

Santa Barbara U.S. 101

Comprehensive Multimodal Corridor Plan

July 2022



U.S. 101 Corridor - Strengths

- + Complete Final 2 Mile Gap of HOV Lanes on Priority Corridor
- + Ready for Delivery in Year 1 of SB1 Cycle 3 – FY 23/24
- + Strong Partnership between Caltrans and SBCAG
- + Substantial State and Local Financial Contributions
- + Final 2 Miles are on the Federal National Highway Freight Network - Ranked High by CTC in SB1 Cycle 2 TCEP Process
- + Meets Statewide Climate and Equity Goals included in Climate Action Plan for Transportation Infrastructure

TABLE OF CONTENTS

EXECUTIVE SUMMARY	2
1 OVERVIEW	3
1.1 BACKGROUND	3
1.2 CTC STATUTORY REQUIREMENTS	3
1.3 LOCAL AGENCY AND STAKEHOLDER PARTICIPATION (OUTREACH)	4
1.4 RELATIONSHIP TO THE REGIONAL TRANSPORTATION PLAN (RTP)	8
1.5 CONSISTENCY WITH LOCAL PLANS	9
1.6 CONSISTENCY WITH STATEWIDE PLANS	10
1.7 BROADBAND	14
2 REGIONAL CONGESTION MANAGEMENT OBJECTIVES	16
3 U.S. 101 CORRIDOR, STREET NETWORK, AND EXISTING SERVICES	19
4 PLAN PERFORMANCE	22
4.1 ENVIRONMENT	22
4.2 MOBILITY AND SYSTEM RELIABILITY	26
4.3 EQUITY	34
4.4 SAFETY AND HEALTH	35
4.5 PROSPEROUS ECONOMY	38
5 U.S. 101 CORRIDOR IMPROVEMENTS	40
5.1 HOV PROJECT (FIRST 3 PHASES)	41
5.2 HIGHWAY 101: CARPINTERIA TO SANTA BARBARA PROJECT (PHASE 4)	42
5.3 LOCAL IMPROVEMENTS	42
5.4 MULTIMODAL PROJECTS	43
5.5 BICYCLE-PEDESTRIAN FACILITIES	44
5.6 INTELLIGENT TRANSPORTATION SYSTEMS & INNOVATIVE TECHNOLOGIES	45
5.7 NEIGHBORHOOD ENHANCEMENT PROJECTS	46
6 CAPITAL IMPROVEMENT PROGRAM	46
APPENDICES	47
Appendix A: 101 In Motion Final Report	47
Appendix B: SBCAG - Regional Transportation Plan	47
Appendix C: Stakeholder Representatives List	47
Appendix D: U.S. 101 Santa Barbara Multimodal Corridor Plan Public Input Notice	48
Appendix E: U.S. 101 Santa Barbara Multimodal Corridor Plan Public Comments	49

Santa Barbara U.S. 101 Comprehensive Multimodal Corridor Plan

EXECUTIVE SUMMARY

The California Transportation Commission (CTC) has developed explicit requirements for projects funded in Cycle 3 of Senate Bill 1's (SB 1) Solutions for Congested Corridors Program (SCCP). Projects funded by this program require that, a Comprehensive Multimodal Corridor Plan be developed and approved by the CTC.

The Santa Barbara County Association of Governments (SBCAG) has been working with the California Department of Transportation (Caltrans), local agencies, and transit agencies on implementing congestion relief projects throughout County for many years. In November 2008, voters of Santa Barbara County approved Measure A which included a number of the multi-modal programs in the Measure A Investment Plan for implementation. Specifically, both elements of the "Lane and Train" were included with partial funding to initiate implementation. The U.S. 101 High Occupancy Vehicle (HOV) project was identified as a flagship, off the top project, and supported across the entire county. SBCAG and Caltrans have been advancing progress on the U.S. 101 HOV project, using gas tax shares from each agency and local, Measure A funds. The Environmental phase is complete for the project. In 2017 with the passage of Senate Bill 1's (SB 1), an opportunity presented itself for SBCAG and Caltrans to leverage existing funding investments in the corridor with additional funding from SB 1 programs.

The purpose of the Santa Barbara U.S. 101 Comprehensive Multimodal Corridor Plan is to find long-term mobility solutions to relieve congestion along the U.S. 101 corridor in Santa Barbara County. This plan is an update of the Hybrid Multimodal Corridor Plan adopted in December 2019. The priority elements of the Multimodal Corridor Plan are adding an HOV lane on the U.S. 101, improving transit along the corridor, and providing active transportation improvements. The table below shows the prioritized improvements nominated for SB 1 Cycle 3 funding, and Section 5 contains a list of all U.S. 101 corridor projects.

PROJECTS	RTP	2019 CORRIDOR PLAN	CYCLE 3 NOMINATION	DELIVERY YEAR
Cabrillo Boulevard Pedestrian Improvements		●	●	FY 2023 / 2024
Cabrillo Boulevard Undercrossing and Los Patos Roundabout		●	●	FY 2023 / 2024
City of Santa Barbara Active Transportation Improvements			●	FY 2023 / 2024
Corridor Transit Improvements: Electric Bus / Contactless Card Readers			●	FY 2023 / 2024
CT-5: South Coast 101 Project Segment 4D (4D NORTH & 4D SOUTH)	●	●	●	FY 2023 / 2024
CT-5: South Coast 101 Project Segment 4E (4E NORTH & 4E SOUTH)	●	●	●	FY 2023 / 2024
Sheffield to Ortega Hill Connector			●	FY 2023 / 2024
Zero Emission Vehicle (ZEV) Charging Stations			●	FY 2023 / 2024

1 | OVERVIEW

1.1 BACKGROUND

Recognizing that congestion has diminished the quality of life and economic vitality of the South Coast, the “101 In Motion” program was developed in 2006 by SBCAG consisting of short-term and long-term solutions that will reduce congestion along the Highway 101 corridor in Santa Barbara County. The 101 in Motion program been designed to engage the local community in a dialogue about the present and future of the 101 corridor with the intent of developing a consensus-based, implementable strategy for solving current and future transportation deficiencies.

Policy direction for 101 in Motion was provided by a Steering Committee, which consisted of eight members of the SBCAG Board. Based on the policy directive to find long term solutions to the growing congestion problem along the U.S. 101 corridor in Southern Santa Barbara County, the “101 in Motion” team worked from 2004 to 2006 to develop a balanced set of transportation solutions that has broad based community support. 101 in Motion included community outreach to the general public and targeted outreach to specific groups comprised of representatives from the business community, employers, transit advocates, bicycle coalition, community organizations, and neighborhood associations. The primary elements of the multimodal strategy were adding a High Occupancy Vehicle (HOV) lane on U.S. 101 and implementation of commuter rail service from Ventura County to enhance the U.S. 101 corridor throughput. This preferred multimodal program – named the “Lane and a Train” – also included enhanced bus transit, vanpool and carpool enhancements, demand management strategies, and operational improvements. The comprehensive public and stakeholder outreach process of the 101 in Motion Plan is detailed below. The 101 in Motion Final Report (2006) is included in Appendix A for reference.

In 2018, SBCAG and Caltrans were awarded \$184 Million from Senate Bill 1 (SB 1) by the California Transportation Commission (CTC) that is being used to construct seven and a half of the remaining ten miles of HOV lanes (Segment 4A, 4B, and 4C) from the City of Carpinteria to the community of Montecito. SB 1 is a landmark transportation investment to rebuild California by fixing neighborhood streets, freeways, and bridges in communities across California and targets funds toward transit and congested trade and commute corridor improvements. Segment 4A, 4B, and 4C are fully funded through construction. Construction funding for Segment 4D and 4E will utilize a combination of state and local funds but will need to be supplemented by a range of state and federal funding sources.

1.2 CTC STATUTORY REQUIREMENTS

For Cycle 2 of the Solutions for Congested Corridor Program (SCCP), SBCAG conducted an integrated analysis of existing plans within the U.S. 101 corridor in order to develop a hybrid multimodal plan. For Cycle 3 of the program, SBCAG has updated the plan as required by CTC to align with Comprehensive Multimodal Corridor Plan Guidelines. The Santa Barbara U.S. 101 Multimodal Corridor Plan does not make any commitment to further financing. In addition, the plan is not legally binding and is required to receive an allocation of funding under SCCP (Cal Sts. & Hy. Code § 2391). This plan must:

1. Address reducing congestion in highly traveled corridors by providing more transportation choices for residents, commuters, and visitors to the area of the corridor while preserving the character of the local community and creating opportunities for neighborhood enhancement projects.
2. Reflect a comprehensive approach to addressing congestion and quality-of-life issues within the affected corridor through investment in transportation and related environmental solutions.

3. Be developed in collaboration with state, regional, and local partners.
4. Evaluate the following criteria as applicable.
 - a. Safety
 - b. Congestion
 - c. Accessibility
 - d. Economic Development and Job Creation and Retention
 - e. Air Quality and Greenhouse Gas Emissions Reduction
 - f. Efficient Land Use
5. Be consistent with the goals and objectives of the Regional Transportation Plan
6. Be designed to achieve a balanced set of transportation, environmental, and community access improvements within the highly congested corridor

1.3 LOCAL AGENCY AND STAKEHOLDER PARTICIPATION (OUTREACH)

101 in Motion Community Outreach

An extensive Stakeholders Advisory Committee (SAC) was recruited from throughout Santa Barbara County for the 2006 “101 in Motion” plan. Members of the SAC included representatives of the business community, major employers, commuters, environmental interests, automobile advocates, alternative transportation advocates, non-profit community organizations, and neighborhood and homeowner’s associations. A Technical Advisory Group (TAG) composed of technical experts from the local jurisdictions and emergency services providers, performed a review and analysis of the data. Public workshops allowed the public to express their ideas on possible multimodal solutions to be studied. After two years of study, public outreach, and consensus building, the final 101 in Motion consensus package was unanimously recommended and approved by the SAC, TAG, and Steering Committee, a subcommittee of the SBCAG Board. Over 1,800 stakeholders were reached during the Community Ideas Phase, and 509 stakeholders submitted feedback through the various outreach activities, via e-mail, mail, website and a hotline. The following specific engagement opportunities were provided:

Community workshops (5), activity center booths (13), community presentations (54), Countywide SAC meetings open to the public (11), meetings of the TAG, with representation from the cities, county, Santa Barbara Metropolitan Transit District, Caltrans, Santa Barbara Air Pollution Control District, California Highway Patrol, and Ventura County Transportation Commission.

The original 101 in Motion corridor plan was developed with extensive community and stakeholder engagement. In addition to the formal community outreach process organized by Caltrans and SBCAG during the development of 101 in Motion, various public outreach initiatives have occurred related to improvements along the corridor. The following subsections highlight the various community outreach efforts that occurred after the adoption of the 101 in Motion Plan.

The identified long-term solution to solve congestion on the U.S. 101 corridor in southern Santa Barbara County was the result of over two years of study and community consensus building. The main component of the final adopted consensus package included the multimodal program, named the “Lane and a Train.” The “Lane and a Train” proposed to add a HOV lane both directions south of Milpas to Ventura County Line and commuter Rail from Camarillo / Oxnard to Goleta with stops in Carpinteria, Santa Barbara and Goleta.

Highway 101 HOV Lane Environmental Phase

The most significant of the congestion relief measures approved in the 101 In Motion plan was the addition of an HOV lane on U.S. 101. Caltrans commenced the environmental phase for this component in 2008 and during environmental project scoping, held three well-attended public meetings in July 2009 in the communities of Montecito, Summerland, and Carpinteria. The purpose of the meetings was to present the project purpose and need, identify initial scope expectations, obtain the public's ideas, comments, and concerns about the HOV lane project, and to introduce the public to members of the project team. In November 2011, three separate information meetings in Montecito, Summerland, and Carpinteria were held to provide a project update, an overview of thirteen alternatives under study, preliminary findings for soundwall locations that had been considered, and outlines of other environmental and technical studies. Following the release of the Draft Environmental Document, two public hearings were held in April 2012 to solicit public comment on the document in Carpinteria and Montecito. A public hearing for the revised environmental document was held in the City of Santa Barbara on December 15th, 2016.

In addition to the formal public meetings above organized by Caltrans, the project team engaged with local community groups throughout the development of the U.S. 101 project. During the environmental phase for the HOV Project, multiple community outreach meetings were conducted with the Montecito Association 101 Subcommittee and the Summerland Citizens Association. Coordination also occurred with the Coast Village Road Business Association, and the Save Our Village homeowners group. Coordination with local jurisdiction staff and California Coastal Commission staff has also occurred throughout the project development process. The Final Environmental Impact Report / Environmental Assessment with Finding of No Significant Impact was completed in August 2014 and was approved by Caltrans as the California Environmental Quality Act (CEQA) and National Environmental Policy Act lead agency in August 2014.

Caltrans approved a final Revised EIR for CEQA in 2017, following legal challenges that were filed in 2014 on the original EIR. This required Caltrans to conduct a reevaluation process under 23 CFR. After a 60-day public review period (45 days is required) that included a public hearing, the updated Final Revised EIR was certified in October 27, 2017. The HOV Lanes project was then reapproved October 30, 2017.

Measure A Outreach - Transportation Sales Tax Renewal

The Santa Barbara County Association of Governments conducted an extensive public outreach engagement process in 2007 and 2008 for the renewal of the transportation sales tax measure. The prior measure, known as Measure D, was set to expire in 2010. This outreach process for the measure renewal was on the heels of SBCAG approving the 2006 101 In Motion Plan which identified a series of improvements for the U.S. 101 Corridor. Regular meetings were held with public stakeholder groups in the Northern and Southern sub-regions of Santa Barbara County with stakeholders representing the constituents of each region. There was a very broad and diverse representation. The constituents were members of the Policy Development Committee for both North and South County. Please refer to Appendix D for the complete list of stakeholder representatives.

Over a six-month period, over twenty meetings were held with the SBCAG Policy Development Committees. The outreach of SBCAG with the committees as well as with additional public outreach to communities throughout Santa Barbara County was instrumental in the renewal of Santa Barbara County's transportation sales tax measure. Measure A was ultimately approved with 79% support by Santa Barbara County voters in November 2008. This was the fourth highest approval percentage for a transportation sales tax measure at the time. The final Measure A Ordinance and Expenditure can be found [here](#).

The adopted 101 In Motion plan included thirteen recommended improvements for the U.S. 101 corridor. While funding was not specifically identified for each of the thirteen recommended improvements in the

Measure A Investment Plan, the 101 In Motion plan helped guide the development of the projects included in the Measure A Investment plan to help address congestion relief in the corridor. In total, nearly \$200 million in Measure A funding is available for the improvements through the Measure A line categories for the U.S. 101 project, South Coast Commuter / Passenger Rail program, South Coast Inter-regional Transit Program, and the South Coast Carpool and Vanpool Program.

Subsequently, many of the stakeholder groups included in the Policy Development Committee are now members of the Measure A Citizens Oversight Committee which meets regularly for the Measure A program.

Regional Transportation Plan - Sustainable Communities Strategy Public Outreach

Since the passage of Measure A in 2008, the “Lane and a Train” solution has been central to SBCAG’s long-range planning efforts. The associated set of improvements have been included in SBCAG’s 2013, 2017, and now 2021 Regional Transportation Plan-Sustainable Communities Strategy (RTP – SCS) have been a focal point of the public outreach process undertaken during the development of these plans. In the 2013 and 2017 cycles, SBCAG used a three phase public outreach process to ensure a broad and robust process. In the 2021 cycle, the public outreach process was refined as described below.

The first phase was the broadest and engaged the most people. SBCAG contacted roughly fifty groups representing interests ranging from environmental justice to the business community and everything in between. After initial contact, approximately thirty groups expressed an interest to engage SBCAG in the process. Staff met individually with each group to explain the planning process and to gather input. In sum, several hundred individuals aligned with these groups were engaged. Following this initial engagement, SBCAG kept the groups informed of the release of planning documents or additional opportunities for participation.

The second phase involved the execution of two public workshops consistent with the requirements of SB 375. Staff organized, noticed, and conducted a workshop in each Santa Barbara and Santa Maria – the two largest cities in the SBCAG region. The third phase also satisfied a requirement of SB 375 and consisted of two public hearings which occurred prior to adoption of the final RTP-SCS. The public hearings were conducted in front of the SBCAG Board of Directors and noticed as required by SB 375.

In August 2021, the SBCAG Board of Directors adopted Connected 2050, the region’s current RTP-SCS. The public process aspect of Connected 2050’s development was improved in an attempt to bring a wider array of voices into the planning process. SBCAG contracted with a local NGO to assist in the process, which included the use of two community ambassadors, one each for northern and southern Santa Barbara County. The community ambassadors were tasked with engaging a diverse cross-section of the community. Despite the challenges associated with carrying out a public process during the early phases of the COVID-19 public health emergency, the Connected 2050 public process proved successful in engaging both more people, and a more diverse cross-section of the population.

Also in 2021, SBCAG and Caltrans released via U.S. postal service a construction brochure to over 20,000 local community members to outline the plan for construction of Highway 101 improvements that commenced construction in 2020 with funding from SB 1 and will continue progress into the remaining segments as they get ready for construction and opportunities for future SB 1 funds. The construction brochure is distributed via U.S. postal service annually (at minimum) and includes a pre-paid postcard for residents to share comments, questions, or concerns with the project team and sign up for electronic

construction updates. This construction update is further complemented by regular construction updates (weekly to bi-weekly) sent via email to more than 2,500 stakeholders, averaging an approximate 50 percent open rate - an engaged audience, the industry average is 21 percent.

