



2024 RTIP

Regional Transportation Improvement Program Santa Barbara County

Prepared and Submitted By:



Member Agencies:

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

December 15, 2023

Ms. Tanisha Taylor
Executive Director
California Transportation Commission
1120 N Street, Room 2221 (MS-52)
Sacramento, CA 95814

Subject: 2024 Regional Transportation Improvement Program for Santa Barbara County

Dear Ms. Taylor:

On November 16, the Santa Barbara County Association of Governments (SBCAG) Board of Directors adopted the 2024 Regional Transportation Improvement Program (RTIP) for Santa Barbara County for inclusion in the 2024 State Transportation Improvement Program (STIP).

SBCAG's RTIP focuses on programming our target share to help fund and deliver the final remaining components of the Santa Barbara U.S. 101 Multimodal Corridor. SBCAG, in partnership with Caltrans, will be submitting our final SB1 funding request to the California Transportation Commission (CTC) to complete the corridor in Senate Bill 1 (SB1) Cycle 4 in December 2024. Our submittal also includes programming SBCAG's allowable share for Planning, Programming and Monitoring (PPM).

With the adoption of the 2024 STIP, SBCAG looks forward to building upon the great progress that has been made recently to the U.S. 101 corridor, in Santa Barbara, in partnership with the CTC and Caltrans. Substantial investments of state and local funds have been made on the state's transportation network that meet State goals included in the Climate Action Plan for Transportation Infrastructure. These investments are aimed to relieve congestion, improve mobility and goods movement, provide multi-modal travel options, and help the state achieve air quality targets. Additional investments, however, will be needed to deliver our final improvements to the corridor. For these reasons, we will be pursuing supplemental resources through Cycle 4 of the upcoming SB1 competitive programs in 2024 to complete the corridor.

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

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

Ventura County to Santa Barbara and Goleta in April 2018, continuation of interregional transit service from Ventura County Santa Barbara and improved coastal access for bicyclists and pedestrians.

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

Finally, Phase 4, also known as Highway 101: Carpinteria to Santa Barbara Project, includes freeway rehabilitation improvements and proposes to complete the gap on U.S. 101 with the addition of an HOV lane in both directions. Phase 4 is currently planned to be implemented in five segments. Thanks to the great partnership with the CTC and award of \$184 million in SB1 Cycle 1 funding and \$132 million in SB 1 Cycle 3 funding, Segments 4A - 4C are in construction and Segments 4D and 4E were each split into two segments in the community of Montecito and the City of Santa Barbara respectively. In Segment 4D (Montecito), Segment 4D North is in construction as of June 2023, and 4D South will start construction in June 2024. In Segment 4E (Santa Barbara), 4E South will start construction in August 2024, but 4E North remains unfunded but is anticipated to be ready for construction in 2025. When all four phases are complete, there will be sixteen miles of HOV lanes in each direction on U.S. 101 from Mussel Shoals in Ventura County to Milpas Street in the City of Santa Barbara. In addition, approximately \$184 million in State Highway Operation and Protection Program is programmed to Segments 4A – 4C, and an additional \$41 million is programmed to Segment 4D North.



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

SBCAG's 2024 RTIP is in compliance with the region's latest adopted RTP/SCS (adopted August 2021). In addition, SBCAG's 2022 RTIP will not be impacted by the Safer Affordable Fuel Efficient (SAFE) Vehicle Rule due to SBCAG's air quality attainment status.

Finally, SBCAG will continue to look to utilize our RTIP and Measure A funds to partner with the State on SB 1 opportunities through the Local Partnership Program, Solutions for Congested Corridors Program, and Trade Corridor Enhancement Program. SBCAG will be submitting SB 1 Cycle 4 applications for our Santa Barbara U.S. 101 Multimodal Corridor requesting funding to complete the last components of the corridor.

Thank you for your attention to our 2024 RTIP request. We look forward to working with you and your staff to answer any questions the Commissioners might have about our RTIP or projects. Should you have any questions, please feel free to contact Sarkes Khachek, SBCAG Director of Programming, at (805) 961-8913 or skhachek@sbcag.org.

