
 Inc. Sustainable Communities Strategy Goals  YES  NO      Reduce Greenhouse Gas Emissions  YES  NO

**Project Outputs**

Category	Outputs	Unit	Total
Bridge / Tunnel	Modified / Improved interchanges	SQFT	32,600
Bridge / Tunnel	Modified/Reconstructed bridges/tunnels	SQFT	20,000
Pavement (lane-miles)	Mixed flow mainline constructed	Miles	10.9
Pavement (lane-miles)	HOV/HOT mainline constructed	Miles	3.5
Pavement (lane-miles)	Ramps and Connectors constructed	Miles	2.1
Pavement (lane-miles)	Mainline Shoulders construction	Miles	9.5
Pavement (lane-miles)	Local road - reconstructed	Miles	0.6
Operational Improvement	Intersection / Signal improvements	EA	2
Operational Improvement	Interchange modifications	EA	1
Operational Improvement	Ramp modifications	EA	12
Operational Improvement	Curve and vertical alignment corrections	EA	6
Active Transportation	Crosswalk	EA	7
ADA Improvements	New sidewalk	LF	1,500
ADA Improvements	New curb ramp installed	EA	12
ADA Improvements	New crosswalk	LF	440
ADA Improvements	Install new detectable warning surface	SQFT	180

Date 02/02/2022 14:17:19

**Additional Information**

This PPR provides escalated programming values for Segments 4D - 4E of the HOV project with support and capital costs are also shown in the first year of use.

Recent estimating efforts through the CMGC process by the CM and Independent Cost Estimator indicate the cost of the SHOPP funded elements have increased and therefore an increase in the SHOPP funded amount is anticipated at vote. PCRs and/or other documentation will be submitted as the design develops and subsequent estimates are released.

This project is a child project of the South Coast 101 HOV Lanes parent project (EA 05-0N700\_; PPNO 7101). This PPR reflects a funding approach which identifies programming needs for Segments 4D - 4E through construction. Construction component funding for Segments 4D and 4E are expected to be funded with a mix of SB1 and Measure A funding.

Project is being designed and constructed with SHOPP Project 05-1C824 (PPNO 2426D) which improves roadside assets within project limits.

A map graphic identifying anticipated HOV construction segments with target delivery years has been prepared and is available upon request from District 5 PPM.

Due to heavy traffic volumes in the corridor, the size and scope of the project, restrictive right of way and lane closure windows, and complex staging requirements, a duration of greater than 36 months is anticipated for project construction.

ADA is checked  
Bike/Ped is checked

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPF, LPPC, SCCP	Project Area, Corridor, County, or Regionwide VMT per Capita and Total VMT	Total Miles	636,854,148	624,555,792	12,298,356
			VMT per Capita	6,399	6,275	124
	LPPF, LPPC, SCCP	Person Hours of Travel Time Saved	Person Hours	769,101	1,684,071	-914,970
			Hours per Capita	0	0	0
	LPPF, LPPC, SCCP	Daily Vehicle Hours of Delay	Hours	1,744	4,670	-2,926
	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	0	0	0
	TCEP	Daily Truck Trips	# of Trips	0	0	0
	TCEP	Daily Truck Miles Traveled	Miles	0	0	0
Optional	Percent Change in Non-Single Occupancy Vehicle Travel	%	25	5	20	
Throughput	TCEP	Change in Truck Volume That Can Be Accommodated	# of Trucks	0	0	0
	TCEP	Change in Rail Volume That Can Be Accommodated	# of Trailers	0	0	0
			# of Containers	0	0	0
	TCEP	Change in Cargo Volume That Can Be Accommodated	# of Tons	0	0	0
			# of Containers	0	0	0
System Reliability	LPPF, LPPC, SCCP	Peak Period Travel Time Reliability Index	Index	1	1.5	-0.5
	LPPF, LPPC, SCCP	Transit Service On-Time Performance	% "On-time"	0	0	0
	TCEP	Truck Travel Time Reliability Index	Index	1.2	2.78	-1.58
	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	0	0	0
Velocity	TCEP	Travel Time or Total Cargo Transport Time	Hours	0	0	0
	Optional	Average Peak Period Weekday Speed for Road Facility	Miles per Hour	55	44	11
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	-0.11	0	-0.11
			PM 10 Tons	-0.141	0	-0.141
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO <sub>2</sub> )	Tons	-41,883	0	-41,883
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	-3	0	-3
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SO <sub>x</sub> )	Tons	-0.4	0	-0.4
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	-124	0	-124
LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NO <sub>x</sub> )	Tons	-17	0	-17	
Safety	LPPF, LPPC, SCCP, TCEP	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	0	0	0