Santa Barbara U.S. 101 Comprehensive Multimodal Corridor Plan Public Outreach - 2022

A public input period for the Draft U.S. 101 Santa Barbara Comprehensive Multimodal Corridor Plan was conducted from May 22 to June 22, 2022. Please see Appendix D for the legal classified advertisement public input notification published in the Santa Barbara News-Press, a daily newspaper and corresponding news media release. The presentation of the Draft Santa Barbara U.S. 101 Comprehensive Multimodal Corridor Plan took place at SBCAG's Transportation Technical Advisory Committee on June 2, 2022, and a subsequent hybrid public hearing was held that evening in-person with a virtual participation option. The draft was also presented at a public hearing of the SBCAG Board of Directors on June 16, 2022.

Overall, SBCAG received a total of four public comments, two from the public hearings and two submitted via email. Written public comments on the Draft Santa Barbara U.S. 101 Comprehensive Multimodal Corridor Plan can be found in Appendix E. Table 1-1 below summarizes major points of the comments received. No comments received resulted in any changes to the Corridor Plan document.

Table 1-1: Summary of Comments	
Source	Comment
SBCAG Email	<ul style="list-style-type: none"> Great bicycle and pedestrian safety improvement projects. Need to ensure there are safe routes for bicyclists and pedestrians in construction areas. Informational flyers should be posted along construction areas weeks or months in advance so bicyclists and pedestrians can prepare an alternate route.
SBCAG Email	<ul style="list-style-type: none"> Commute time between Carpinteria and Goleta has increased, decreasing quality of life. No public transportation solutions, alternative routes, or relief offered. The project should be the highest priority and finished within 24 months.
Public Hearing	<ul style="list-style-type: none"> HOV lanes will induce VMT – directly opposite of the Climate Action Plan. HOV lanes should be turned into transit lanes. California refuses to reduce VMT and violates CEQA in the process.
Public Hearing	<ul style="list-style-type: none"> Multimodal Plan isn't working. Number of people using bikes for alternative commute mode is decreasing. Bike projects are a waste of time and money.

To support on-going public outreach for the U.S. 101 corridor improvements, SBCAG uses Measure A (the local transportation sales tax measure) to fund a dedicated public outreach coordinator to be a part of the project team for on-going stakeholder engagement throughout the planning, permitting, and construction phases. The public engagement process is intended to build trust within the community and engage key stakeholders and the public to solicit feedback, respond to questions and concerns, and provide transparent information of the various opportunities to be a part of the decision-making processes related to the project. The tactics associated with this public engagement strategy include:

1. A monthly project team communications committee;
2. Development of easy-to-read public information collateral materials incorporating language access (bilingual in English and Spanish), including (but not limited to) fact sheets, corridor brochure, videos, and PowerPoint presentations;
3. Management of a project website, phone hotline, and email;
4. Maintenance of a stakeholder database, which include representatives of community-based organizations, established social equity and environmental justice communities;
5. Coordinate and schedule community and stakeholder meetings (on-going and frequency is coordinated with key milestones related to the project to solicit input to inform decision making processes i.e. project design);
6. Involvement of the community and key stakeholders in the corridor's milestone events; and
7. Outreach through traditional news media (print, broadcast, radio).

In addition to the dedicated public engagement coordinator for the project, in August of 2021 SBCAG Board of Directors adopted Connected 2050, the Regional Transportation Plan-Sustainable Communities Strategy (RTP-SCS) which includes the Highway 101 multimodal corridor project as a regional priority. The RTP-SCS public engagement process employed innovative strategies to ensure voices of more vulnerable and underrepresented communities throughout the region were included. For example, SBCAG worked with the Community Environmental Council (CEC), an environmental justice stakeholder, to coordinate outreach efforts. CEC employed bilingual community ambassadors to solicit targeted input from underrepresented communities in Santa Barbara County.

Additional information on SBCAG's RTP is documented in the appendices document. Appendix A: www.sbcag.org/uploads/2/4/5/4/24540302/connected_2050_appendices_final.pdf

It is difficult to provide a total number of *all* outreach effort meetings for the projects and the entire corridor improvements. So, to provide an example of the robust and comprehensive outreach efforts - alone over the course of 2021, 16 community stakeholder meetings for U.S. 101 corridor improvements that discussed several projects including multimodal, pedestrian and bicycle and neighborhood enhancement. Overall, the meetings were well received. The community was impressed by the schedule, design, and management of the project and expressed gratitude for the ongoing communication, outreach, and coordination. The project team addressed concerns related to construction and impacts to traffic.

1.4 RELATIONSHIP TO THE REGIONAL TRANSPORTATION PLAN (RTP)

The Santa Barbara U.S. 101 Multimodal Hybrid Corridor Plan directly aligns with SBCAG's 2021 Regional Transportation Plan-Sustainable Communities Strategy (RTP – SCS) "Connected 2050" by using the goals and objectives established in the RTP-SCS as guiding principles. Implementing the "Lane and a Train" adopted package of improvements remains the highest transportation improvement priority in the SBCAG region. It also continues to be a focal point of the public processes deployed in the development of the region's RTP-SCSs. The RTP is included in Appendix B for reference.

The Santa Barbara U.S. 101 Comprehensive Multimodal Corridor Plan projects are all included in Connected 2050 as fiscally-constrained projects. They were included in the environmental evaluation of the RTP, are part of the region's SCS, and represent the highest transportation priority of the region. As the overall project includes numerous phases and segments, as well as a variety of parallel projects, there are several projects listed in the RTP that correspond to this plan.

- CT-2: South Coast 101 Project Segment 4A
- CT-3: South Coast 101 Project Segment 4B

- CT-4: South Coast 101 Project Segment 4C
- CT-5: South Coast 101 Project Segments 4D & E
- CT-10: US 101 San Ysidro Road Intersection Improvement
- CT-11: US 101 Olive Mill Intersection Improvements
- CT-26: Linden Ave/Casitas Pass Mitigation Monitoring
- CT-27: Linden Ave/Casitas Pass Interchanges Landscape Mitigation
- C-11: Rincon Trail
- SB-9: Preliminary design for HOV HWY 101 Widening Mitigation Projects
- SBC-14: Santa Claus Lane Streetscape Project
- SBCAG-12: US 101 Widening TDM Program
- SBCAG-15: South Coast Commuter Rail
- CT-PL-1: US 101 HOV Widening
- C-PL-5: Santa Claus Lane to Carpinteria Avenue Multiuse Trail
- SB-PL-4: Final design and construction for HOV HWY 101 Widening Mitigation Projects

1.5 CONSISTENCY WITH LOCAL PLANS

Three local jurisdictions, the cities of Santa Barbara and Carpinteria, and the County of Santa Barbara house portions of the corridor. Each of these local governments are partner agencies of SBCAG and are part of SBCAG's planning processes, including this plan and the RTP-SCS, but this section explores consistency against their respective general plans.

CITY OF SANTA BARBARA

The City of Santa Barbara's [General Plan Circulation Element](#) was completed in 2011. The City's Circulation Element discusses connectivity with U.S. 101, but the balance focuses on local streets and roads.

CITY OF CARPINTERIA

The City of Carpinteria's [General Plan Circulation Element](#) was last updated in 2003. The Circulation Element notes congestion on U.S. 101 through the City. Numerous interchanges with U.S. 101 are discussed and mobility improvements are discussed. These improvements were completed with the Linden / Casitas Interchanges Project. In addition, the Circulation Element discusses the significance of U.S. 101 on the City.

COUNTY OF SANTA BARBARA

The County's [Comprehensive Plan Circulation Element](#) was adopted in 1980 and republished in 2014. The County's Circulation Element focuses entirely on streets and roads under the County's jurisdiction.

MONTECITO COMMUNITY PLAN

The [Montecito Community Plan](#) was adopted in 1992 and can be considered a supplement to the County's Comprehensive Plan. The Community Plan discusses widening of U.S. 101 and the need to consider interchange improvements. It includes a policy which states "Any future Caltrans proposals for Highway 101 widening and interchange improvements and for Highway 192 should have community review to strive to ensure that the design reflects community concerns."

TORO CANYON PLAN

The [Toro Canyon Plan](#) was adopted in 2014 and can be considered a supplement to the County's Comprehensive Plan. U.S. 101 is not included in any substantial discussion within the Toro Canyon Plan.

1.6 CONSISTENCY WITH STATEWIDE PLANS

CALIFORNIA TRANSPORTATION PLAN 2050 (CTP)

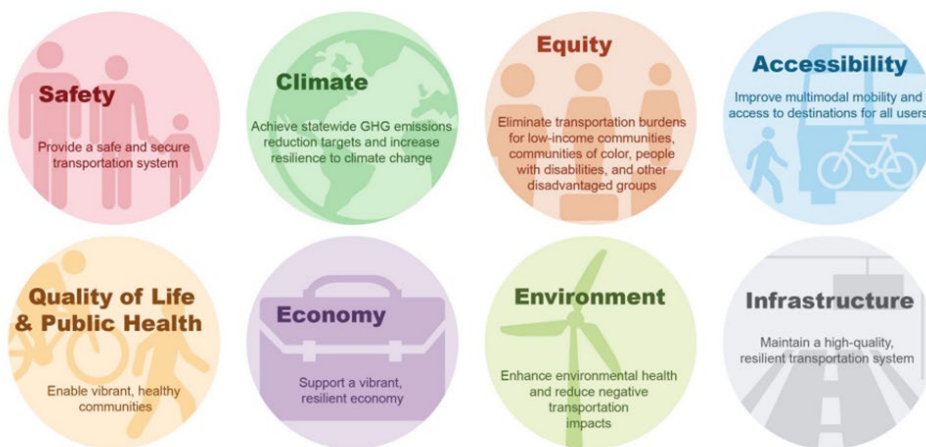
The Santa Barbara US 101 Multimodal Hybrid Corridor Plan follows the Regional Congestion Management Objectives, which align with the California Transportation Plan. Moreover, performance measures have been established to assess the progress toward achievement of the Regional Congestion Management Objectives.

Please see Table 1-2 below for a full comparison of the Plan's alignment with the CTP Goals.

Table 1-2: Alignment with CTP Goals	
CTP Goal	Plan's Alignment
Safety – Provide a safe and secure transportation system.	The objectives include reducing collisions, ensuring network design is safe and convenient for travel by all users, and encouraging the completion of an emergency preparedness plan. It includes multimodal recommendations to provide safe and convenient facilities for active transportation and transit.
Climate – Achieve statewide GHG emissions reduction targets and increase resilience to climate change.	The objectives include reducing greenhouse gas (GHG) and criteria pollutant emissions, promoting better balance of jobs and housing to reduce long-distance commuting, encouraging the use of alternative fuels, and more.
Equity – Eliminate transportation burdens for low-income communities, communities of color, people with disabilities, and other disadvantaged groups.	Some of the objectives related to equity include encouraging safe and convenient travel for all transportation system users, including people with disabilities, active transportation users, and ensuring that the transportation needs of all groups, in particular disadvantaged, low-income, and minority groups, are adequately served.
Accessibility – Improve multimodal mobility and access to destinations for all users.	Some of the objectives related to accessibility include enhancing access, circulation, and mobility throughout the Santa Barbara region and between neighboring regions as well as paying special attention to the needs of elderly and disabled individuals for improved transportation accessibility and removal of physical barriers, including provisions required under the 1990 Americans with Disabilities Act (ADA).
Quality of Life & Public health – Enable vibrant, healthy communities.	The objectives include reducing average commute time, which would increase the quality of life for communities within the study area as well as communities and travelers that use the corridor.
Economy – Support a vibrant resilient economy.	The objectives include reducing congestion through the use of HOV lanes and providing

	commuters with a range of multimodal options for commuting; This also includes seeking the funding necessary to complete the HOV project and compatible multimodal improvement projects.
Environment – Enhance environmental health and reduce negative transportation impacts.	Some objectives relating to the environment include addressing the resiliency of the corridor to possible future impacts resulting from climate change (e.g., sea level rise and inundation of low-lying areas), and making land use recommendations that adequately address regional transportation issues and are consistent with the RTP-SCS, encouraging land use and growth patterns that enhance the livability of corridor communities for current and future generations, preserving open space, agricultural land and sensitive biological areas.
Infrastructure – Maintain a high quality, resilient transportation system.	The objectives include maintaining and enhancing the existing network, promoting transportation demand management (TDM) and ITS technologies to make travel reliable and convenient, increasing transportation system efficiency, and reduce travel demand through the implementation of system and demand management strategies, and more.

FIGURE 1 CTP 2050 GOALS



2021 INTERREGIONAL TRANSPORTATION STRATEGIC PLAN (ITSP)



The U.S. 101 Corridor is identified in the 2021 Interregional Transportation Strategic Plan (ITSP) as a Strategic Interregional Corridor. The Strategic Interregional Corridor designation reflects the role that the U.S. 101 corridor plays in statewide interregional travel. In Santa Barbara County, U.S. 101 is designated within both the South Coast and the Central Coast Strategic Interregional Corridors.

These designations support U.S. 101 as a corridor of significant need from a statewide perspective and underscore the need to address priorities established on U.S. 101. Moreover, the ITSP laid out the following improvements/strategies for U.S. 101:

- Balance Local Community and Interregional Travel Needs
- Expand Express Bus Service Consistent with the California Intercity Bus Study
- Expand Truck Parking
- Expand Vehicle & Freight Truck ZEV Charging and Fueling Infrastructure
- Implement Advanced Technology
- Implement Managed Lanes to Maximize People Movement
- Improve Freight Reliability by Keeping Highway Infrastructure in a State of Good Repair
- Improve Safety
- Increase Connectivity and Accessibility to Modal Options
- Support Freight Alternatives to Trucks to Decrease Vehicle Miles Travelled (VMT)

The multimodal project package associated with the 101 in Motion Plan align with the ITSP and support the identified strategies above.

CLIMATE ACTION PLAN FOR TRANSPORTATION INFRASTRUCTURE (CAPTI)

As shown in Table 1-3 below, the Santa Barbara US 101 Multimodal Hybrid Corridor Plan aligns with CAPTI's ten guiding principles:

Table 1-3: Alignment with CAPTI	
10 CAPTI Guiding Principles	US 101 Multimodal Corridor
1. Building toward an integrated, statewide rail and transit network	Corridor includes improvements to rail and transit, such as electric transit buses and allowing for future double-tracking of the railroad.
2. Investing in networks of safe and accessible bicycle and pedestrian infrastructure	Corridor includes improvements for bicyclists and pedestrians, such as the Cabrillo Boulevard improvements.
3. Including investments in light, medium, and heavy-duty zero-emission vehicle (ZEV) infrastructure	Corridor includes investment in electric transit buses.
4. Strengthening our commitment to social and racial equity by reducing public health and economic harms and maximizing community benefits	Corridor aims to enhance equity by reducing barriers to opportunity and having involved the communities early on.
5. Making safety improvements to reduce fatalities and severe injuries of all users towards zero	Corridor improvements will enhance safety of all users by eliminating conflict points.
6. Assessing physical climate risk.	Corridor has been assessed by subject matter experts and mitigation measures have been put in place.
7. Promoting projects that do not significantly increase passenger vehicle travel	Corridor improvements include active transportation projects that will not increase passenger vehicle travel.
8. Promoting compact infill development while protecting residents and businesses from displacement	Corridor Improvements will not result in the loss or creation of any housing units.
9. Developing a zero-emission freight transportation system	Corridor Improvements include electric vehicle charging stations.

10. Protecting natural and working lands	Project Improvements are located entirely within existing Caltrans, Union Pacific, and local agency right of ways. No encroachment into sensitive natural resources or ecosystems is expected. Where construction has the potential to disturb sensitive natural resources or ecosystems, extensive mitigation measures are being utilized to minimize any impact.
--	--

CALTRANS DISTRICT 5 ADAPTATION PRIORITIES REPORT (2021)

The Report identified the U.S. 101 4D / 4E Project limits as a high priority (Priority 1) roadway. These roadways are exposed to sea level rise, storm surge, and cliff retreat along the coast as well as temperature impacts to pavement binder grade along inland routes. This Report also identified a few prioritized bridges within the Project limits (Romero Creek, San Ysidro Creek, Montecito Creek, and Sycamore Creek) for detailed climate change adaptation assessments. Bridges were assessed for vulnerability to riverine flooding, sea level rise, storm surge, and cliff retreat associated with climate change.

CALIFORNIA FREIGHT MOBILITY PLAN (CFMP)

The 101 Multimodal Corridor Project is identified in the 2020 California Freight Mobility Plan (CFMP). The CFMP recognizes that U.S. 101 is a vital freight route from the local perspective through the global scale. U.S. 101 is the primary freight transportation route and economic asset for the Central Coast region and serves a vital function along the central coast as an alternate route to I-5 during weather-related closures at the Grapevine in Southern California.

The U.S. 101 Central Coast California Freight Strategy Report supports the CFMP and aligns projects in the U.S. 101 Corridor with larger state priorities by outlining an overall vision that is supported by three goals:

- To support economic development in the region
- To provide an efficient, reliable, well-maintained, and safe good movement facility along the U.S. 101 corridor, and
- To reduce and mitigate environmental, social, health, and economic impacts from good movement operations

These goals were established to support and enhance goals found in other statewide plans

Additionally, the CFMP drives long-range planning efforts on U.S. 101. In a FASTLANE grant application, the U.S. 101 corridor improvements were based on the fact that the corridor is part of a long-term solution that integrates highway improvements with future rail and bus service between Ventura and Santa Barbara. The purpose of the improvements is to lead to a sustainable, long-lasting reduction in delay and congestion, and encourage a mode shift to transit and carpooling. The overall effort would improve reliability, and mobility on U.S. 101 for goods movement, commuting to jobs, interregional travel, and commerce. These outcomes listed are consistent with statewide goals of the CFMP.