Sincerely,



Marjie Kirn
Executive Director

Enclosure: 2024 Regional Transportation Improvement Program

cc: Toks Omishakin, Secretary, California State Transportation Agency
Mark Tollefson, Undersecretary, California State Transportation Agency
Tony Tavares, Director, California Department of Transportation (Caltrans)
Mike Keever, Chief Deputy Director, California Department of Transportation
Scott Eades, District Director, Caltrans District 5
Paul Golaszewski, Chief Deputy Director, California Transportation Commission
Teresa Favila, Deputy Director, California Transportation Commission
Kacey Ruggiero, Associate Deputy Director, California Transportation Commission
James Anderson, Chief, Division of Transportation Programming
Rambabu Bavirisetty, Office Chief, Office of Capital Improvement Programming
Rich Rosales, Deputy District Director, Caltrans District 5
Joe Erwin, Office Chief, Project Management, Caltrans District 5
Dave Emerson, Project Manager, Caltrans District 5
Joseph Arnold, Project Manager, Caltrans District 5

2024 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2024 RTIP)

Table of Contents

	<u>Page Number</u>
<u>Cover Letter</u>	
A. <u>Overview and Schedule</u>	
Section 1. Executive Summary	1
Section 2. General Information	1
Section 3. Background of Regional Transportation Improvement Program (RTIP)	2
Section 4. Completion of Prior RTIP Projects	3
Section 5. RTIP Outreach and Participation	3
B. <u>2024 STIP Regional Funding Request</u>	
Section 6. 2024 STIP Regional Share and Request for Programming	6
Section 7. Overview of Other Funding Included in Delivery of RTIP Projects	7
Section 8. Interregional Transportation Improvement Program (ITIP) Funding/Needs.	8
Section 9. Multi-Modal Corridors - Projects Planned Within the Corridor	8
Section 10. Highways to Boulevards Conversion Pilot Program	8
Section 11. Complete Streets Consideration	9
C. <u>Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP</u>	
Section 12. Regional Level Performance Evaluation	9
Section 13. Regional and Statewide Benefits of RTIP	14
D. <u>Performance and Effectiveness of RTIP</u>	
Section 14. Evaluation of the Cost Effectiveness of RTIP	16
Section 15. Project Specific Evaluation	18
E. <u>Detailed Project Information</u>	
Section 16. Overview of Projects Programmed with RIP Funding	19
F. <u>Appendices</u>	
Section 17. Project Programming Request (PPR) Forms	
Section 18. Board Resolution or Documentation of 2022 RTIP Approval	
Section 19. Fact Sheet	
Section 20. Documentation on Coordination with Caltrans District (Optional)	
Section 21. Detailed Project Programming Summary Table (Optional)	
Section 22. Alternative Delivery Methods (Optional)	
Section 23. Additional Appendices (Optional)	

This page is left blank.

A. Overview and Schedule

Section 1. Executive Summary

Every two years, regional transportation planning agencies in California are required by State law (Senate Bill 45) to adopt a five-year program of projects, called a Regional Transportation Improvement Program (RTIP). The RTIP is based on an estimate of revenues that will be available for the State Transportation Improvement Program (STIP) over a five-year period. The RTIP identifies projects selected by the Santa Barbara County Association of Governments (SBCAG) that are to be funded with the county's statutory share of STIP funds. After adoption by the SBCAG board, the RTIP is submitted to the California Transportation Commission (CTC) for approval and incorporation into the State Transportation Improvement Program. SBCAG adopted the 2024 RTIP for Santa Barbara County on November 16, 2023

STIP funds are distributed by formulas as designated in government statute. Regional agencies share 75% of the available funding, divided by a county share formula. Projects selected by regional agencies for funding will be submitted in a board-adopted RTIP. The interregional program will receive 25% of the funds for projects nominated by the California Department of Transportation (Caltrans) and submitted to the CTC as part of the Interregional Transportation Improvement Program (ITIP). The CTC may accept or reject programming proposals in the RTIP. Accepted RTIPs from throughout the state are combined with the ITIP and adopted as the 2024 STIP.

The 2024 STIP covers fiscal years 2024/25 through 2028/29. The funds that can be programmed over this period include the minimal capacity determined by the 2024 Fund Estimate prepared by Caltrans and adopted by the CTC. The 2024 STIP Fund Estimate adopted by the CTC shows \$20.122M as the formula distribution for Santa Barbara County.

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

Section 2. General Information

Insert contact information in the text fields below.