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	8	16	-8
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	0.38	0.81	-0.43
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	486	1,052	-566
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	24.55	53.11	-28.56
	Optional	Number of Property Damage Only and Non-Serious Injury Collisions	Number	1,144	1,603	-459
Accessibility	LPPF, LPPC, SCCP	Number of Jobs Accessible by Mode	Number	56,203	56,203	0
	LPPF, LPPC, SCCP	Number of Destinations Accessible by Mode	Number	20	20	0
	LPPF, LPPC, SCCP	Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop	%	0	0	0
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Direct and Indirect)	Number	5,500	0	5,500
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	2.01	0	2.01
System Preservation Pavement	LPPC, LPPF	Pavement Condition Index	Index	0	0	0
			Rating	NA	NA	
System Preservation Bridges	LPPF, LPPC	Bridge Deck Rating	Rating	NA	NA	
	LPPF, LPPC	Bridge Superstructure Rating	Rating	NA	NA	
	LPPF, LPPC	Bridge Substructure Rating	Rating	NA	NA	
Noise Level (Soundwalls Only)	LPPC, LPPF	Number of Receptors	Number	0	0	0
	LPPC, LPPF	Properties Directly Benefited	Number	0	0	0
	LPPC, LPPF	Number of Decibels	Number	0	0	0

District	County	Route	EA	Project ID	PPNO
05	Santa Barbara	101	0N70B	0518000131	7101B

Project Title  
 South Coast101HOV Lanes-Montecito to Santa Barbara(Seg4D-4E)

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Caltrans District 5
PS&E									Caltrans District 5
R/W SUP (CT)									Santa Barbara County Association of
CON SUP (CT)									Caltrans District 5
R/W									Santa Barbara County Association of
CON									Caltrans District 5
<b>TOTAL</b>									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)	3,300							3,300	
PS&E	15,456	642						16,098	
R/W SUP (CT)	1,250							1,250	
CON SUP (CT)		45,862						45,862	
R/W	9,330							9,330	
CON		239,311						239,311	
<b>TOTAL</b>	<b>29,336</b>	<b>285,815</b>						<b>315,151</b>	

Fund #1:	RIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Santa Barbara County Association of
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

Proposed Funding (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Add \$642k in RIP PSE funding in
PS&E	2,507	642						3,149	2022 STIP cycle.
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>	<b>2,507</b>	<b>642</b>						<b>3,149</b>	

Fund #2:	Local Funds - Local Measure (Committed)								Program Code
Existing Funding (\$1,000s)									LOCAL FUNDS
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Santa Barbara County
PS&E									Measure A
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									Figures per revised coop 05-0347-A2, executed 6/14/2021
PS&E	12,949							12,949	
R/W SUP (CT)	1,250							1,250	
CON SUP (CT)									
R/W	5,649							5,649	
CON									
TOTAL	19,848							19,848	
Fund #3:	IIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)	600							600	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	600							600	



Fund #6:	State SB1 LPP - Local Partnership Program - Formula distribution (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.724.000
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Santa Barbara County Association of
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	3,681							3,681	
CON									
TOTAL	3,681							3,681	

Fund #7:	SHOPP - Road Maintenance and Rehabilitation Account (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Caltrans District 5
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Funds programmed on SHOPP project 05-2426D, per SHOPP Amendment 20H-007 approved 5/12/2021.
PS&E									
R/W SUP (CT)									
CON SUP (CT)		3,000						3,000	
R/W									
CON		15,000						15,000	
TOTAL		18,000						18,000	

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	12/13/2021 17:27:42
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
05	0N743	0521000164	7101W	Santa Barbara County Association of Governments	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Santa Barbara	101	9.900	10.600	Caltrans District 5	
				MPO	Element
				SBCAG	Capital Outlay
Project Manager/Contact			Phone	Email Address	
Joseph Arnold			805-441-3760	joseph.arnold@dot.ca.gov	

**Project Title**

Santa Barbara U.S. 101 Multi-modal Corridor Project - Segment 4D North

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

In Santa Barbara County on Route 101, 0.1 miles south of the San Ysidro Avenue Overcrossing to 0.1 miles north of the Olive Mill Overcrossing. Construct HOV Lanes. (Local contribution for PA&ED, PS&E, RW Capital and R/W Sup as part of STIP project EA 0N70B).