EXECUTIVE ORDERS

- Executive Order N-19-19 mandates the transportation sector to reduce congestion and encourage people to shift from cars to other modes of transportation.
- Executive Order N-79-20 moves the transportation sector toward a zero-emission future. Where feasible, the transportation sector should build towards an integrated statewide rail and transit

network, support active transportation modes, and support zero-emission vehicles and infrastructure.

The active transportation project elements of the US 101 Corridor support Executive Orders N-19-19 and N-79-20 because they encourage people to shift from cars to alternative modes of transportation and they support active transportation modes by incorporating safe and accessible bike/pedestrian infrastructure. The ZEV elements of the Project help meet statewide climate change goals including Governor Newsom's Executive Order on ZEV (N-79-20) to implement new ZEV infrastructure and expand the network.

1.7 BROADBAND

The COVID-19 pandemic and associated remote learning and remote work provided a firm reminder regarding the value of broadband internet connectivity. Relating to the U.S. 101 Multimodal Corridor project, planning around broadband is occurring on two fronts.

First, U.S. 101 and the parallel rail line contain a variety of easements for fiber optic broadband infrastructure. The project team is working carefully with the telecom companies and internet service providers to ensure the long-term stability of the existing infrastructure. The project includes relocating broadband infrastructure in various locations within the corridor.

Second, SBCAG assembled a coalition of the region's local and tribal governments to fund and develop a regional Broadband Strategic Plan. This planning process is occurring throughout calendar year 2022 and will be assessing existing assets, as well as the improvements necessary to ensure region-wide broadband connectivity at contemporary speed standards. Ultimately, the Broadband Strategic Plan will position the SBCAG region to seek State and federal grant funds to build out and complete the region's broadband network.

SENATE BILL 156

In July 2021 Governor Gavin Newsom signed broadband legislation SB 156, which expands the State's broadband fiber infrastructure and increases internet connectivity for families and businesses. It is intended to help bridge the digital divide and provide reliable and affordable internet access to all Californians.

To achieve these goals, the legislation called for a California broadband advisory committee (Middle Mile Advisory Committee) to monitor the construction and establishment of the statewide open-access middle-mile broadband network. Internet service providers and other eligible entities can connect and deliver service through the new middle-mile network. The goal is to provide equitable access to high-speed broadband service and prioritize inclusion of unserved and underserved populations, anchor institutions (hospitals, universities, government entities and community non-profits), tribal entities, and agricultural regions.

EXECUTIVE ORDER S-23-06

California Governor's Executive Order S-23-06, "Twenty-First Century Government," directed the establishment of the California Broadband Task Force, of which Caltrans is a member, to bring together public and private stakeholders to remove barriers to broadband access, identify opportunities for increased broadband adoption, and enable the access to and deployment of new advanced communication technologies.

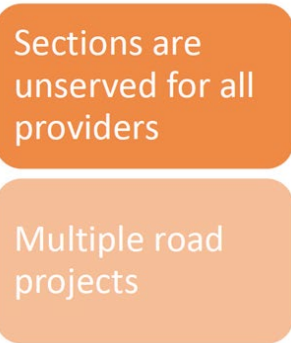
CALIFORNIA ASSEMBLY BILL 1549 (WOOD, CHAPTER 505, STATUTES OF 2016)

CALTRANS ALLOWS WIRED BROADBAND WITHIN STATE HIGHWAY RIGHTS-OF-WAY (DEPUTY DIRECTIVE DD-116, July 2017)

CALTRANS TARGET CORRIDORS FOR EXPANDING BROADBAND

1. Contains Unserved stretches of highway
2. May contain Unserved bus stops
3. Overlaps with current or planned highway projects that may be conducive to fiber installations from the following databases
 - PID
 - SHOPP (State Highway Operation and Protection Program)
 - Non-SHOPP (other State Highway)
4. Contains Poor Signal from CPUC drive test from two or more providers

Figure 1: Target Area 6



2 | REGIONAL CONGESTION MANAGEMENT OBJECTIVES

Connected 2050 includes the SB 1-funded Highway 101: Carpinteria to Santa Barbara Project as cornerstone project for solving congestion on U.S. 101. The goals developed in the 2050 RTP-SCS are aligned with the U.S. 101 Project's objectives and are representative of the congestion management issues specific to the U.S. 101 corridor. The goals are also consistent with the planning factors articulated in MAP-21 and continued in the FAST Act, and the Caltrans Smart Mobility Framework¹. The summary below describes how corridor specific objectives and goals for the region will be met. The emphasis of the objectives is on a programmatic and performance-oriented goal and policy framework.

GOAL 1: ENVIRONMENT

Foster patterns of growth, development, and transportation that protect natural resources and lead to a healthy environment.

The objectives of Goal 1 are focused on land use, air quality, alternative fuels and energy, aesthetics and community character, and regional greenprint.

- Make land use decisions that adequately address regional transportation issues and are consistent with the RTP-SCS.
- Promote better balance of jobs and housing to reduce long-distance commuting by means of traditional land use zoning, infill development, and other, unconventional land use tools, such as employer-sponsored housing programs, economic development programs, commercial growth management ordinances, average unit size ordinances and pricing policies.
- Plan for transit-oriented development consistent with the RTP-SCS by:
 - Concentrating residences and commercial centers in urban areas near rail stations, transit centers and along transit development corridors.
 - Designing and building "complete streets" serving all transportation modes that connect high-usage origins and destinations
- Preserve open space, agricultural land and sensitive biological areas.
- Identify, minimize and mitigate adverse environmental impacts and, in particular, require mitigation of traffic impacts of new land development through on-site and related off-site improvements for all modes of transportation, including incentives to encourage the use of alternative transportation modes.
- Dissuade siting of new development in high-fire risk areas by means such as ensuring insurability and redundancy of ingress and egress.
- Lead to reductions in greenhouse gas and criteria pollutant emissions, consistent with the air quality goals of the region, including targets for greenhouse gas emissions from passenger vehicles in 2020 and 2035 as required by Senate Bill 375 (SB 375).
- Be in conformity with the Air Pollution Control District Ozone Plan and the State Implementation Plan (SIP) and meet the National Ambient Air Quality Standards as required by the federal Clean Air Act.
- Encourage the use of alternative fuels, and the application of advanced transportation and energy technologies to reduce vehicular emission production and energy consumption, as well as minimize the use of non-renewable natural resources during construction and operation.
- Promote renewable energy and energy conservation, consistent with applicable federal, State, and local energy programs, goals, and objectives.

¹Caltrans Smart Mobility Framework: <https://dot.ca.gov/programs/transportation-planning/office-of-smart-mobility-climate-change/smart-mobility-active-transportation/smart-mobility-framework>

- Consider aesthetics to preserve and enhance historic and local community character.
- Preserve and maintain the historic character of existing highway structures and mature plant material unless demonstrated to be infeasible.
- SBCAG shall pursue development of a coordinated regional approach to mitigate impacts from transportation projects on sensitive biological areas, in collaboration with local governments and federal and State agencies. This approach may include designation of priority conservation areas within the region where mitigation should be targeted.

GOAL 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.

The objectives of Goal 2 are focused on access, circulation, congestion, system maintenance, expansion and efficiency, alternative transportation modes, and freight and goods movement, transportation system management technologies, and consistency with other plans.

- Enhance access, circulation, and mobility throughout the Santa Barbara region and between neighboring regions.
- Reduce congestion, especially on highways and arterials.
- Reduce travel times to be consistent with the adopted U.S. 101 Congestion Management Plan for all transportation modes, with equal or better travel times for transit and rail in key corridors.
- Promote the maintenance and enhancement of the existing highway and roadway system as a high priority.
- Strive to increase the operational efficiency of vehicle usage through appropriate operational improvements (e.g., signal timing, left turn lane channelization, and ramp metering).
- Preserve existing investments in the system by emphasizing life cycle cost principles in investment decisions (i.e., account for capital and annual maintenance costs) in order to reduce overall costs of transportation facilities.
- Promote transportation demand management (TDM) and Intelligent Transportation System (ITS) technologies to make travel reliable and convenient, increase transportation system efficiency, and reduce travel demand through the implementation of system and demand management strategies.
- Increase the capacity of the existing highway and roadway system through the provision of additional traffic lanes only when (1) an existing facility is projected in the near term to no longer provide an acceptable level of service as determined by the standards established in the Congestion Management Plan (CMP), and (2) alternative means of capacity enhancement and measures to increase efficiency of usage have been explored.
- Encourage alternatives to single-occupancy vehicle trips and the use alternative transportation modes to reduce vehicle miles traveled and increase bike, walk and transit mode share;
- Provide for a variety of transportation modes and ensure connectivity within and between transportation modes both within and outside the Santa Barbara region.
- Promote inter-regional commuter transit and rail service.
- Promote local and inter-city transit.
- Work to complete the California Coastal Trail through provision and implementation of trail segments and connections in coordination with the California State Coastal Conservancy, California Department of Parks and Recreation, California Coastal Commission, Caltrans, and other agencies.
- Make efficient use of existing transportation system.
- Identify and construct projects to improve freight movement, including rail and highway projects and projects to improve ground access to airports and rail terminals in the region.

- Regularly collect and updating information on freight and goods movement and facility needs.
- Address freight and goods movement facility improvement needs as a high priority, including needs identified in the Central Coast Coalition Commercial Flows Study (2012), and with the regional freight plan, titled the U.S. 101 Central Coast Freight Strategy (2016).
- Consider freight and goods movement in the design and planning of all projects.
- Plan for intermodal connectivity (airport, rail, and highway) in freight and goods movement.
- In concert with the California Department of Transportation (Caltrans), the California Highway Patrol, and local public transit and public works agencies, encourage the deployment and use of the best available transportation system management (TSM) and ITS technologies to make travel reliable and convenient, increase transportation system efficiency, and reduce travel demand through the implementation of system and demand management strategies.
- Promote a jointly maintained and enhanced regional ITS architecture consistent with the Central Coast ITS Strategic Deployment Plan
- The planning, construction, and operation of transportation facilities shall be consistent with relevant plans, including, but not limited to: the California Transportation Plan, SBCAG's Transportation Connections: The Public Transit Human Services Transportation Plan for Santa Barbara County, adopted local General Plans, short-range transit plans, and other regional policies.

GOAL 3: EQUITY

Ensure that the transportation and housing needs of all socio-economic groups are adequately served.

The objectives related to equity focus on access, affordable housing, and environmental justice, include:

- Encourage safe and convenient travel for all transportation system users, including the disabled, pedestrians, bicyclists, transit riders, and other vehicles.
- Ensure that the transportation needs of all groups, in particular disadvantaged, low-income, and minority groups, are adequately served and that all groups have equal access to transportation facilities and services.
- Give special attention to the needs of elderly and disabled individuals for improved transportation accessibility and removal of physical barriers, including provisions required under the 1990 Americans with Disabilities Act (ADA).
- Address and plan for forecast regional housing needs for all economic segments of the population.
- Plan for adequate affordable and workforce housing within existing urbanized areas near jobs and public transit.
- Consider transit availability and accessibility as an integral element of land use planning and project permitting, with special emphasis on serving the disabled, elderly, and other transit-dependent communities.
- Recognize that housing provided by colleges and universities is an important component in addressing the region's overall housing needs, which should be taken into account in local agencies' own housing planning.
- The planning process shall be consistent with Title VI of the civil Rights Act of 1964, SBCAG's 2015 Public Participation Plan, and SBCAG's SB 375 Public Participation Plan (2015).

GOAL 4: HEALTH AND SAFETY

Improve public health and ensure the safety of the regional transportation system.

The objectives of Goal 4 are focused on safe roadways and highways, and public health.

- Enhance safety by reducing congestion and congestion related vehicle collisions.
- Ensure design of highways and roads safe and convenient for travel by all users including the

disabled, pedestrians, bicyclists, transit buses, and vehicles.

- Incorporate night sky-friendly lighting, where appropriate, to enhance safety of transportation facilities.
- Encourage the completion of emergency preparedness plans, which include agency coordination, system security, and safe and efficient mobility—particularly for the elderly and disabled—in times of natural or man-made disasters.
- Maintain consistency with the State Strategic Highway Safety Plan (SHSP);
- Address the resiliency of the Project to possible future impacts resulting from climate change (e.g., sea level rise and inundation of low-lying areas).
- Encourage active transportation to promote alternative modes of transportation and physical activity (transit, biking and walking).
- Develop “complete streets” which safely and conveniently accommodate all transportation modes, including active transportation.

GOAL 5: PROSPEROUS ECONOMY

Achieve economically efficient transportation patterns and promote regional prosperity and economic growth.

The objectives of Goal 5 are focused on commuter savings, supporting business and local investment, public-private partnerships, and transportation funding.

- The RTP-SCS shall strive to reduce average commute time and cost by encouraging measures that bring worker housing closer to job sites.
- Promote a mix of land uses responsive to the needs of businesses, including agriculture and tourism.
- Support investment by businesses in local communities.
- Encourage the creation of high-paying jobs, especially in areas with an imbalance of housing relative to job.
- Encourage the provision of transportation services and transportation infrastructure where common goals are served.
- Help public transit agencies to secure private funding for transportation improvements in exchange for advertising on transit vehicles, bus shelters, benches, and other transportation-related public use items.
- Aggressively seek funding necessary to implement the Plan.
- Support protection of State and federal transportation funding and efforts to increase these revenues for the region.
- Require that new development contribute its fair share of the costs of new transportation infrastructure and system improvements for all modes necessary for such new development, as allowed for by law.
- Make efficient use of funding by maintaining, preserving, or enhancing existing infrastructure for all modes, using low-cost operational improvements, and using performance-based outcomes as the basis for prioritizing and funding projects, where feasible.

3 | U.S. 101 CORRIDOR, STREET NETWORK, AND EXISTING SERVICES

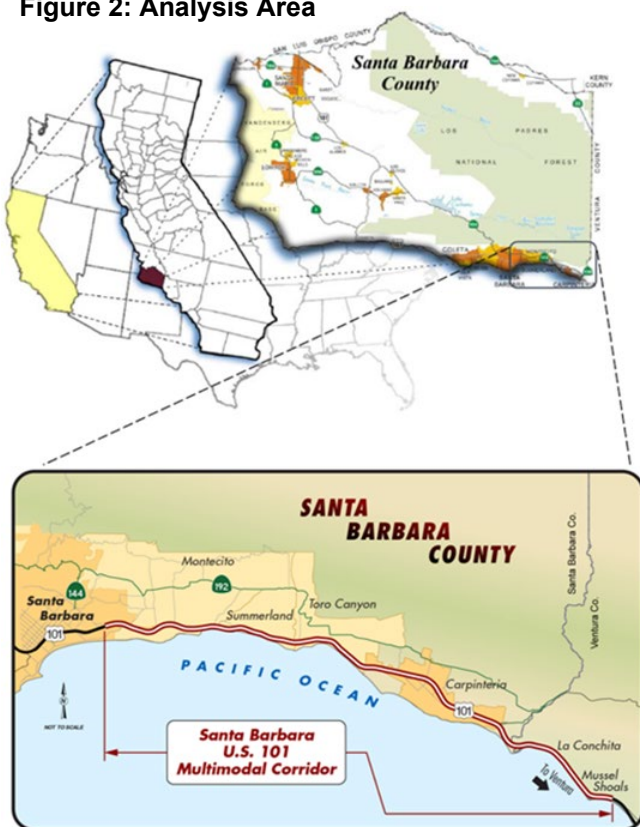
U.S. 101 Facility

The U.S. 101 corridor is located in southern Santa Barbara County (Santa Barbara Urbanized Area), approximately ninety miles northwest of the City of Los Angeles. This corridor has a mixed urban, suburban and semi-rural character with dramatic scenic beauty. U.S. 101 serves as the only connection between the communities serving commute, interregional, school, personal, business and leisure travel. Similar to the conditions described in the 2006 101 in Motion Plan, employment is still concentrated in the northern end of the corridor in and near the cities of Santa Barbara and Goleta. Housing is still concentrated in the southern end of the corridor in and near the cities of Ventura and Oxnard. This includes the University of California Santa Barbara campus, which also attracts a large number of trips during the peak commute periods.

As a result, there is more commute period traffic congestion northbound along the U.S. 101 corridor in the morning and southbound in the evening. The corridor is also the primary coastal route between Southern California, the Central Coast, and Northern California and is an important transportation link for long-distance travel for both business and leisure.

Comprehensive Corridor Plan Analysis Area

Figure 2: Analysis Area



The corridor examined in this comprehensive multimodal corridor plan is a two-mile buffer on each side of U.S. 101, stretching from the Ventura County Line on the south to Milpas Ave in Santa Barbara, a distance of approximately fifteen miles.

Street Network

The lack of continuous alternative frontage roads along the freeway has exacerbated the freeway congestion problem. When accidents occur, long vehicle queues and additional delays result. This recurrent traffic congestion has a host of impacts for neighboring communities including pollution, lost time/productivity, and spill-over of through traffic onto the adjoining local street system. Existing gaps in the community's arterial system, gaps in certain residential secondary streets, congested intersections, and a lack of bus stops and bus pockets in some areas also adversely affect the efficiency of service provided by a number of Santa Barbara Metropolitan Transit District (MTD) bus lines.