- **Regional Agency Name**
Santa Barbara County Association of Governments (SBCAG)
- **Agency website links for Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP).**

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

RTIP document link: <https://www.sbcag.org/planning-programming/document-directory/>

RTP link: <https://www.sbcag.org/planning-programming/long-range-planning/>

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

Name Marjie Kirn
Title Executive Director
Email mkirn@sbccag.org
Telephone 805-961-8908

- **RTIP Manager Staff Contact Information**

Name Maya Kulkarni Title Transportation Planner I
Address 260 N. San Antonio Rd. Suite B
City/State Santa Barbara, CA
Zip Code 93110
Email mkulkarni@sbccag.org
Telephone 805-961-8915

- **California Department of Transportation Headquarter Staff Contact Information**

Name Sudha Kodali Title Chief, Division of Financial
Programming
Address Department of Transportation. Mail Station 82. P.O. Box 942874
City/State Sacramento, CA
Zip Code 94274
Email sudha.kodali@dot.ca.gov
Telephone 916-216-2630

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

Name Kacey Ruggiero Title Assistant Deputy Director
Address 1120 N Street
City/State Sacramento, CA
Zip Code 95814
Email Kacey.Ruggiero@catc.ca.gov
Telephone 916-707-1388

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

A. **What is the Regional Transportation Improvement Program?**

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation

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

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

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

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

Section 4. Completion of Prior RTIP Projects (Required per Section 78)

Provide narrative on projects completed between the adoption of the RTIP and the adoption of the previous RTIP in text field below as is required per Section 78 of the STIP Guidelines.

There were no projects completed since the adoption of the 2022 RTIP.

Insert project information for completed projects in table below.

Section 5. RTIP Outreach and Participation

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

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 16-17, 2023
Caltrans identifies State Highway Needs	September 15, 2023

Caltrans submits draft ITIP	October 15, 2023
CTC ITIP Hearing, South	November 1, 2023
CTC ITIP Hearing, North	November 8, 2023
Regional Agency adopts 2024 RTIP	November 16, 2023
Regions submit RTIP to CTC	December 15, 2023
Caltrans submits ITIP to CTC	December 15, 2023
CTC STIP Hearing, North	January 25, 2024
CTC STIP Hearing, South	February 1, 2024
CTC publishes staff recommendations	March 1, 2024
CTC Adopts 2024 STIP	March 21-22, 2024

B. Community Engagement

Provide how community engagement was performed and the benefits the RTIP will achieve once implemented. The discussion should include any potential negative impacts and how these will be mitigated as well as how the mitigation strategy was developed in coordination with the impacted community (see section 23 and 24H).

SBCAG's "101 in Motion" Plan (2006), which outlined an action plan for a multimodal solution for improving mobility within the Corridor, provides the foundation for what has been constant and extensive community and stakeholder engagement as the various corridor projects have moved through each project phase. Concepts at the Cabrillo Boulevard/UPRR undercrossing have been identified in SBCAG's "101 in Motion" Plan (2006). This plan has been revisited several times over the last fifteen years with additional community involvement, which reinforced the Cabrillo Boulevard project as a key priority. The City of Santa Barbara's Bicycle Master Plan (2016), which was developed with a robust community outreach process, identified this area as a significant barrier for getting to and from important employment and recreation destinations.

Community outreach efforts have continued throughout the environmental, design, and construction phases of the Corridor improvements. Since the improvements are in the coastal zone, coastal development permits are required from local agencies. This coastal permitting process requires extensive community outreach. The Corridor Project team has continued to provide updates to key stakeholder groups in the corridor to inform them of upcoming steps, key decisions of policy boards, and the evolution and refinements to the design. Some of the stakeholder groups that are regularly engaged include the Measure A Citizen's Oversight Committee, Summerland Citizens Association, Montecito Association, Padaro Lane Homeowners Association, Carpinteria Rotary Club, Carpinteria Lion's Club, local school districts, various chambers of commerce in the Santa Barbara Region, Coast Village Association, and other Community Based Organizations. Information is also provided for construction and pre-construction activities through the U.S. 101 corridor website SBROADS.com. Lastly, Caltrans and SBCAG held several ad hoc meetings and provide regular updates to various stakeholders such as professional organizations, business owners, school groups, first responders, hotel and tourism representatives, large employers, and freight representatives. Project success relies on having a unified vision with our agency partners including representatives from the City of Carpinteria, City of Santa Barbara, County of Santa Barbara, Santa Barbara Metropolitan Transit District, and external agency stakeholders such as the California Coastal Commission.