Component	Implementing Agency
PA&ED	Caltrans District 5
PS&E	Caltrans District 5
Right of Way	Santa Barbara County Association of Governments
Construction	Caltrans District 5

**Legislative Districts**

Assembly:	35	Senate:	19	Congressional:	23
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		07/02/2007
Circulate Draft Environmental Document	Document Type EIR/FONSI	03/28/2012
Draft Project Report		03/19/2012
End Environmental Phase (PA&ED Milestone)		08/26/2014
Begin Design (PS&E) Phase		09/26/2014
End Design Phase (Ready to List for Advertisement Milestone)		04/01/2022
Begin Right of Way Phase		06/01/2020
End Right of Way Phase (Right of Way Certification Milestone)		04/01/2022
Begin Construction Phase (Contract Award Milestone)		10/01/2022
End Construction Phase (Construction Contract Acceptance Milestone)		04/30/2024
Begin Closeout Phase		04/30/2024
End Closeout Phase (Closeout Report)		04/30/2027

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**Purpose and Need**

Reduce congestion and delay, enhance travel time reliability, improve safety and operations, encourage a modal shift to transit and carpooling, and provide for HOV lane continuity (in southern Santa Barbara County, per the Santa Barbara County Association of Governments Fast Forward 2040 Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS)). Route 101 within the project limits currently operates with LOS F congested flow conditions for two to four hours daily. In this area, Route 101 serves as a critical link for inter-regional goods movement, coastal access, and travel between the Los Angeles basin and the San Francisco Bay area. When I-5 closes over the Grapevine, this section of Route 101 becomes the only viable alternative for north-south connectivity. Without improvement, congestion is projected to increase to over 10 hours/day by 2040.

NHS Improvements  YES  NO      Roadway Class 2      Reversible Lane Analysis  YES  NO  
 Inc. Sustainable Communities Strategy Goals  YES  NO      Reduce Greenhouse Gas Emissions  YES  NO

**Project Outputs**

Category	Outputs	Unit	Total
Pavement (lane-miles)	Mainline Shoulders construction	Miles	1.4
Pavement (lane-miles)	HOV/HOT mainline constructed	Miles	1.4
Pavement (lane-miles)	Auxiliary lane constructed	Miles	0.4
Operational Improvement	Auxiliary lanes	Miles	0.4

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Date 12/13/2021 17:27:42

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Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	Optional	Percent Change in Non-Single Occupancy Vehicle Travel	%	25	5	20

District	County	Route	EA	Project ID	PPNO
05	Santa Barbara	101	0N743	0521000164	7101W

Project Title  
 Santa Barbara U.S. 101 Multi-modal Corridor Project - Segment 4D North

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Caltrans District 5
PS&E									Caltrans District 5
R/W SUP (CT)									Santa Barbara County Association of
CON SUP (CT)									Caltrans District 5
R/W									Santa Barbara County Association of
CON									Caltrans District 5
<b>TOTAL</b>									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)		2,436						2,436	
R/W									
CON	3,262	8,718						11,980	
<b>TOTAL</b>	<b>3,262</b>	<b>11,154</b>						<b>14,416</b>	

Fund #1:	RIP - COVID Relief Funds - STIP (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Santa Barbara County Association of
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

Proposed Funding (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)		2,436						2,436	
R/W									
CON		108						108	
<b>TOTAL</b>		<b>2,544</b>						<b>2,544</b>	

Fund #2:	Local Funds - Local Measure (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Santa Barbara County Association of
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	1,216							1,216	
TOTAL	1,216							1,216	

Fund #3:	RIP - STIP – Federal/State (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Santa Barbara County Association of
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Add \$5,945k RIP CON programming in 2022 STIP cycle
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		5,945						5,945	
TOTAL		5,945						5,945	

Fund #4:	RIP - STIP – Federal/State (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									San Joaquin Council of Governments
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Add \$2,665k RIP CON programming in 2022 STIP cycle
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		2,665						2,665	
TOTAL		2,665						2,665	

Fund #5:	Other Fed - Coronavirus Response and Relief Supplemental Appro (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Santa Barbara County Association of
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									CRSSA/STBG
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	2,046							2,046	
TOTAL	2,046							2,046	

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	12/14/2021 09:47:25
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
05				Santa Barbara County Association of Governments	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Santa Barbara					
				MPO	Element
				SBCAG	Local Assistance
Project Manager/Contact			Phone	Email Address	
Sarkes Khachek			209-402-4445	skhachek@sbcag.org	

**Project Title**

Planning, Programming and Monitoring

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

Planning, Programming and Monitoring.