Induced Travel

The [Connected 2050](#) Plan used the SBCAG model to analyze the effects of “induced travel,” which suggests that all else being equal, new roadway capacity generates additional vehicle travel. The 101 HOV lane construction amounts to less than 1% of additional roadway miles in the next 30 years. The construction of the HOV lane is consistent with SBCAG’s policy to focus on improving access to modes that reduce the reliance on single occupancy vehicles. According to the environmental impact analysis for the Connected 2050 Plan, the Plan, which includes the HOV lane construction, results in a 32% reduction in congested VMT. Therefore, the impact of “induced travel” is negligible.

Existing Transit Services

Santa Barbara Metropolitan Transit District

The Santa Barbara Metropolitan Transit District is still the largest South Coast transit service with almost 97 percent (including Easy Lift Transportation) of all transit ridership between Goleta and Carpinteria in FY 2017/18. MTD’s fixed route service uses a fleet of 114 buses with total annual ridership over 6.5 million. This service includes bus routes throughout the area and shuttle operations serving downtown, the waterfront, commuter lots, and the zoo. The farebox recovery ratio in FY 2017/18 was 28%, which is better than the industry average. Ridership on MTD increased from 7.1 million riders in FY 2005 to 8.1 million riders in FY 2009, then declined slightly through FYs 2010-2014. Passengers per hour and per mile have remained relatively constant over the past ten years, which indicates efficiency.

Regional Transit Services

There are two major regional transit services in South Santa Barbara County funded by SBCAG. A brief description and performance summary of these services is summarized below:

The Clean Air Express is a commuter bus service operated by SBCAG that serves residents of northern Santa Barbara County who commute to jobs in Santa Barbara and Goleta. The Clean Air Express operates thirteen roundtrips each weekday, with five serving Santa Maria, seven serving Lompoc, and one serving the Santa Ynez Valley. In FY 2018/19, the Clean Air Express carried 180,435 passengers.

The Coastal Express is a regional bus service operating between Ventura and Santa Barbara counties, with peak hour unidirectional service to Goleta. Launched in 2001, the Coastal Express is one of six routes operated by the Ventura County Transportation Commission (VCTC) and is funded jointly by SBCAG and VCTC. The Coastal Express operates forty-two one-way trips on weekdays and five roundtrips on weekends and carried 195,463 passengers in FY 2018/19, approximately 75 percent of which used the service to commute on weekdays from Ventura County to employment locations in South Santa Barbara County.

Rideshare Programs

Traffic Solutions, a division of SBCAG, is responsible for implementing the Ridesharing and TDM programs throughout Santa Barbara County. Ridesharing initiatives are currently subsidized by many employers in the South Coast. SBCAG’s Traffic Solutions Division offers a two-month vanpool start-up incentive to encourage the formation of new vanpools, however, no on-going rideshare incentives are offered by SBCAG.

Passenger and Freight Rail

Since the adoption of the 101 in Motion Plan in 2006, SBCAG has worked with the California State Transportation Agency, the LOSSAN Rail Agency (which manages a Amtrak Pacific Surfliner service), Senator Hannah Beth Jackson, and other partners to lay the groundwork for implementing a peak hour Amtrak Pacific Surfliner rail service between Ventura and Santa Barbara counties. After significant planning and coordination, the Amtrak Pacific Surfliner schedule was revised in April 2018, shifting the first morning northbound train to an early morning arrival in Santa Barbara and Goleta, which combined with an existing early afternoon southbound departure, creates a rail commuting option for the first time in the Ventura/Santa Barbara region.

The new service, funded through a significant commitment by SBCAG for a two-year pilot program, is attracting over one hundred daily commuters who live in Ventura County and commute to jobs in south Santa Barbara County. \$25 million available in the Measure A South County Rail Program has been instrumental in SBCAG's ability to develop, evaluate, and implement service and infrastructure options that would not be possible without local financial support.

In 2020 SBCAG staff will be developing a detailed infrastructure and operating plan for the three-train commuter rail service originating in Ventura County called for by the 101 in Motion plan and constituting half of SBCAG's Lane and a Train strategy to address traffic congestion on U.S. 101. In addition to the dedicated rail funding available under the Measure A program, capital funds to support a commuter rail service are eligible under the state's Transit and Intercity Rail Capital Program (funded by SB1 and Cap and Trade auction revenues), Federal Transit Administration Small Starts and other competitive programs, and other sources.

4 | PLAN PERFORMANCE

This section combines performance measure evaluation from a variety of sources including Fast Forward 2040 RTP, Connected 2050 RTP, the Census, and the SB 1 Cycle 2 Performance Measures that were used in the SB 1 Cycle 2 Funding applications for Solutions for Congested Corridors Program (SCCP) and Trade Corridor Enhancement Program (TCEP), as well as for the Project Programming Requests (PPR) developed in 2020.

SBCAG has organized its transportation planning policies to fit the RTP-SCS goal framework and crafted explicit, quantifiable performance measures that are also keyed to the plan goals. SBCAG applied the performance measures in Fast Forward 2040 and Connected 2050 scenario development and analysis and in the selection of the preferred land use and transportation scenario. These performance measures are explicitly keyed to the five RTP-SCS goals, listed above, as well as to the plan objectives.

4.1 ENVIRONMENT

Population Growth

One of the primary influences on travel demand in the Corridor Plan study area is population growth. Over the 2017 to 2050 forecast horizon countywide population is forecast to increase by 68,000 or 15% from 453,500 to 521,700 persons.

As of January 1, 2016, Santa Barbara County had a total population of 446,717 increasing by approximately 3,700 persons or 0.8 percent from the previous year and similar to historical annual averages. The population of the South Coast is forecast to grow from 215,900 in 2017 to 231,638 in 2050, an increase of 7.3 percent over the thirty three-year period. Of the 453,500 people living in the county in 2017, 215,900 lived in the South Coast with the greatest concentrations of people in the cities of Santa Barbara and Goleta. The table below shows estimated population growth forecasts from 2017 to 2050.

Table 4-1: Population Forecasts, 2017-2050

Jurisdiction	2017	2020	2025	2030	2035	2040	2045	2050
Carpinteria	13,700	13,900	14,200	14,300	14,500	14,600	14,700	14,700
Santa Barbara	94,800	95,100	97,300	98,600	99,900	101,100	101,600	102,000
Goleta	31,900	32,200	32,500	33,100	33,700	34,300	34,500	34,700
Buellton	5,300	5,500	5,700	5,900	6,200	6,400	6,500	6,600
Solvang	5,800	5,800	6,000	6,000	6,200	6,300	6,300	6,300
Lompoc	43,600	45,500	47,800	49,000	50,000	51,300	51,800	52,200
Santa Maria	108,500	111,900	121,900	127,600	133,300	139,000	141,000	143,100
Guadalupe	7,600	7,900	8,100	8,400	8,600	8,900	9,000	9,100
Unincorporated /Other	142,300	143,000	145,200	146,900	149,100	151,300	152,100	152,900
County Total	453,500	460,900	478,600	489,900	501,500	513,300	517,500	521,700

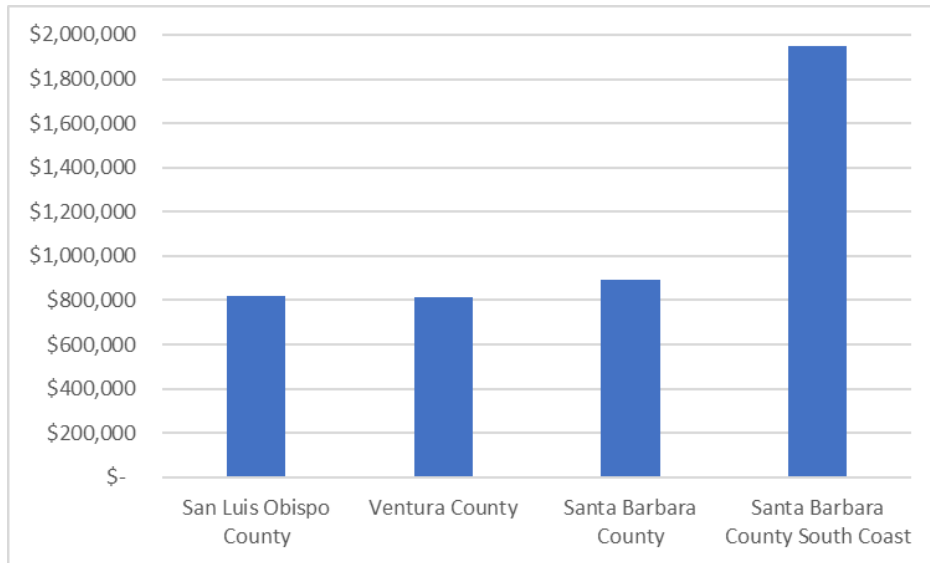
Source: SBCAG Regional Growth Forecast 2050

Since the adoption of 101 in Motion in 2006, the City of Goleta has experienced the most significant percentage growth among the South Coast jurisdictions at 10 percent.

Jobs and Housing Balance

According to the National Association of Homebuilders, Santa Barbara County's South Coast is one of the least affordable small metropolitan area housing markets in the nation, with an average home price in excess of \$1.95 million in 2022. Housing on the South Coast is significantly more expensive than in neighboring areas to the north and south. Due principally to the high cost of local housing on the South Coast, significant numbers of workers commute daily from lower-cost areas into the higher-cost South Coast to work.

Figure 3: Median Home Prices , 1/2022 Santa Barbara, Ventura and San Luis Obispo Counties

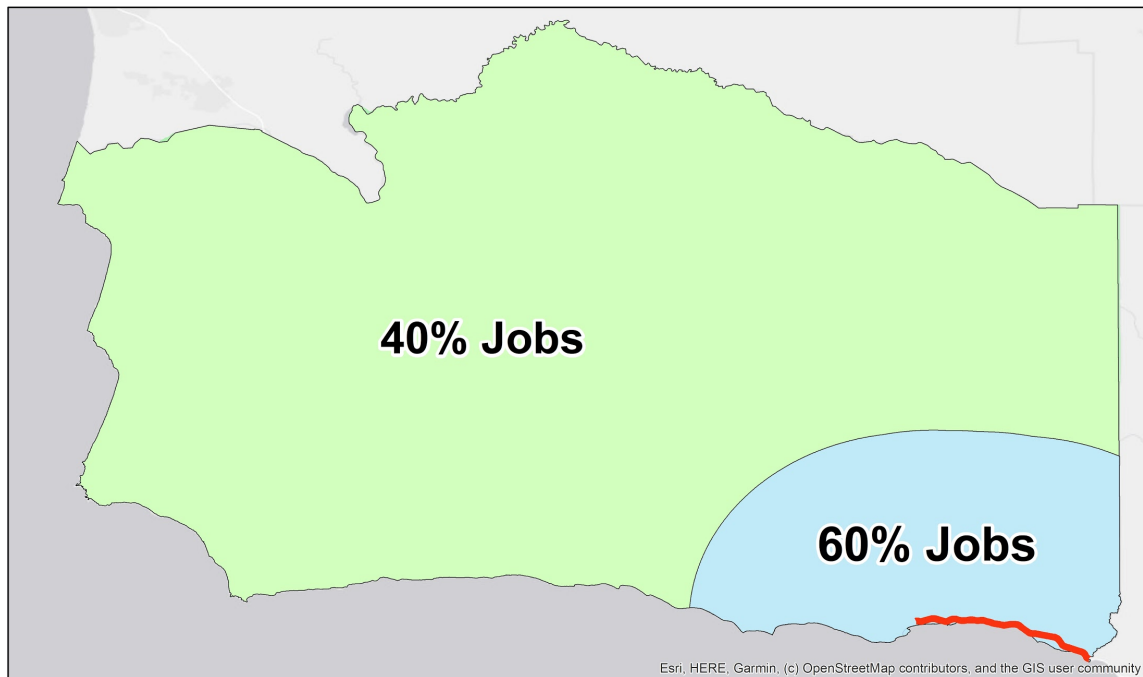


Source:

South Coast: Santa Barbara Association of Realtors, 1/2022, County data Zillow Analytics, 1/2022

Rental rates on the South Coast are higher compared to the surrounding area. Based on the City of Santa Barbara 2021 Rental Survey Report rent for a 2 bedroom rental on the South Coast was \$2,800 in May 2021. There is not an equivalent rental survey for the North County, however, 2019 American Community Survey indicates a much higher median rent of \$1,800 in the City of Santa Barbara compared to \$1,300 in the City of Santa Maria and \$1,197 in the City of Lompoc. These cost statistics help to explain the large number of people who chose to reside far from their workplaces on the South Coast, affecting the region's travel patterns and increasing work trip lengths. The employment distribution figure below shows the concentration of jobs located on the South Coast in relation to the 101 in Motion study area.

Figure 4: Employment Distribution



Legend

- 101 in Motion Corridor Limits
- 15-Mile Buffer around the 101 in Motion Corridor Limits

Approximately 71 percent of Santa Barbara County's jobs reside within a one-mile buffer of the U.S. 101 Corridor in Santa Barbara County. About 15 percent of the county's total jobs are found within a one-mile buffer of the U.S. 101 Multimodal Corridor project area limits (all five segments), which only makes up two percent of the total square mileage of Santa Barbara County. The 15-mile buffer surrounding the project accounts for about 60 percent of the county's total jobs. Out of those jobs, almost 37 percent are goods movement-related (e.g., agriculture, construction, manufacturing, transportation, wholesale, and retail trade jobs). Retail trade makes up the largest goods movement fragment with close to 20 percent of the total number of jobs in the 15-mile buffer.

South Coast Employment is projected to grow from 133,100 jobs in 2017 to 168,070 jobs in 2050, a 26 percent increase. As a result of the jobs – housing imbalance in South Santa Barbara County, major transportation issues in this region include:

- High volumes of interregional commuting by Ventura County residents to jobs on the South Coast, for example at the Fairview and Storke/Glen Annie interchanges;
- High volumes of commuters, interregional through traffic, truck traffic, and weekend recreational
- Travel on U.S. 101, all contributing to existing traffic congestion and low levels of service from Turnpike Avenue south through Santa Barbara, the Montecito/Summerland unincorporated area, and the City of Carpinteria;
- The inadequacy of some U.S. 101 interchanges to accommodate current vehicular traffic;

Land Use

The Corridor Plan is compatible with existing community vision and local infrastructure improvements for the surrounding area. The projects support local land use principles by connecting jobs and housing to promote travel time reliability and contribute to a decrease in GHG emissions. It will complete significant portions of the California Coastal Trail to connect recreational areas with multiple land uses. Segment 4D/4E Project also includes creek restoration to improve the quality and resiliency of water resources.

The land use in the U.S. 101 Corridor area includes residential, commercial, and open space. Many high technology firms, business parks, and industrial uses are south of U.S. 101. Open space and recreation are also south of U.S. 101, including Carpinteria Beach State Park, Carpinteria Bluffs Nature Preserve, and the Carpinteria Salt Marsh Reserve. Residential uses are south and north of U.S. 101. Some agricultural uses are east of mobile home parks on the north side of U.S. 101. A mix of retail, wholesale, service, and office uses sits along Carpinteria Avenue within the city of Carpinteria's business district.

Some small commercial lots have been developed south of U.S. 101 along the beachfront, and a major commercial strip sits along Coast Village Road. The Coastal Subarea encompasses about 290 acres between U.S. 101 and the Pacific Ocean, including a coastal residential community, two major hotel complexes, and several condominium or clustered developments. The Mountain Subarea encompasses 9,984 acres and is bordered by the Los Padres National Forest to the north, west, and east. The existing land use in the subarea is characterized by mountainous terrain and open space.

Future South Coast land use development projects will add to the existing vehicle traffic on regional facilities and lower the motorist's level of service at many intersections and interchanges in the Goleta and Santa Barbara area. Currently proposed land use projects include redevelopment of the City of Goleta Old Town area, development of lands within the City's airport area, development of the Cabrillo Business Park, development of the Eastern Goleta Valley Community Plan, and continued construction at UCSB.

4.2 MOBILITY AND SYSTEM RELIABILITY

Congestion

Congestion has diminished the quality of life throughout the South Coast of Santa Barbara County. This is Caltrans District 5's – contains the counties of Santa Barbara, San Luis Obispo, Monterey, San Benito, and Santa Cruz - most congested corridor and one of the most congested four-lane freeway segments in California. Santa Barbara was ranked as the 22nd most congested city in the United States, and the 4th most congested city in California, by the 2016 INRIX Traffic Scorecard (<http://inrix.com/resources/inrix-2016-traffic-scorecard-us/>). Based on this assessment, drivers in the City of Santa Barbara spent an average of 36 hours sitting in congestion in 2016, resulting in individual commuter costs of \$1,714 each and a citywide cost of \$101 million. A subsequent September 2017 U.S. Traffic Hotspots study by INRIX identified congestion on U.S. 101 in this corridor as the 25th highest in the nation and the 5th greatest hotspot in California with an estimated annual congestion cost of \$145 million by 2026. Ongoing congestion on U.S. 101 creates a spillover effect on the adjacent local street system as some drivers try to avoid the congestion by using the local street system for through trips. This, in turn, affects local street travel conditions for local transit, bicycle, pedestrian, and vehicle users.

U.S. 101 is the primary route for daily commuters who travel from Ventura County to Santa Barbara and experience up to 4.5 hours of congestion a day. Level of Service (LOS) "F" conditions in the U.S. 101

corridor currently occur for two to four hours daily. Without the program improvements, congestion is expected to increase by nearly 50 percent from 2020 to over 11 hours a day by 2040. Annual Average Daily Traffic (AADT) volumes in the project limits reach 94,000 and are projected to reach 140,000 by 2040. The improvements outlined in the 101 in Motion Plan are expected to reduce delay by over 13,500 person hours of delay daily.