The City of Santa Barbara's work towards advancing active transportation improvements has been documented and supported by a range of active transportation engagement for citywide plans such as the Vision Zero Strategy (2018), Pedestrian Master Plan (2006), and Bicycle Master Plan (2016). The Vision Zero Strategy elevates the city's goal to eliminate all traffic fatalities and serious injuries, while increasing safe, healthy, and equitable mobility for all. The Vision Zero Strategy built from partnerships between the City's Public Works Department, Police Department and non-profit partners such as MOVE Santa Barbara (formerly SBBIKE+COAST), an organization committed to advocating for equitable county-wide infrastructure for walking, cycling, and public transit. Engagement for the 2016 Bicycle Master Plan, which lists the Cabrillo project as a recommended bicycle project, included an extensive public process with multi-media community engagement with over 1,400 responses. Bilingual flyers and outreach for the event were used to announce public workshops, online engagement, and various avenues for community participation. Most of the flyers were distributed through the Santa Barbara Unified School District.

There are no negative impacts of these projects.

C. Consultation with Caltrans District (Required per Section 20)

Insert the Caltrans District Number in the text field below.

Caltrans District: 5

Provide narrative on consultation with Caltrans District staff in the text field below as is required per Section 20 of the STIP Guidelines.

SBCAG and Caltrans have a strong partnership and have consulted continuously on development of the 2024 RTIP and ITIP. While SBCAG is proposing programming of RTIP funds for the Project, Caltrans was also able to recommend programming of 2024 ITIP funds towards the Santa Claus Lane Phase 2 Project which is a critical project to help complete a gap on the California Coast Trail. SBCAG and Caltrans recently completed the Phase 1 project. SBCAG and Caltrans look forward to continuing their partnership in future STIP cycles and for the upcoming SB1 competitive programs.

B. 2024 STIP Regional Funding Request

Section 6. 2024 STIP Regional Share and Request for Programming

A. 2024 Regional Fund Share Per 2024 STIP Fund Estimate

Insert your agency's target share per the STIP Fund Estimate in the text field below.

\$20.122 million

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

Project Name and Location	Project Description	Requested RIP Amount
Planning, Programming, and Monitoring (PPM)	Planning, programming, and monitoring for project phases	\$1.633 million
Santa Barbara U.S. 101 Multi-modal Corridor Project Segment 4E North	Construction costs for the final phase of the U.S. 101 Multimodal corridor	\$14.3 million
Cabrillo Boulevard Project	Right of Way costs for Cabrillo Boulevard undercrossing project.	\$4.189 million

Section 7. Overview of Other Funding Included With Delivery of Regional Improvement Program (RIP) Projects

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

[Click here to enter text.](#)

Proposed 2024 RTIP	2024 RTIP	Other Funding					Future Need	Total Project Cost
		HSIP	RSTP	SB-1 LPP	Local Funds	Prior RTIP		
Planning, Programming, and Monitoring (PPM)	\$1,633,000							\$1,633,000
Santa Barbara U.S. 101 Multi-modal Corridor Project Segment 4E North	\$14,300,000				\$25,000,000	\$1,769,000	\$76,700,000	\$117,769,000
Cabrillo Boulevard Project	\$4,189,000	\$ 2,150,000	\$2,800,000	\$820,000	\$920,000	\$1,480,000		\$12,360,000
Totals	\$20,122,000	\$2,150,000	\$2,800,000	\$820,000	\$25,920,000	\$3,249,000		\$62,877,000

Notes: [Click here to enter text.](#)

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

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

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

ITIP funding is requested with Caltrans approval for Santa Claus Lane Streetscape Project Phase II.

Include a discussion of what the region believes are the most significant interregional highway and intercity rail needs within the region (see section 24G).

The Santa Claus Lane Streetscape Project Phase II is part of a larger project to connect the California Coastal Trail, promoting interregional travel through active transportation.

Section 9. Projects Planned Within Multi-Modal Corridors

Provide a description of the project's impact on other projects planned or underway within the corridor as required per Section 24(e) of the STIP Guidelines.

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

Section 10. Highways to Boulevards Conversion Pilot Program

Identify potential state routes within the region that might be potential candidates for a highways to boulevards conversion pilot program (see section 24G).

There are no state routes within the region that would be potential candidates for the highways to boulevards conversion pilot program.