Component	Implementing Agency
PA&ED	Santa Barbara County Association of Governments
PS&E	Santa Barbara County Association of Governments
Right of Way	Santa Barbara County Association of Governments
Construction	Santa Barbara County Association of Governments

**Legislative Districts**

Assembly:	35	Senate:	19	Congressional:	23
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		07/01/2016
Circulate Draft Environmental Document	Document Type	
Draft Project Report		07/02/2016
End Environmental Phase (PA&ED Milestone)		07/03/2016
Begin Design (PS&E) Phase		07/04/2016
End Design Phase (Ready to List for Advertisement Milestone)		07/05/2016
Begin Right of Way Phase		07/06/2016
End Right of Way Phase (Right of Way Certification Milestone)		07/07/2016
Begin Construction Phase (Contract Award Milestone)		07/08/2016
End Construction Phase (Construction Contract Acceptance Milestone)		07/09/2016
Begin Closeout Phase		07/10/2016
End Closeout Phase (Closeout Report)		07/11/2016

Date 12/14/2021 09:47:25

**Purpose and Need**

The purpose of this project is to allow SBCAG to continue with planning, programming and monitoring.

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

**Project Outputs**

Category	Outputs	Unit	Total

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Date 12/14/2021 09:47:25

**Additional Information**

Project doesn't provide any infrastructure benefit and the project doesn't contribute to any performance and measure.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change

District	County	Route	EA	Project ID	PPNO
05	Santa Barbara				

Project Title  
 Planning, Programming and Monitoring

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Santa Barbara County Association of
PS&E									Santa Barbara County Association of
R/W SUP (CT)									Santa Barbara County Association of
CON SUP (CT)									Santa Barbara County Association of
R/W									Santa Barbara County Association of
CON									Santa Barbara County Association of
<b>TOTAL</b>									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	4,150	240	240	236	236	236		5,338	
<b>TOTAL</b>	<b>4,150</b>	<b>240</b>	<b>240</b>	<b>236</b>	<b>236</b>	<b>236</b>		<b>5,338</b>	

Fund #1:	RIP - State Cash (Committed)								Program Code
	Existing Funding (\$1,000s)								20.30.600.670
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Santa Barbara County Association of
PS&E									\$235 CON voted 10/18/17
R/W SUP (CT)									\$117 CON voted 06/26/19
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

Proposed Funding (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	4,016	240	240	236	236	236		5,204	
<b>TOTAL</b>	<b>4,016</b>	<b>240</b>	<b>240</b>	<b>236</b>	<b>236</b>	<b>236</b>		<b>5,204</b>	

Fund #2:	RIP - COVID Relief Funds - STIP (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Santa Barbara County Association of
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	134							134	
TOTAL	134							134	

## **Appendices**

### **Section 17. Board Resolution of 2022 RTIP Approval**

**A RESOLUTION OF THE SANTA BARBARA  
COUNTY ASSOCIATION OF GOVERNMENTS**

A RESOLUTION AUTHORIZING THE  
SUBMITTAL OF THE 2022 REGIONAL  
TRANSPORTATION IMPROVEMENT PROGRAM  
FOR SANTA BARBARA COUNTY TO PROGRAM  
STATE TRANSPORTATION IMPROVEMENT  
PROGRAM FUNDS

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RESOLUTION NO. 21-35

WHEREAS the Santa Barbara County Association of Governments (SBCAG) has been designated by the Governor as the Metropolitan Planning Organization (MPO) for Santa Barbara County pursuant to 23 U.S. Code Section 134 and Title 23, Code of Federal Regulations section 450.104, and is the Regional Transportation Planning Agency (RTPA) for Santa Barbara County recognized under California Government Code section 29532; and