Not only do these conditions cause lack of travel time reliability, stress for travelers, and vehicle emissions from car and truck idling, but they also have negative impacts on local communities. Currently, the neighboring cities face challenges with third-party applications, such as Google Maps and Waze, rerouting travelers through city streets. This creates local congestion and degrades city streets that are not equipped to handle these levels of through traffic volumes. The current condition provides no benefit, and therefore no incentive, for multiple occupancy vehicles and transit vehicles. Congestion on U.S. 101 and local major arterials also impedes response times and emergency vehicle access to accident and emergency sites.

The corridor improvements are estimated to produce on average \$10.6 million annually in travel-time benefits equating to over \$200 million in travel time savings over 20 years. Augmenting the life cycle to 40 years would result in a total travel time savings of \$322 million. This benefit is based on the estimated reduction of about 35.3 and 84.3 million person-hours of time saved over 20 years and 40 years, respectively. Without the proposed improvements, congested stop-and-go conditions are expected to occur 11 hours per day in this corridor by 2040. Table 4-2 below summarizes the travel conditions.

TABLE 4-2: Forecast Travel Conditions on U.S. 101 (No-Build Alternative)			
Category	2008	2020	2040
Duration of Congested Conditions*	4.5 hours	7.5 hours	11 hours
Delay — Vehicle Hours (per day)**	2,280	6,000	18,400
Delay — Person Hours (per day)**	3,050	8,400	25,700

Notes: *At one or more locations associated with conditions within the corridor limits **For trips traveling between the Ventura County line and Northern Goleta (post miles 0.0 to 27.5) Person delay is based on observed average vehicle occupancy of 1.27 people northbound in the morning and 1.29 southbound in the afternoon multiplied by the number of vehicle hours of delay.

Table 4-3 summarizes the congestion performance measures developed in Cycle 2 (2020) using information developed in the EIR.

TABLE 4-3 Congestion Reduction Performance Measures in Future Year (2040)

INDICATOR / METRIC	UNIT	BUILD	NO BUILD	CHANGE	SOURCE
Project Area, Corridor, County, or Region Wide VMT per Capita and Total VMT (Weekday)	TOTAL MILES	636,854,148	624,555,792	12,298,356 (1.9%)	EIR
	VMT PER CAPITA	6,399	6,275	124 (1.9%)	EIR
Person Hours of Travel Time Saved Peak Period (Weekday)	PERSON HOURS	769,101	1,684,071	914,970 (119%) HOURS SAVED	EIR
	HOURS PER CAPITA	N/A	N/A	N/A	N/A
Daily Vehicle Hours of Delay Peak Period (Weekday)	HOURS	1,744	4,670	2,926 (63%) HOURS SAVED	EIR
Change in Non-Single Occupancy Vehicle Travel (Optional)	%	25%	5%	81%	EIR

Key Transportation Bottleneck

U.S. 101 within the corridor varies between four and six lanes and has auxiliary lanes in some segments. To the south, there are three lanes in each direction from the City of Ventura in Ventura County to the Carpinteria Creek Bridge (PM 2.0). North of the project limits, U.S. 101 has three lanes in each direction from Cabrillo Boulevard (PM 11.5) to Fairview Avenue (PM 22.5). This lack of continuity as a uniform three lane facility creates daily bottlenecks that result in deficient traffic conditions.

Several bottleneck locations currently exist on U.S. 101 within the Project area. Each of these contribute to the overall daily delay to travelers in the corridor. The first of these bottlenecks occurs in the northbound lanes in the Carpinteria area, near Casitas Pass Road, and is approximately two and eight tenths of a mile long. The total delay is close to 30,000 hours. It appears approximately 165 (or 65%) weekdays in a typical year. At this bottleneck location, the average daily delay is approximately 165 hours and the average duration is roughly an hour.

There is another two and two tenths of a mile bottleneck location in the northbound lanes at San Ysidro Road. The total annual average delay is close to 6,000 hours, while the average daily delay is approximately 113 hours. This bottleneck typically lasts close to an hour. This bottleneck typically appears about 50 days in a typical year.

In the southbound lanes, there is a bottleneck location that stretches from Cabrillo Boulevard to San Ysidro Road. This bottleneck at Cabrillo Boulevard is ranked as having the third largest total delay hours in Caltrans District 5 (Monterey, San Benito, San Luis Obispo, Santa Barbara, and Santa Cruz). The length of this bottleneck is approximately three miles. The bottleneck appears over 200, or 80%, of weekdays in a typical year. The total annual average delay is approximated to be almost 60,000 hours on this U.S. 101 southbound section, while the average delay is about 160 hours per day. The bottleneck typically lasts for about one and a half hours each day. The above bottlenecks data was collected in the year 2013.

Based on the Caltrans Traffic Census Program, the annual average daily traffic in 2017 was about 74,000 vehicles per day on U.S. 101 in Santa Barbara County. In 2020, due to the impact of the Covid-19 pandemic, the annual average daily traffic decreased to approximately 63,000 vehicles per day, a decrease of nearly fifteen percent in the annual average daily traffic volumes. With the return of traffic

volumes across the country, in many cases higher than pre-covid levels, it is expected that the same will occur on US 101 in Santa Barbara County once 2021 data is available.

The corridor improvements create economic benefits by reducing congestion through the use of HOV lanes and providing commuters with a range of multimodal options for commuting, essentially minimizing the impact of mobility on the economy. Related performance measures include net commute savings (time), net travel savings (time), and reduced vehicle hours of delay for freight using the National Highway System. The economic benefit of these collective improvements also includes increased efficiency of freight and goods movement. U.S. 101 serves as the primary highway connection for commuters to the Santa Barbara urbanized area from northern Santa Barbara County and western Ventura County. Table 4-4 summarizes the congestion reduction performance measures developed in Cycle 2 (2020) using information developed in the EIR.

TABLE 4-4 Congestion Reduction Performance Measures in Future Year (2040)

PERFORMANCE MEASURE	UNIT	BUILD	NO BUILD	CHANGE	SOURCE
Daily Vehicle Hours of Travel Time Reduction	VEHICLE HOURS	6,974	18,409	11,462 (62%)	EIR
Change in Non-Single Occupancy Vehicle Travel (Optional)	%	25%	5%	81%	EIR

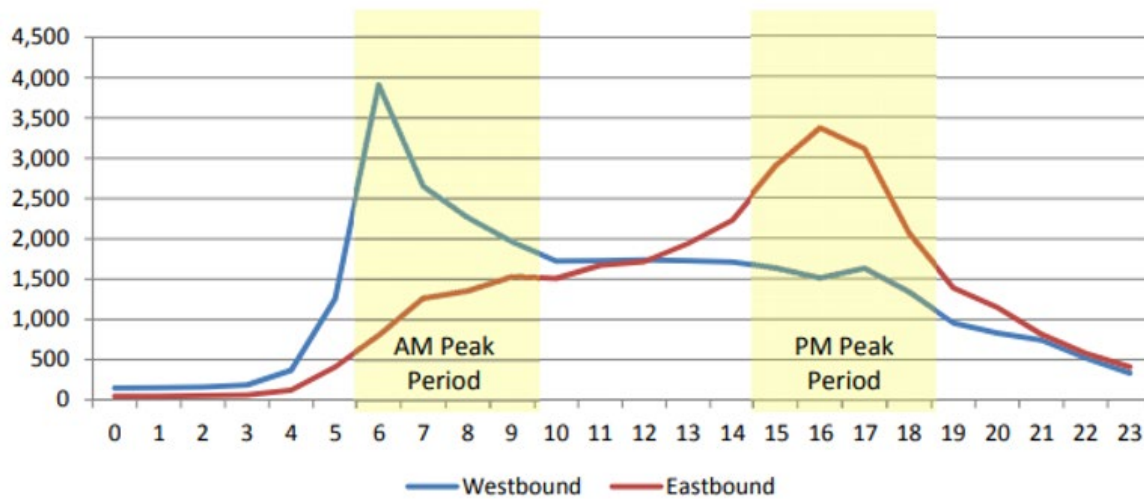
Magnitude of Travel

Daily traffic on U.S. 101 through the South Coast is expected to increase by between 12 and 94 percent, depending on the location along the corridor from 2010 to 2040. According to the U.S. Census Bureau's 2019 commuter statistics (LEHD), 1.7 percent of Ventura County residents (approximately 14,892 people) commute to work in Santa Barbara County. This inter-county imbalance leads to increased transportation demands on U.S. 101, with related increases in congestion and vehicle miles per capita.

24-Hour Distribution of Traffic

Traffic distribution for interregional travel is characterized by two distinct peaks (5:30-9:30 a.m. and 2:30-6:30 p.m.) As shown in the chart below, an asymmetrical traffic pattern is observed on U.S. 101 at the Santa Barbara/Ventura County Line with more vehicles traveling from Ventura County to Santa Barbara in the morning and the reverse in the afternoon. This observed traffic pattern confirms the findings of previous planning efforts that more vehicles commute from Ventura County to Santa Barbara County than in the reverse direction.

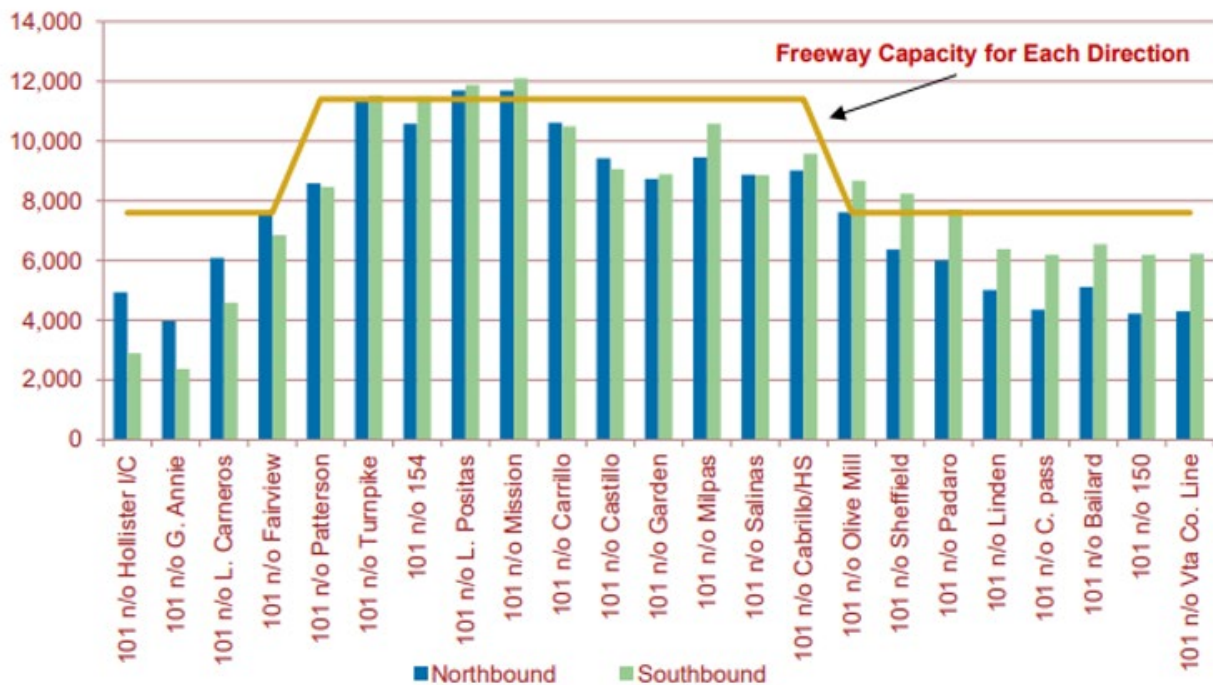
Figure 5: Hourly Traffic Pattern on the South Coast



Source: Central Coast Origin-Destination Survey

Current traffic on U.S. 101 southbound already exceeds capacity from Padaro Lane to Olive Mill and Mission to Turnpike. Other northbound and southbound segments of U.S. 101 are currently approaching capacity and remain slow during peak periods.

Figure 6: U.S. 101 Capacity Loads

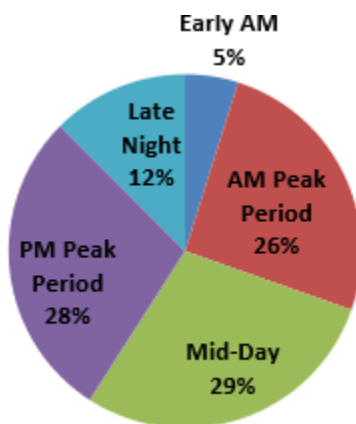


Source: SBCAG Fast Forward 2040 Regional Transportation Plan

The chart below illustrates the percentage of total counted traffic that occurs in each time period at the survey data locations that capture vehicles traveling on the five key commute patterns, providing a sense of the amount of travel that occurs within each time period.

Travel by Time Period on U.S. Barbara/Ventura County Line

Source: 2016 Central Coast



101 at the Santa

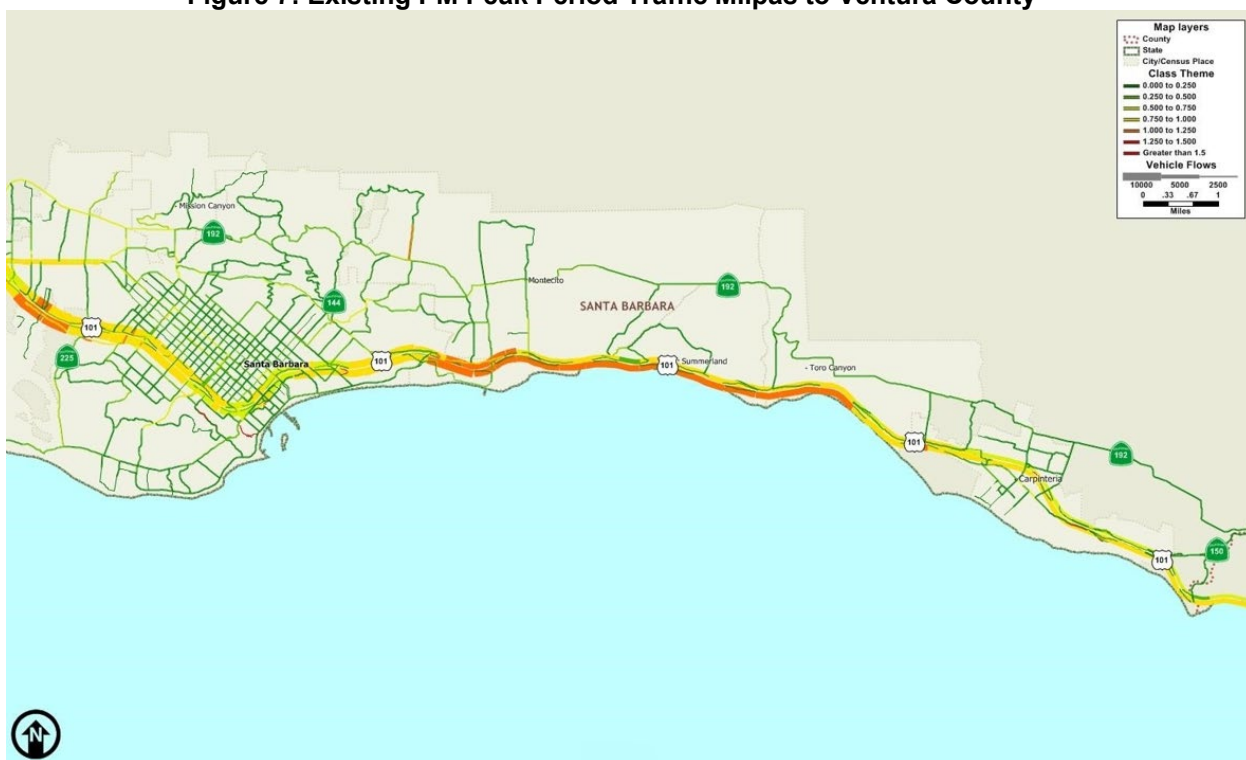
Origin-Destination Survey

Travel Patterns

The 2017 travel conditions on line in the south is at free-flow peak period, traffic at this vehicles or V/C of 0.69) with the southbound direction exhibiting serious congestion.

U.S. 101 at the Ventura County (73,700 ADT). During the PM location is congested (10,530

Figure 7: Existing PM Peak Period Traffic Milpas to Ventura County

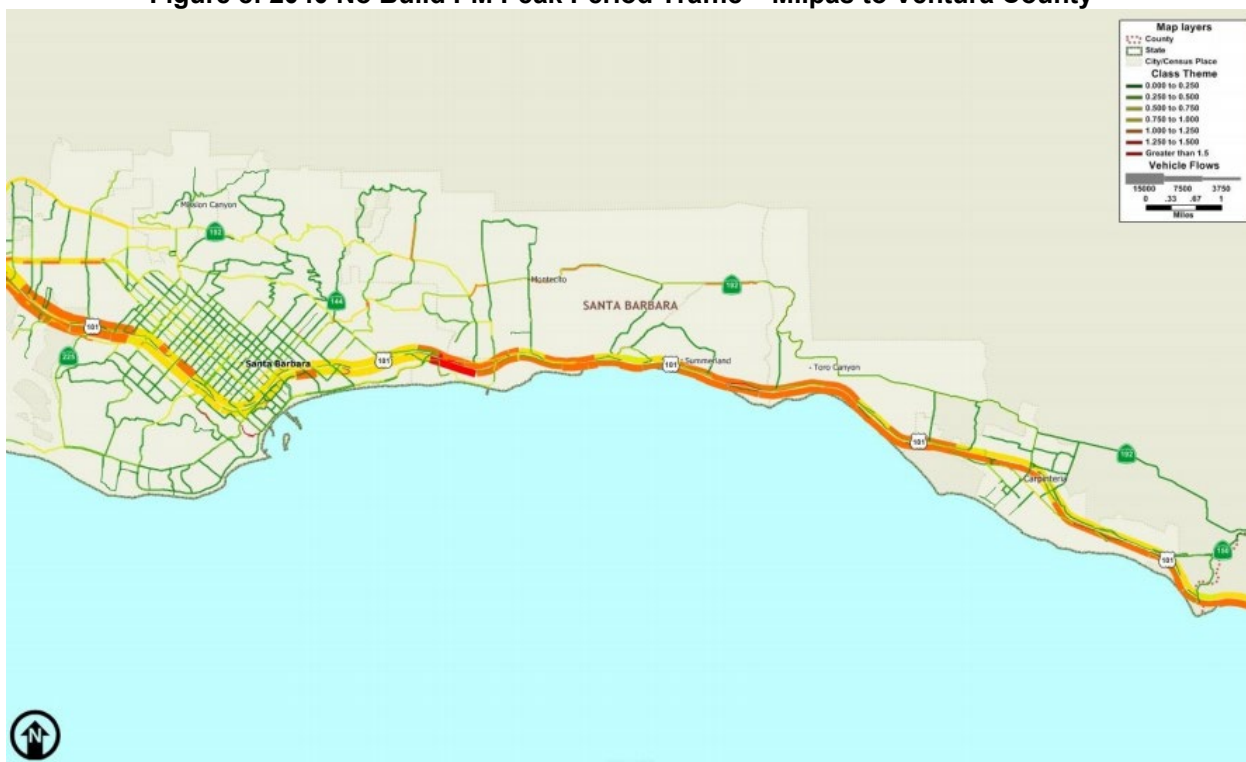


Source: SBCAG Fast Forward 2040 Regional Transportation Plan

Under the 2040 HOV No Build scenario, traffic at this location is projected at 96,600 ADT or V/C of 0.61, representing a 47 percent increase and a rise to moderate congestion. During PM peak periods, traffic would be seriously congested (13,640 vehicles or V/C of 0.90) with the southbound direction exhibiting severe congestion of V/C of 1.16 indicating frequent forced or break-down flow and delay. Under the 2040

HOV No Build forecast present in SBCAG's Regional Transportation Plan, daily traffic for the entire South Coast U.S. 101 corridor is expected to grow by an average of 22.5 percent.

Figure 8: 2040 No Build PM Peak Period Traffic – Milpas to Ventura County



Source: SBCAG Fast Forward 2040 Regional Transportation Plan

Table 4-5: Vehicle Classification Count Data Summary

Survey Data Location	Early AM (12 AM AM)	AM 4-Hour (6 AM to 10 AM)	Midday (10 AM to 3PM)	PM 4-Hour (3 PM to 7 PM)	Late Night (7 PM to 12 AM)	Daily	Daily Trucks (Percent Trucks)	2014 Caltrans AADT
U.S. 101 at the Santa Barbara/Ventura County Line	1,663	15,742	17,688	17,524	7,713	60,330	5,625 (9%)	65,000

Source: 2016 Central Coast Origin-Destination Survey

Mode Choice

Mode choice is the means of transportation chosen by commuters. According to the U.S. Census Bureau, American Community Survey 2015-2019 5-year estimates, 68.5 percent of Santa Barbara and Goleta commuters responded that they drive alone. Of the remaining commuters, 10.5 percent carpool and vanpool, 9.1 percent bicycle or walk, 3.4 percent take transit, and 6.8 percent telecommute.

Throughput – Volume of Freight Traffic

The Central Coast region is known for its fresh produce and wine grape production and is home to major industries in agriculture, manufacturing, food processing, and other freight-related business clusters. U.S. 101 supports the region's agricultural industry, responsible for over \$10 billion and 23 million tons of goods each year, according to the 2020 California Freight Mobility Plan.

Due to its location and economic significance, U.S. 101 in Santa Barbara is critical for interregional travel and goods movement between the San Francisco Bay Area and the Los Angeles basin. The lack of sea, rail, and air cargo facilities in the county requires that goods be transported out of the county primarily by truck on U.S. 101. In fact, the most critical portion of the corridor, as it relates to freight and goods movement, are Segments 4D and 4E. Under the National Highway Freight Program (NHFP), PM 9.2 to PM 12.3 of U.S. 101 have been designated a Critical Urban Freight Corridor (CUFC) by FHWA, the only freeway segment to have this designation on the entire Central Coast of California. A CUFC is an important freight corridor that provides critical connectivity to the National Highway Freeway Network (NHFN). By having this designation, the state can strategically direct resources toward improved system performance and efficient movement of freight on the NHFN.

The truck cargo volumes in Segment 4D/4E are approximately 15 million tons per year and impose a significant physical demand on the highway infrastructure. Today, trucks comprise 5.4% of total AADT, ranging between 3,500 and 4,500 trucks per day. The table below shows the comparison of not improving the reliability and resiliency of a critical freight corridor, with a potential loss of nearly 7 million tons of goods. The adopted set of improvements are projected to result in a reduction in delay for travelers and trucks. Completion of these investments will alleviate existing congestion and accommodate future travel demand and reduce corridor delay by 13,500 person hours per day. Table 4-6 summarizes the throughput and velocity performance measures developed in Cycle 2 (2020) using information developed in the Caltrans 101 HOV Traffic Study Forecast Operations Report, the 2012 Central Coast Commercial Flows Study, and the FHWA National Performance Management Research Data Set (NPMRDS).

TABLE 4-6 Throughput and Velocity of Truck Freight Traffic

PERFORMANCE MEASURE	UNIT	BUILD	NO BUILD	CHANGE	SOURCE
Change in Annual Truck Volume that can be accommodated due to improvement	TRUCK VOLUME	2.847 million	2.190 million	657,000	CALTRANS 101 HOV TRAFFIC STUDY FORECAST OPERATIONS REPORT
Change in annual cargo volume that can be accommodated due to improvement (Optional)	TONS	19.5 million	13 million	6.5 million	2012 CENTRAL COAST COMMERCIAL FLOWS STUDY
Peak Period Travel Time Reliability Index (Trucks)	INDEX	1.20	2.78	1.58 (132%)	NPMRDS (FHWA)
Travel Time or Total Cargo Transport Time	TRUCK HOURS PER DAY	437.89	564.71	126.82	CALTRANS 101 HOV TRAFFIC STUDY FORECAST OPERATIONS REPORT
Change in Average Peak Period Weekday Speed for Road Facility	MPH	57	34	23	CALTRANS 101 HOV TRAFFIC STUDY FORECAST OPERATIONS REPORT, Based on AM NB speed

Completion of this project will substantially improve goods movement, interregional travel, and nationwide commerce by improving reliability, mobility, and safety on U.S. 101. The Truck Travel-Time Index (TTTI)

represents how much total time a traveler should allow to ensure on-time arrival 95% of the time. The truck index in the U.S. 101 corridor is currently 2.78 and would decrease to 1.20 if the Project were completed. Being the worst-performing highway in the Central Coast in terms of reliability each truck driver needs to plan for a trip that takes nearly 200% longer than it should (under smooth traffic flow) when passing through this corridor.

4.3 EQUITY

Disadvantaged Communities

The Santa Barbara U.S. 101 Multimodal Hybrid Corridor Plan recognizes the importance of ensuring that disadvantaged populations receive their fair share of the benefits of transportation services and investments and that no single group is disproportionately impacted by the plan. The first step to avoiding such impacts is to identify potentially disadvantaged populations.

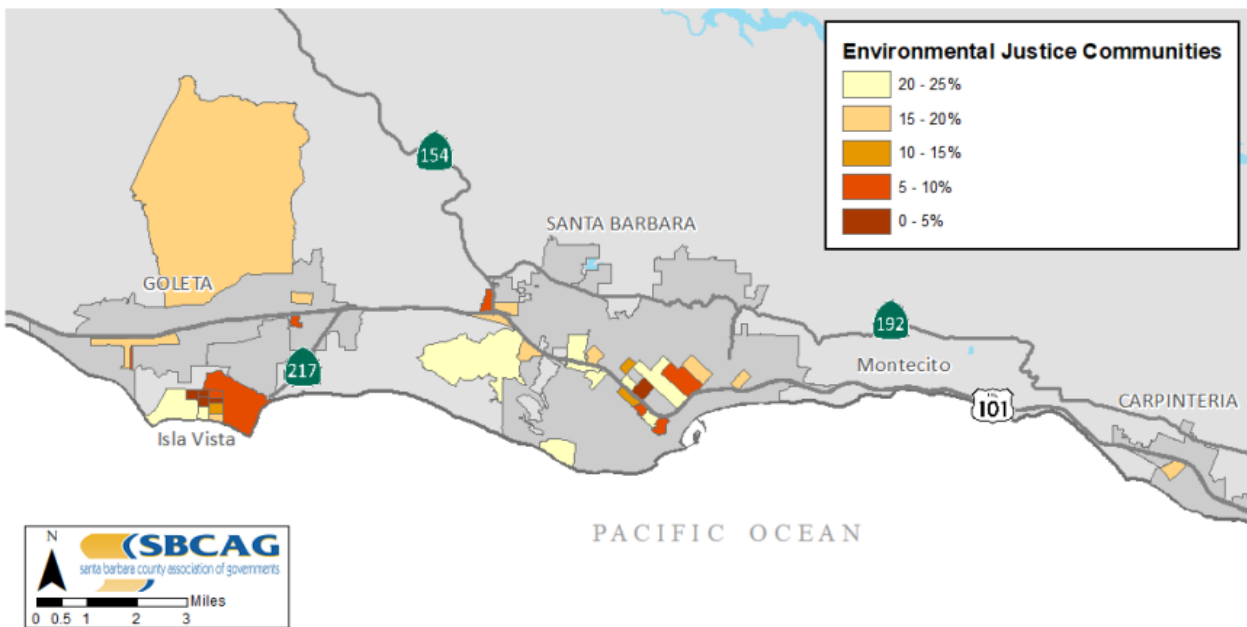
SBCAG's approach to define disadvantaged populations integrates indicators such as minority population, poverty, low mobility, limited English speaking households, elderly and disabled and the population without a high school diploma. These indicators provide a more inclusive definition.

Table 4-7: Disadvantaged Population Indicators

EJ Community	Indicator
Minority	Hispanic origin (25% of total), African-American, Asian, Native American, and other race
Low-income	80% of county household median (\$54,000), 50% of county household median (HUD very-low, \$34,000)
Poverty	Federal definition based on household size and income (persons)
Low mobility	No vehicle household, elderly (> 75), disabled person, youth (< 18)
Low Community Engagement	Limited English household, no High School diploma
Housing Costs	Rent or Mortgage over 50% of income

The approach defines disadvantaged populations as areas in the highest 25% of regional scores (as a percentage of the population or households). The highest 25% indicator scores are used as the threshold as it encompasses additional rural areas in addition to higher density urban areas. This approach ensures the degree of disadvantage can be stratified to assess severity. The approach uses a percentage of the population (or households) so that the result is more reflective of the density of the factors relative of the area and not just where the largest overall values are.

Figure 9: South Coast Disadvantaged Populations



4.4 SAFETY AND HEALTH

Safety Characteristics

On U.S. 101, trucks and passenger vehicles face unique safety challenges due to congestion mainly due to uncontrolled access to a high-speed facility. The improvements included in the 101 in Motion Plan along with the investments already made in the corridor have created safety benefits by reducing congestion which will result in a decrease in GHG emissions and a decrease in congestion related vehicle collisions (motorized and non-motorized). Performance measures include a reduction in serious injuries and fatalities, an increase in active transportation mode share and reduction in GHG emissions. The active transportation elements of the overall project will contribute to more trips by active modes, further supporting this goal and reducing congestion.

According to collision and accident data from the Caltrans Traffic Accident Surveillance and Analysis System (TASAS), the corridor experienced 1,632 collisions from January 1, 2015, to December 31, 2019. Unstable and congested traffic flow created by non-standard interchange spacing, non-standard ramp lane lengths, and inconsistent lane distribution also influences the collision patterns. Speeding was the primary factor in 62% of all collisions. In addition to relieving congestion-related safety issues, the Project scope incorporates targeted safety improvements such as eliminating left lane on- and offramps that no longer meet Caltrans standards or traveler expectations. Collisions from the left lane represented approximately 60% of the total in the Project corridor (2019). The project elements reduce congestion which result in a decrease in congestion-related vehicle collisions (motorized and non-motorized). Performance measures include a reduction in serious injuries and fatalities, an increase in active transportation mode share, and a reduction in GHG emissions. Additionally, interchange improvements and the multimodal elements will help

enhance safety for freight carriers, bicyclists and pedestrians. Table 4-8 summarizes the safety performance measures developed in Cycle 2 (2020) using TASAS and the Cal-Benefit-Cost Analysis Model 7.2.

TABLE 4-8 Safety Performance Measures

PERFORMANCE MEASURE	UNIT	BUILD	NO BUILD	CHANGE	SOURCE
Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	NUMBER	N/A	N/A	N/A	N/A
Number of Fatalities	NUMBER	8	16	8 (50%)	CALTRANS TASAS REPORTS (5-YEAR)
Fatalities per 100 Million VMT	NUMBER	0.38	0.81	0.43 (113%)	CALTRANS TASAS REPORTS (5-YEAR)
Number of Injuries	NUMBER	486	1,052	566 (116%)	CALTRANS TASAS REPORTS (5-YEAR)
Injuries per 100 Million VMT	NUMBER	24.55	53.11	28.56 (116%)	CALTRANS TASAS REPORTS (5-YEAR)
Number of Property Damage Only and Non-Serious Injury Collisions (Optional)	NUMBER	1,144	1,603	459 (40%)	CALTRANS TASAS REPORTS (5-YEAR)
Accident Cost Savings	NUMBER	-	-	\$261.6 million	CAL-B/C 7.2

Safety enhancements on U.S. 101 will include replacing dikes with current standards, shielding structure abutments and railing ends, removing obstructions in the clear recovery zone, and improving weaving opportunities by extending ramp acceleration and deceleration lanes. This aligns with the Safe Systems Approach, as it provides additional time for drivers to slow down/speed up/merge, and it improves visibility. There are several FHWA Safety Countermeasures that will be incorporating with these improvements including replacing the non-standard guardrails and barriers with standard design **Median Barriers** and **Roadside Design Improvements at Curves**. Another important countermeasure, **Reduce Left-turn Conflict Intersections** is reflected in the project by the replacement of non-standard left-hand off-ramps with safer, standard right-hand off-ramps at the Cabrillo Boulevard interchange. This specific element also aligns well with the Safe Systems Approach, as it addresses an existing risk (left-hand off-ramps are uncommon and this unpredictability could confuse drivers and result in sudden, ill-advised lane changes). This improvement designs for human mistakes, and it incorporates redundancy. In addition, **Enhanced Delineation at Horizontal Curves** will be extended at several locations providing safer merging opportunities. **Wider Edge Lines** is also another countermeasure that will be incorporated into the standard design of the U.S. 101 improvements in Segment 4D and 4E, as it was done so for Segment 4A, 4B, and 4C.

Proactive action to address risks rather than waiting for accidents to occur is another Safe System element. The replacement of the existing UPRR bridge over Cabrillo Boulevard to provide a standard 16 feet 6 inches of vertical clearance under the new bridge and furthermore provide ample width for safer vehicle, bicycle, and pedestrian travel aligns with this Safe System element. The Cabrillo Boulevard UPRR Undercrossing is over 100 years old and is in need of repair, and the U.S. 101 structures that traverse Cabrillo Boulevard were built in the 1930s and 1950s. The existing structures are beyond their intended life-span and have been damaged by vehicle strikes and seismic activity in the past further degrading their resilience. There have been six collisions documented as bridge hits within the past ten years at the Los Patos location. The new structures will be constructed to current standards avoiding future vehicle hits, as well as have more ability to withstand seismic movement, flooding and mudslides that are common in the area. Without upgrades or holding these needed improvements off for too long results in the aging infrastructure threatening the safety of all road users, transportation network efficiency, mobility of goods, as well as accessibility and mobility of people.

Additionally, the closure of the Los Patos off-ramp reduces traffic speeds and system kinetic energy, aligning with the Safe Systems Approach. Relocating the off-ramp will have traffic calming effects because it eliminates high-speed vehicles exiting the freeway onto this local minor arterial. Removing fast-moving traffic from Los Patos Way promotes the safety of those who walk, bike, and ride transit within the surrounding neighborhoods and the adjacent Andrea Clark Bird Refuge.

The Ortega Hill bike path will be extended from its current terminus. In its current configuration, bicyclists heading west must cross Ortega Hill Road and then cross Sheffield Drive to travel west towards North Jameson Road. With the improvements, bicyclists and pedestrians will be able to stay on a separated path until the intersection of Sheffield Drive and North Jameson, which will improve the safety of all road users immensely. The City of Santa Barbara Eastside DAC Active Transportation Improvements will also enhance and remove gaps in the local pedestrian and bicycle network by installing sidewalks, curb extensions, and lighting.

Air Quality Impact

The Projects included in the Multimodal Corridor Plan is expected to significantly reduce GHG emissions due to the anticipated improvements to travel time. The emissions performance metrics were calculated using the latest Cal-B/C model 7.2, which includes the 2017 EMFAC emission factors. The emission reductions projected for particulate matter (PM 2.5 and PM 10), carbon dioxide (CO₂), carbon monoxide (CO), volatile organic compounds (VOC), Sulphur dioxides (Sox), and nitrogen oxides (NO_x) are included in Table 4-9 below. If the projects do not get constructed, the emission reductions will be nullified due to substantial increase in delay as a result of the increased traffic congestion in the future year. This supports the California Clean Air Resources Board's goal of reducing GHG emissions and reducing fuel consumption to mitigate climate change.