WHEREAS, SBCAG has developed the 2022 Regional Transportation Improvement Program consistent with the 2040 Santa Barbara County Regional Transportation Plan (RTP), state law (including SB 45) and the adopted California Transportation Commission (CTC) State Transportation Improvement Program (STIP) Guidelines, and in consultation and cooperation with the local project sponsors and Caltrans District 5; and

WHEREAS, the SBCAG must submit a Regional Transportation Improvement Program (RTIP) to the CTC by December 15, 2021 in order for projects to be considered for the 2022 STIP (Gov. Code § 65082); and

WHEREAS, the 2022 STIP Fund Estimate identifies \$7,154,000 available in additional revenue for programming in Santa Barbara County through FY 2026/27; and

WHEREAS, SBCAG is the agency responsible for assuring that the regional share of STIP funds are programmed and expended according to CTC guidelines.

NOW, THEREFORE, BE IT RESOLVED BY THE SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS THAT:

1. The 2022 Regional Transportation Improvement Program for Santa Barbara County, as shown in Attachment A in the staff report for the RTIP programming item on the November 18, 2021 agenda is hereby approved and authorized to be submitted to the California Transportation Commission.

2. The California Transportation Commission is hereby requested to incorporate the 2022 Regional Transportation Improvement Program for Santa Barbara County into the 2022 STIP.
3. Upon incorporation into the 2022 STIP, all requests for funding allocations, funding extensions, and STIP amendments or other requests related to SBCAG's locally sponsored STIP projects shall require the approval of SBCAG prior to submittal of such requests to Caltrans or the CTC. Except where otherwise required by law, concurrence for funding allocations and funding extensions will continue to be handled administratively by SBCAG staff and do not require approval by the SBCAG Board.

PASSED AND ADOPTED this 18<sup>TH</sup> day of November 2021 by the following vote:

AYES: HART, HARTMANN, UHRIG, WATERFIELD, KASDIN, CLARK, MURILLO  
SIERRA AND VICE\_CHAIR WILLIAMS

NOES:

ABSENT: NELSON, LAVAGNINO, JULIAN, OSBORNE

ABSTAIN:

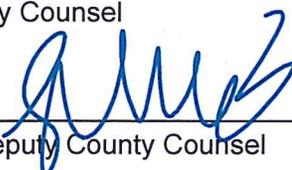
ATTEST:

  
\_\_\_\_\_  
Marjie Kirn  
Executive Director

  
\_\_\_\_\_  
Holly Sierra, Chair  
Santa Barbara County  
Association of Governments

Date: \_\_\_\_\_

APPROVED AS TO FORM:  
Rachel Van Mullen  
County Counsel

By:   
\_\_\_\_\_  
Deputy County Counsel

## **Appendices**

### **Section 18 Detailed Project Programming Summary Table**

**Item 9 - Attachment A. 2022 STIP Programming by Fiscal Year and Component (STIP Period covers FYs 22/23 to 26/27)**

(x \$1,000)

**SBCAG RTIP**

**SBCAG RTIP target available for programming in 2022 STIP is \$7.154M**

**The \$7.775M figure includes PPM for FYs 22/23, 23/24, 24/25**

Agency	Route	PPNO	Project	Total
SBCAG	PPM	1914	Planning, Programming & Monitoring	<b>1,188.0</b>
SBCAG	101		Santa Barbara Highway 101 HOV Project - 4D/4E	<b>642.0</b>
SBCAG	101	7101W	Santa Barbara U.S. 101 Multi-modal Corridor Project - Segment 4D North	<b>5,945.0</b>

**TOTAL 7,775.0**

Fiscal Years							Project Totals by Component						
Prior	22/23	23/24	24/25	25/26	26/27	Total	R/W	Const	Env. & Pl.	PS&E	R/W Sup	Con Sup	Total
0.0	239.0	240.0	237.0	236.0	236.0	<b>1,188.0</b>	0.0	1,188.0	0.0	0.0	0.0	0.0	<b>1,188.0</b>
0.0	642.0	0.0	0.0	0.0	0.0	<b>642.0</b>	0.0	0.0	0.0	642.0	0.0	0.0	<b>642.0</b>
0.0	5,945.0	0.0	0.0	0.0	0.0	<b>5,945.0</b>	0.0	5,945.0	0.0	0.0	0.0	0.0	<b>5,945.0</b>

**0.0 6,826.0 240.0 237.0 236.0 236.0 7,775.0 0.0 7,133.0 0.0 642.0 0.0 0.0 7,775.0**