The Multimodal Corridor Improvements are a significant investment included in the region's sustainable communities' strategy. The corridor improvements, coupled with efficient land use development patterns being implemented, far exceed the GHG reduction targets assigned to the region by the California Air Resources Board.

The Projects align with the Governor's Executive Order for reaching 40 percent below 1990 baseline levels for GHG emissions by the year 2030. The projects create a multimodal system to support fuel-efficient travel methods such as carpool, transit, or rail, along with carbon neutral options like walking and biking. The sixteen miles between Ventura and Santa Barbara Counties are heavily traveled by commuters. The U.S. 101 Multimodal Corridor presents more mode choice options to commuters that can improve travel time reliability and create consistent changes in everyday commute patterns. The multimodal improvements can help enhance freight travel time reliability and reduce freight idling in recurring congestion by reducing the number of SOVs on the road. A significant reduction in emissions is expected based upon the Cal B/C model results. This is primarily due to the anticipated improvement to travel time through the corridor, as well as the reduction in delay for both passenger and freight vehicles. The performance metrics derived from the Cal-B/C 7.2 model are included in Table 4-9.

TABLE 4-9 Air Quality Performance Measures

PERFORMANCE MEASURE	UNIT	BUILD	NO BUILD	CHANGE	SOURCE
Particulate Matter	PM 2.5 TONS	-	-	0.110 TONS SAVED	CAL-B/C 7.2
	PM 10 TONS	-	-	0.141 TONS SAVED	CAL-B/C 7.2
Carbon Dioxide (CO ₂)	TONS	-	-	41,883 TONS SAVED	CAL-B/C 7.2
Volatile Organic Compounds (VOC)	TONS	-	-	3 TONS SAVED	CAL-B/C 7.2
Sulphur Dioxides (SO _x)	TONS	-	-	0.40 TONS SAVED	CAL-B/C 7.2
Carbon Monoxide (CO)	TONS	-	-	124 TONS SAVED	CAL-B/C 7.2
Nitrogen Oxides (NO _x)	TONS	-	-	17 TONS SAVED	CAL-B/C 7.2

4.5 PROSPEROUS ECONOMY

Employment Forecast

A number of key trends are expected to impact employment growth in the South County. The majority of jobs are located in the South Coast, with 133,000 jobs or 60 percent of the total. First, The City of Santa Barbara has the majority of countywide jobs with 72,300 jobs, or 32 percent of the total. About 15 percent of the County's total jobs are found within a one-mile buffer of the U.S. 101 Multimodal Corridor project area limits (all five segments), which only makes up two percent of the total square mileage of Santa Barbara County. This emphasizes the importance of the Multimodal Corridor project area's fifteen-mile buffer containing about 60 percent of the county's total jobs. Within the fifteen-mile Phase Four buffer, there is a total of about 113,000 jobs in the area. Out of those 113,000 jobs, almost 37 percent are goods movement related (agriculture, construction, manufacturing, transportation, wholesale, and retail trade jobs). Retail trade makes up the largest goods movement fragment with close to 20 percent out of the total number of jobs in the 15-mile buffer.

Employee densities in downtown Santa Barbara are projected to continue to increase as businesses respond to high rents and maximization of available space. While the number of jobs is expected to grow, fewer and fewer employees for the South Coast job pool are expected to reside locally. The table below illustrates the forecasted employment by South Coast subregion over time.

Table 4-10: Jobs Forecasts, 2017-2050

Jurisdiction	2017	2020	2025	2030	2035	2040	2045	2050
City of Carpinteria	7,130	7,420	7,890	8,110	8,330	8,560	8,780	9,000
City of Santa Barbara	72,270	75,140	79,940	82,150	84,430	86,760	88,980	91,250
City of Goleta	24,600	25,580	27,210	27,970	28,740	29,540	30,290	31,070
Unincorp./Other Total	47,640	49,540	52,700	54,160	55,660	57,200	58,660	60,150
Incorporated Total	166,670	173,300	184,360	189,470	194,710	200,110	205,210	210,450
South Coast Total	133,100	138,400	147,230	151,310	155,500	159,800	163,880	168,070

County Total	222,300	231,150	245,900	252,710	259,710	266,900	273,710	280,700
---------------------	---------	---------	---------	---------	---------	---------	---------	---------

Source: SBCAG Regional Growth Forecast 2050

Since the adoption of 101 in Motion in 2006, South Coast employment forecasts for 2020 have de-escalated slightly from 140,081 to 138,400 and 155,331 to 151,310 for 2030.

Santa Barbara County is becoming a larger economic center with a projected job growth of 29% over the next twenty years. Traditionally, the South Coast area has been the job-rich center for the region; however, the majority of future job growth will be in the Santa Barbara north county area, while household growth is expected in Ventura County and the South Coast area. The mismatched and unbalanced geographic jobs/housing balance means that a large portion of the jobs will require people to commute along the project corridor. The corridor improvements will increase access to alternative modes for commuting and increase travel time reliability.

The corridor improvements provide people with better access to employment centers throughout the region. HOV lane improvements will complete the connection to Ventura County, allowing for commuters to have access to jobs in the south and in the north. Interregional bus service and commuter rail will provide alternate modes of transportation, which is especially important for those who do not have access to their own vehicle. These improvements plan to reduce the number of SOVs on the road to alleviate congestion. In addition, the freight industry will benefit from the improvements, which provides regional economic benefits and competitiveness.

Goods Movement

Agricultural, manufacturing, and warehouse industries provide 25% of total jobs on the Central Coast of California. Approximately 63 million tons of freight worth \$50 billion is transported into, out of, and within the Central Coast region; 50% of this product is distributed within California and 25% is distributed to other states in the nation. These improvements will also promote improved job accessibility for the Santa Barbara, San Luis Obispo, and Ventura tri-county region. As of 2017, approximately 60,000 people, 33% of the County's workforce, commute from neighboring counties into Santa Barbara County. The projects are also forecasted to create between 5,000 to 6,000 direct jobs once construction is initiated.

The CFMP details that U.S. 101 is a vital freight route from the local perspective through the global scale. U.S. 101 is the primary freight route in the Central Coast, a nationally and internationally significant exporter of agricultural products. The Central Coast has a reputation as the "Salad Bowl of the World" due to the abundance of agricultural production in the region. In 2007, Central Coast agricultural products accounted for \$10.3 billion and 23 million tons. U.S. 101 is the only highway in the Central Coast region designated as a Surface Transportation Assistance Act (STAA) National Network route and is the backbone of the freight network that moves \$50 billion worth of goods annually. U.S. 101 serves a strategic role in national defense, linking six military bases in the Central Coast and the only west coast commercial spaceport at Vandenberg Air Force Base. U.S. 101 directly supports the energy sector; significant oil and gas extraction facilities are located on and offshore within proximity to the highway.

TABLE 4-10 Prosperous Economy Performance Measures

PERFORMANCE MEASURE	UNIT	BUILD	NO BUILD	CHANGE	SOURCE
Jobs Created (Direct and Indirect)	NUMBER	5,000 – 6,000	0	5,000 – 6,000	SBCAG
Change in annual cargo volume that can be accommodated due to improvement (Optional)	DOLLARS	12.9 billion	8.6 billion	4.3 billion	2012 CENTRAL COAST COMMERCIAL FLOWS STUDY

5 | U.S. 101 CORRIDOR IMPROVEMENTS

The Implementation Plan within 101 In Motion reflected the steps required to deliver each of the corridor improvements. The following improvements associated with the U.S. 101 Corridor reflect the capital and operational progress made since 2006 while also directly addressing various comprehensive multimodal corridor plan key elements. High priority projects have been nominated for SB 1 Cycle 3 funding, as shown in Table 5-1 below.

Table 5-1: 101 Corridor Improvements				
PROJECTS	RTP	2019 CORRIDOR PLAN	CYCLE 3 NOMINATION	DELIVERY YEAR
C-11: Rincon Trail	●	●		END OF 2022
C-PL-5: Santa Claus Lane to Carpinteria Avenue Multiuse Trail (FTIP SBCAG27)	●	●		OPEN END OF 2022
Cabrillo Boulevard Pedestrian Improvements		●	●	FY 2023 / 2024
Cabrillo Boulevard Undercrossing and Los Patos Roundabout		●	●	FY 2023 / 2024
City of Santa Barbara Active Transportation Improvements			●	FY 2023 / 2024
Corridor Transit Improvements (Electric Bus and Contactless Card Readers)			●	FY 2023 / 2024
CT-10: US 101 San Ysidro Road Intersection Improvement	●	●		FALL 2023
CT-11: US 101 Olive Mill Intersection Improvements	●	●		FALL 2023
CT-2: South Coast 101 Project Segment 4A (IN CONSTRUCTION)	●	●		OPEN TO TRAFFIC END OF 2022
CT-26: Linden Ave / Casitas Pass Mitigation Monitoring	●			COMPLETE
CT-27: Linden Ave / Casitas Pass Interchanges Landscape Mitigation	●			COMPLETE
CT-3: South Coast 101 Project Segment 4B (IN CONSTRUCTION)	●	●		OPEN TO TRAFFIC MID-2024
CT-4: South Coast 101 Project Segment 4C (IN CONSTRUCTION)	●	●		OPEN TO TRAFFIC MID-2023
CT-5: South Coast 101 Project Segment 4D (4D NORTH & 4D SOUTH)	●	●	●	FY 2023 / 2024

CT-5: South Coast 101 Project Segment 4E (4E NORTH & 4E SOUTH)	●	●	●	FY 2023 / 2024
CT-PL-6: US 101 at Castillo Improvements	●	●		2030
CT-PL-7: US 101 Milpas St SB off- ramp Improvements	●			2026
CT-PL-8: US 101 / Las Positas Operational Improvements	●	●		2032
Padaro Lane Coastal Access Improvements		●		FY 2023 / 2024
Santa Monica / Via Real Intersection Improvements		●		COMPLETE
SB-9: Preliminary design for HOV HWY 101 Widening Mitigation Projects	●			COMPLETE
SB-IL-2: Pedestrian Enhancements: Calle Real to Modoc Road Ped Crossing	●	●		TBD
SB-PL-2: Cottage Hospital Access (Las Positas/ Mission SB Aux Lane)	●	●		TBD
SB-PL-23: Pedestrian Enhancements: Lower West Neighborhood Overcrossing	●	●		TBD
SB-PL-4: Final design and construction for HOV HWY 101 Widening Mitigation Projects	●			2030
SBC-14: Santa Claus Lane Streetscape Project	●	●		END OF 2022
SBCAG-15: South Coast Commuter Rail	●	●		2020 & 2035
Sheffield to Ortega Hill Connector			●	FY 2023 / 2024
Summerland Area Coastal Access Improvements		●		END OF 2023
Sycamore Creek Ped Crossing		●		COMPLETE
Zero Emission Vehicle (ZEV) Charging Stations			●	FY 2023 / 2024

5.1 HOV PROJECT (FIRST 3 PHASES)

HOV Lane Addition from Milpas to Ventura County Line

Since 101 in Motion was adopted in 2006, SBCAG and Caltrans, with the support of investment by the California Transportation Commission, have made tremendous progress implementing HOV Lane Improvements. Implementation of the HOV lane (carpool) system improvements on U.S. 101 commenced in 2008 when SBCAG, in partnership with Caltrans officially broke ground on the Milpas Street to Hot Springs, known as Phase 1 widening. Phase 1 included the widening of U.S. 101 in each direction from Milpas Street to Hot Springs. Phase 1 was completed in 2012. The same year, SBCAG in partnership with Caltrans began on Phase 2, a six-mile stretch from Mussel Shoals in Ventura County to Carpinteria. Phase 2 was completed in 2015.

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 was completed in 2020 and improves operations on U.S.

101 and local circulation by reconstructing two interchanges – Casitas Pass Road and Linden Avenue and replacing the U.S. 101 bridges over Carpinteria Creek.

5.2 HIGHWAY 101: CARPINTERIA TO SANTA BARBARA PROJECT (PHASE 4)

The environmental document for Phase 4 was completed in August 2014 and Revised Environmental Impact Report was certified in October 2017. In March 2017, the SBCAG Board approved a sequencing plan for the delivery of Phase 4. Under this plan, Phase 4 is to be delivered in five segments (Segment 4A through 4E). The SBCAG board prioritized Segment 4A thru 4C, and Caltrans and SBCAG staff have advanced work and with the CTC's award of \$184 million of Cycle 1 funding from SB1 the first seven miles of the U.S. 101 project are fully funded. Segment 4A began construction in the April 2020 and is anticipated to be complete in summer 2022. Segment 4C began construction in November 2020 and is anticipated to be complete at the end of 2023. Segment 4B started construction in June 2021 and will continue into early 2025. Segment 4D has completed its 95% design milestone and 4E has completed 65% design. Both segments are targeted for construction funding in 2023.

5.3 LOCAL IMPROVEMENTS

SBCAG and Caltrans are currently working with partner agencies on local projects related to the U.S. 101 improvements.

- I. Santa Monica / Via Real Intersection Improvements: The City of Carpinteria and Caltrans are working on improving the intersection at Santa Monica Road and Via Real to improve traffic flow along with bicycle and pedestrian circulation. Completed in December 2021.
- II. Cabrillo Underpass: The City of Santa Barbara is leading work on the Cabrillo Underpass project that will improve connectivity along Cabrillo Boulevard from Highway 101 to Los Patos Way. It will serve as a key link in the Coast Route Bike Path and improve the walking connection between Santa Barbara and Montecito.
- III. Los Patos / Cabrillo Roundabout: In the city of Santa Barbara, on Cabrillo Boulevard, 0.1 mile south of Route 101. Replace existing and construct new railroad bridge to improve coastal access for bicyclists and pedestrians and traffic operations to and from U.S. 101. Construct new roundabout at the Los Patos/Cabrillo intersection to improve traffic operations with added pedestrian and bicycle improvements.
- IV. Milpas Street Improvements: The project includes the installation of sidewalk along the east side of Milpas Street, beginning at Cabrillo Boulevard and continuing to the US Highway 101 on/off ramps located just north of the Union Pacific Railroad.
- V. Olive Mill Intersection Improvements: The Olive Mill Intersection Improvements, a City and County of Santa Barbara project, aim to improve traffic flow at the five point intersection of Olive Mill Road, Coast Village Road, North Jameson Lane, and the Highway 101 northbound off-ramp and southbound on-ramp.
- VI. San Ysidro Intersection Improvements: The County of Santa Barbara's San Ysidro Intersection Improvements aim to improve traffic flow at two intersections: San Ysidro Road, the U.S. 101 northbound ramps, and North Jameson Lane as well as San Ysidro Road and the U.S. 101 southbound off-ramp.
- VII. Las Positas/Mission SB Aux Lane: Construct a Southbound Highway 101 auxiliary lane from the southbound on-ramp at Las Positas Street to the southbound off-ramp at Mission Street. This Auxiliary lane may require the reconstruction of the Junipero Pedestrian overcrossing because of a column alignment issue.

- VIII. Castillo Capacity Rehab: This project proposes to reconstruct the Castillo Interchange to permanently eliminate water seepage in the interchange and to provide modern vehicle, pedestrian, and bicycle design and capacity.
- IX. Cottage Hospital Access: This project will Improve access to Cottage Hospital area by balancing the freeway travel demand between the Las Positas and Mission Interchanges.

5.4 MULTIMODAL PROJECTS

Commuter Rail between City of Camarillo and City of Goleta

After significant planning and coordination, the Pacific Surfliner schedule was revised in April 2018, shifting the first morning northbound train to an early morning arrival in Santa Barbara and Goleta, which combined with an existing early afternoon southbound departure creates a rail commuting option for the first time in the Ventura/Santa Barbara region. The new service, funded through a significant commitment by SBCAG for a two-year pilot program, is attracting over 100 daily commuters who live in Ventura County and commute to jobs in south Santa Barbara County. In 2019 SBCAG staff will be developing a detailed infrastructure and operating plan for the three-train commuter rail service originating in Ventura County called for by the 101 in Motion plan and constituting half of SBCAG's Lane and a Train strategy to address traffic congestion on U.S. 101.

Corridor Transit Improvements

Aging renewable diesel-powered buses will be replaced by six electric transit buses for Santa Barbara Metropolitan Transit District (SBMTD) to enhance transit services in the corridor and reduce greenhouse gas emissions. There will also be contactless credit and debit card readers on the Coastal Express buses to allow for easy fare payment without the need for smartphone applications or pass/fare media.

Coastal Express Bus Service

This element continues the commuter bus service between Ventura and the Cities of Goleta and Santa Barbara. SBCAG has partnered with the Ventura County Transportation Commission (VCTC) to operate regional transit service in the corridor and provide additional alternative transportation capacity between Ventura and the cities of Santa Barbara and Goleta in the same way that the Commuter Rail program will do between Ventura and the cities of Santa Barbara and Goleta. Train pass holders can use their train passes on the Coastal Express service, increasing mode choice flexibility for commuters.

Commuter Express Bus Service

SBCAG has continued to offer expanded commuter bus service between North County and the Cities of Goleta and Santa Barbara. Additional alternative transportation capacity has been added between North County and the cities of Santa Barbara and Goleta in the same way that the Commuter Rail program has done between Ventura and the cities of Santa Barbara and Goleta.

Connecting Bus Service at Rail Stations and Transit Hubs

As part of the two-year Pacific Surfliner peak hour rail service pilot program, SBCAG contracted with Santa Barbara MTD to operate three connecting bus trips to allow rail commuters to reach their employment location. Two of these trips operate in Goleta and one in downtown Santa Barbara. The service is free to train pass holders.

Carpool / Vanpool Pricing Incentives

Currently, ridesharing and alternative modes of transportation are subsidized by many employers in the South Coast. This component of the package has already provided financial incentives to carpoolers and vanpoolers by providing monthly payments to offset a portion of the start-up costs and in maintaining an active carpool or vanpool. SBCAG's Traffic Solutions Division currently offers a two-month vanpool start-up incentive to encourage the formation of new vanpools. Traffic Solutions also manages the Smart Ride portal, which is a "one-stop shop" on-line webpage that provides commuter matching for carpools and vanpools; a transit trip planning tool; a commuter savings calculator; and a platform for employer commuter benefits programs. As part of the final component of the carpool/vanpool pricing incentives, Traffic Solutions maintains a database of commuters interested in carpooling and offers a free online match list service that provides an instant list of commuters with a similar commute and schedule.

Zero Emission Vehicle (ZEV) Charging Stations

SBCAG will identify gaps in the current ZEV infrastructure network within the corridor, including charging stations, and locate opportunities for implementation to accelerate the adoption of ZEV use among Californians. These charging facilities will provide additional travel options on the 101 corridor and contribute to greenhouse gas reductions by expanding the ZEV network.

5.5 BICYCLE-PEDESTRIAN FACILITIES

Numerous bicycle and pedestrian improvement projects are currently in the works to augment and close gaps in the California Coastal Trail (CCT) and promote coastal access. The following improvements highlight the major projects currently under construction or planned:

- Cabrillo Boulevard Pedestrian Improvements - This project will construct 0.5 miles of new multipurpose pathway for both bicycles and pedestrians along Cabrillo Boulevard improving safety and connectivity between Coast Village Road business areas and the Santa Barbara Waterfront with the added benefit of encouraging pedestrian and bicycle travel as an alternative means of transportation.
- Santa Claus Lane Class I Bikeway – This project will construct Class I bikeway for 0.6 miles between Carpinteria Avenue in the City of Carpinteria and Santa Claus Lane in the County of Santa Barbara to close a gap in the CCT.
- Santa Claus Lane Streetscape and Coastal Access Improvements – This project will construct a Class I bikeway along Santa Claus Lane from Sandpoint Drive to South Padaro Lane in the County of Santa Barbara to close a gap in the CCT. This project will also construct coastal access parking along Santa Claus Lane and formalize a beach crossing of the UPRR railroad tracks between Santa Claus Lane and the adjacent beach.
- Padaro Lane Coastal Access Improvements - This project will construct 0.2 miles of sidewalk to complete a gap in the CCT between Highway 101 and Loon Point Beach Parking area where coastal access exists.
- Rincon Multi-Use Trail - The project will construct a multi-use trail that is 12-foot wide and approximately 4,500 feet long including a bridge over the Union Pacific railway. The trail will provide shared-use for bicyclists and pedestrians and close a gap in the CCT. The trail starts at the eastern end of Carpinteria Avenue and continues east toward Rincon Beach County Park.
- Summerland Area Coastal Access Improvements – This project will construct 0.4 miles of sidewalk and add coastal access parking along Wallace Avenue. It will also construct 0.4 miles of sidewalk

along Via Real to complete a gap in CCT between Greenwell Drive and North Padaro Lane and improved bicycle facilities.

- Sycamore Creek Ped Crossing: This project proposes to construct a pedestrian overcrossing from the Eastside Neighborhood from Canada Street, crossing Highway 101 and landing near the Sycamore Creek in the Dwight Murphy Field area. The project would include enhanced crosswalks at several lower Eastside intersection to provide safe access to the crossing.
- Lower West Neighborhood Overcrossing: This project would be a new vehicle bridge crossing Highway 101 at Ortega Street or Cota Street. The vehicle crossing would accommodate traffic, pedestrian, and bicycle traffic to and from the Lower Westside to Downtown, relieving congestion at the Carrillo and Casitillo Interchanges.
- Calle Real to Modoc Road Pedestrian Crossing: Access to Cottage Hospital Project would improve vehicle access to and from Santa Barbara Cottage Hospital and surrounding neighborhoods. The Project would convert Calle Real back to a two way street between Las Positas Road and Treasure Drive. To introduce this two way road section, the location of the northbound Highway 101 offramp at Las Positas would need to be reconfigured and the southbound Highway 101 Off-Ramp to Las Positas Road and Las Positas Road/Calle Real intersection would need to be widened.

These projects will provide a continuous bicycle and pedestrian system within the US 101 corridor between the communities of Mussel Shoals and the City of Santa Barbara.

5.6 INTELLIGENT TRANSPORTATION SYSTEMS & INNOVATIVE TECHNOLOGIES

As a key element of the Comprehensive Multimodal Corridor Plan guidelines, corridor plans should include Intelligent Transportation Systems (ITS) strategies, as applicable. The following information describe current innovative technology and ITS strategies:

Continuously Reinforced Concrete Pavement

With regards to innovative design technology, continuously reinforced concrete pavement (CRCP) will be applied on all mainline lanes which will result in a 40-year long-life pavement product. This innovative pavement technology will reduce the need for future maintenance, provide noise attenuating benefits for the neighboring communities, and reduce delays and damage to vehicles and goods in transit.

Intelligent Transportation System Programs

In addition to the CRCP, there are a number of ITS programs and projects that have been developed along the U.S. 101 Corridor. SBCAG currently coordinates closely with Caltrans in order to operate the closed-circuit television (CCTV) system for freeway and intersection monitoring purposes. The highway components comprise of vehicle detectors, closed circuit video cameras, advanced traveler systems (ATS), changeable message signs, cell phones and the Internet. A Traffic Management Center, the center of a comprehensive ITS system, ties all the ITS field elements together. Segment 4B has been designed in 3D engineering software that allows for developing of models for facilitating “clash detection” with underground utilities and other potential conflicts.

The purpose of these ITS elements are to improve communications with motorists as to the conditions on the freeway to allow them to make routing choices before they enter the congested zones. U.S. 101 freeway service patrol is also reducing the time needed to remove vehicles from the roadway following a

breakdown or accident. Lastly, the ITS Transit component comprises of GPS based vehicle locating to provide passengers real time information on arrival times for the next bus or train parallel to the corridor.

5.7 NEIGHBORHOOD ENHANCEMENT PROJECTS

Preserving the Character of the Local Community

Extensive community and stakeholder outreach efforts have been conducted related to the development of the original 101 in Motion corridor plan and specific projects in the corridor. Based in part on this input, neighborhood enhancement projects such as bike and pedestrian improvements, landscape improvements, streetscape, and coastal access improvements are currently in construction or planned for construction. Other neighborhood enhancement projects elements impacts including visual, noise, and environmental impact designed to improve the lives of those who live and work in the neighboring communities.

6 | CAPITAL IMPROVEMENT PROGRAM

The proposed funding plan for the U.S. 101 improvements is part of a larger 30-year expenditure plan approved by the voters of Santa Barbara County in 2008, called Measure A. \$140 million was dedicated off the top for adding an HOV lane to U.S. 101. The expenditure plan maximizes all major existing local, state, and federal sources, and supplements existing sources with regional funding from Measure A. Funding for all phases are proposed to be programmed through a combination of State and Local sources including Proposition 1B, State Transportation Improvement Program (STIP) Senate Bill 1 (SB 1) Competitive Programs, the State Highway Operation and Protection Program (SHOPP), and Santa Barbara County's Transportation sales tax measure, Measure A. SBCAG will also pursue funding from Federal grants such as Rebuilding American Infrastructure with Sustainability and Equity (RAISE), Infrastructure For Rebuilding America (INFRA), and the Mega Grant Program.



Appendices

Appendix A: [101 In Motion Final Report](#)

Appendix B: [SBCAG - Regional Transportation Plan](#)


Appendix C: Stakeholder Representatives List

The following were stakeholder representatives from each sub-region:

North County	South Coast
Allan Hancock College	Auto Club of Southern California
Associated General Contractors	Carpinteria Chamber of Commerce
Auto Club of Southern California	City of Carpinteria
Buellton Chamber of Commerce	City of Goleta
Caltrans District 5	City of Santa Barbara
City of Buellton	Coalition for Sustainable Transportation
City of Guadalupe	Coastal Rail Now
City of Lompoc	County of Santa Barbara, First District
City of Santa Maria	County of Santa Barbara, Second District
City of Solvang	County of Santa Barbara, Third District
Coalition of Labor, Agriculture and Business	Goleta Chamber of Commerce
County of Santa Barbara, District 3	Hispanic Chamber of Commerce
County of Santa Barbara, District 4	Parent Teacher Association – 15 th District
County of Santa Barbara, District 5	PUEBLO
Lompoc Chamber of Commerce	Santa Barbara Bicycle Coalition
Marian Medical Center	Santa Barbara Chamber of Commerce
Parent Teacher Association – 15 th District	Santa Barbara Taxpayers Association
PUEBLO	Tri-Counties Labor Council
Santa Barbara County Action Network	UCSB Associated Students
Santa Barbara County Farm Bureau	Santa Barbara Metropolitan Transit District
Santa Barbara County Taxpayers Association	
Santa Maria Chamber of Commerce	
Santa Ynez Band of Chumash Indians	
Solvang Chamber of Commerce	

Appendix D: U.S. 101 Santa Barbara Multimodal Corridor Plan Public Input Notice

Public Notice



SBCAG
santa barbara county association of governments

**Draft Santa Barbara
U.S. 101 Multimodal Corridor Plan
Public Hearings**

Notice is hereby given that the Santa Barbara County Association of Governments (SBCAG) will hold two public hearings on the draft Santa Barbara U.S. 101 Multimodal Corridor Plan. A copy of the draft plan is available online at www.bit.ly/3lrUWd or can be reviewed Monday to Friday from 8 a.m. to 5 p.m. at SBCAG offices by appointment, please call (805) 961-8900 to schedule.

The plan will be presented for public review with in-person and remote virtual participation options on the following dates/times:

5 p.m., Thursday, June 2, 2022
IN-PERSON:
SBCAG Manzanita Conference Room
260 N. San Antonio, Rd. Santa Barbara, CA
For directions, call (805) 961-8900 or email info@sbcag.org
ZOOM MEETING:
Webinar ID: 824 9800 2594; Passcode: 200558; OR
Telephone: 1 (669) 900 9128

10 a.m., Thursday, June 16, 2022
IN-PERSON:
Santa Barbara County Board of Supervisors Hearing Room
105 E. Anapamu Street, 4th Floor, Santa Barbara, CA
ZOOM WEBINAR:
Details on how to participate remotely will be published on the SBCAG Board of Directors agenda at least 48 hours prior to the meeting online at www.sbcag.org

PUBLIC PARTICIPATION NOTICE
Comments on the draft U.S. 101 Multimodal Corridor Plan may also be submitted in writing until 5 p.m. on Wednesday, June 22, 2022. Written comments can be submitted via U.S. Postal Service to 260 N. San Antonio Road, Suite B, Santa Barbara, CA 93110; or electronically by emailing info@sbcag.org.
Residents who require accommodations to participate in compliance with the Americans with Disabilities Act or to request a Spanish-language interpreter should contact SBCAG by telephone at (805) 961-8900 or email at info@sbcag.org by Monday, May 30, 2022, for the June 2 public hearing or by Monday, June 13 for the June 16 public hearing.

MAY 22 / 2022 -- 58274

Appendix E: U.S. 101 Santa Barbara Multimodal Corridor Plan Public Comment

From: [Lauren Bianchi Klemann](#)
To: [Timothy Grimes](#); [SBCAG Information Requests](#)
Cc: [Maya Kulkarni](#); [Sarkes Khachek](#)
Subject: RE: Public comments on the highway 101 draft plan
Date: Tuesday, May 24, 2022 8:27:50 AM
Attachments: [image001.png](#)

Timothy Grimes,

Thank you for taking the time to share your comments with us on the draft Santa Barbara U.S. 101 Comprehensive Multimodal Corridor Plan. These will be provided to the corridor plan team and included as part of public input received.

Sincerely,

Lauren Bianchi Klemann

Government Affairs/Public Information Manager

Santa Barbara County Association of Governments

260 N. San Antonio Road, Suite B, Santa Barbara, CA 93110

lbianchiklemann@sbcag.org

Mobile | Text: (805) 427-6034

From: Timothy Grimes <tmgrimes@yahoo.com>
Sent: Sunday, May 22, 2022 1:37 PM
To: SBCAG Information Requests <sbcaginfo@sbcag.org>
Subject: Public comments on the highway 101 draft plan

Report Highlights

2 | REGIONAL CONGESTION MANAGEMENT OBJECTIVES

GOAL 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.

The objectives of Goal 2 are focused on access, circulation, congestion, system maintenance, expansion and efficiency, alternative transportation modes, and freight and goods movement, transportation system management technologies, and consistency with other plans.

- Enhance access, circulation, and mobility throughout the Santa Barbara region and between neighboring regions.
- Reduce congestion, especially on highways and arterials.
- Reduce travel times to be consistent with the adopted U.S. 101 Congestion Management Plan for all transportation modes, with equal or better travel times for transit and rail in key corridors.

GOAL 5: PROSPEROUS ECONOMY

Achieve economically efficient transportation patterns and promote regional prosperity and economic growth.

The objectives of Goal 5 are focused on commuter savings, supporting business and local investment, public-private partnerships, and transportation funding.

- The RTP-SCS shall strive to reduce average commute time and cost by encouraging measures that bring worker housing closer to job sites

Inline image



Feedback

On the above goals the county and state have failed miserably. Because of the poor planning and the unbearably long schedule I had to quit my job in Goleta. I moved to beautiful Carpinteria 14 years ago when I landed a dream job in Goleta. I have commuted to Goleta for 14 years. The drive time has increased exponentially in the last few years since construction started and I reached a point of unbearable pain. My commute used to be 20 minutes in the AM and about 30 -35 minutes in the PM prior to construction.

As of Q1 2022 my AM commute to Goleta was averaging 45 minutes and the PM commute from Goleta to Carpinteria exceeds 1.25 hours regularly. My quality of life was miserable. I was constantly exhausted, unhealthy, and my family was suffering too from my bad attitude all week. There are no public transportation solutions, alternative routes, or relief of any kind offered in this project.

Because this horrible condition will not change for many years to come, I had to quit my job in LARGE part because of the commute time this project created.

- 1. Why is this project not the highest priority in the state?**
- 2. It should have been completed in <24 months. All the way to Santa Barbara.**
- 3. And WHY wasn't the section between Montecito and Santa Barbara the PRIORITY?**

This whole project is a FAIL.

I am now without a paycheck for two months and contemplating the sale of my home to move. What I thought would be my forever home has become a large source of stress. Congratulations to Caltrans, SBCAG, and the Multimodal Corridor planning commission for making our quality of life horrible.

Timothy Grimes
805-837-9852
Carpinteria, CA

From: [Lauren Bianchi Klemann](#)
To: [Charlotte Mountain](#); [SBCAG Information Requests](#)
Cc: [Maya Kulkarni](#); [Sarkes Khachek](#)
Subject: RE: comment on draft Santa Barbara U.S. 101 Comprehensive Multimodal Corridor Plan
Date: Tuesday, May 24, 2022 8:27:03 AM

Charlotte Mountain,

Thank you for taking the time to share your comments with us on the draft Santa Barbara U.S. 101 Comprehensive Multimodal Corridor Plan. These will be provided to the corridor plan team and included as part of public input received.

I will also share your comments with the current Highway 101 Carpinteria to Santa Barbara project team. Are you signed up to receive biweekly construction updates for the Highway 101 Carpinteria to Santa Barbara project that provides information on road/lane closures etc.? If not, I can add you to that list or you can sign up on the project website www.sbroads.com under "contact us."

Sincerely,

Lauren Bianchi Klemann
Government Affairs/Public Information Manager
Santa Barbara County Association of Governments
260 N. San Antonio Road, Suite B, Santa Barbara, CA 93110
lbianchiklemann@sbcag.org
Mobile | Text: (805) 427-6034

From: Charlotte Mountain <mountain.c.i@gmail.com>
Sent: Tuesday, May 24, 2022 8:00 AM
To: SBCAG Information Requests <sbcaginfo@sbcag.org>
Subject: comment on draft Santa Barbara U.S. 101 Comprehensive Multimodal Corridor Plan

Hello,

I think the bicycle and pedestrian safety improvement projects detailed in the draft plan are great. I have two main items of concern regarding the construction:

1. I would ask that during construction the government agencies overseeing the projects make sure there are safe routes for bicyclists and pedestrians traveling through the construction areas. I often see construction areas configured as if motor vehicles are the only travelers of concern (e.g. signage for drivers that blocks existing bike lanes, closed sidewalks without a clear and easy alternate walking route, no warning signage for rough road conditions that are acceptable for motor vehicles but dangerous for bicyclists, bike lane ending with no warning signage, etc.).
2. Additionally, it would help if informational flyers were posted along construction areas weeks or months in advance so that bicyclists and pedestrians could alter their routes. Because of the lack of infrastructure for bicyclists and pedestrians, it is a lot easier for a motor vehicle to

take a detour route when they encounter construction. Bicyclists and pedestrians can be forced into an unsafe detour route that lacks infrastructure and is now impacted with heavier motor vehicle traffic when they aren't informed in advance of construction.

Sincerely,
Charlotte Mountain