11. Complete Streets Consideration (per Section 26)

Consistent with Caltrans' Complete Streets Action Plan, regions should consider incorporating complete streets elements in all highway projects proposed for funding in the STIP.

For local road improvements, regions should consider incorporating complete streets elements as part of their projects proposed for funding in the STIP.

Please describe any complete streets considerations (optional).

The Cabrillo Project contains complete streets elements by replacing the undercrossing, which currently has only two vehicle lanes. The project will expand the undercrossing to provide bicycle lanes and sidewalks on both sides to create a safer crossing for bicyclists and pedestrians.

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

Section 12. Regional Level Performance Evaluation (per Section 22A of the guidelines)

Provide an evaluation of system performance and how your RTIP furthers the goals of the region's RTP, and if applicable, your Sustainable Communities Strategy as required per Section 22A of the STIP Guidelines. Each region that is a Metropolitan Planning Organization (MPO) or within an MPO shall include an evaluation of overall (RTP level) performance using, as a baseline, the region's existing monitored data. To the extent relevant data and tools are available, the performance measures listed in Table B1 below may be reported.

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

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

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

In addition, each region with an adopted Sustainable Communities Strategy (SCS) or Alternate Planning Scenario (APS) shall include a discussion of how the RTIP relates to its SCS or APS. This will include a quantitative or qualitative assessment of how the RTIP will facilitate implementation of the SCS or APS and also identify any challenges the region is facing in

implementing its SCS or APS. In a region served by a multi-county transportation planning organization, the report shall address the portion of the SCS or APS relevant to that region. As part of this discussion, each region shall identify any proposed or current STIP projects that are exempt from SB 375.

SBCAG has conducted an evaluation of its RTIP, commenting on each of the performance indicators and performance measures outlined in Table B1 and B2 of the 2020 STIP Guidelines. The evaluation also includes a discussion of how the RTIP relates to SBCAG's Connected 2050 Regional Transportation Plan-Sustainable Communities Strategy (RTP-SCS), adopted by the SBCAG Board on August 19, 2021. The California Air Resources Board completed its evaluation of the Connected 2050 SCS in January 2023 and accepted that the region met its greenhouse gas per capita targets for 2020 and would meet the target in 2035.

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

1. Environment

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

2. Mobility and System Reliability

Optimize the transportation system to improve accessibility to jobs, schools, and services, allow the unimpeded movement of people and goods, and ensure the reliability of travel by all modes.

3. Equity

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

4. Health and Safety

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

5. A Prosperous Economy

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

The Connected 2050 preferred strategy is a transit-oriented and infill scenario, including an Enhanced Transit Strategy that would seek to concentrate new residential and commercial growth

along transit corridors within existing urban areas, while also seeking to address the region's jobs-housing imbalance. The projects included in the RTIP are high-priority projects that are specifically intended to implement one or more of Connected 2050's goals. Overall, these projects will enhance the performance of the regional transportation system.

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

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

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

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

Table B1(a) Evaluation – Rural Specific Regional Level Performance Indicators and Measures			
Goal	Indicator/Measure	Current System Performance (Baseline)	Projected System Performance (indicate timeframe)
Congestion Reduction	Vehicle Miles Traveled per capita, area, by facility ownership, and/or local vs tourist		
	Peak Volume/Capacity Ratio or Thresholds (threshold volumes based on HCM 2010)		
	Commute mode share (travel to work or school)		
Transit	Total operating cost per revenue mile		
Infrastructure Condition	Distressed lane-miles, total and percent, by jurisdiction		
	Pavement Condition Index (local streets and roads)		
Safety	Total accident cost per capita and VMT		
Environmental Sustainability	Land Use Efficiency (total developed land in acres per population)		

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

- List your performance measures.

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

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

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

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

Section 13. Regional and Statewide Benefits of RTIP

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

The RTIP projects focus heavily on targeted roadway improvements and congestion reduction, highlighted by the construction of the HOV lanes. Taken in isolation from the allocation of future population and job growth, these projects would decrease VMT (-.08%), mean commute travel time to work (-0.05 minutes), CO2 emissions (-0.7%), and congestion VMT at or below 35 mph (-3.9%), all of which contribute to a slight uptick in drive-alone commutes (+0.02%) compared to the No Project conditions. (Table B2)

The project serves the overall vision of Connected 2050 RTP-SCS by facilitating flow, supporting infill development within existing urban areas, and incentivizing travel by alternative mode (transit, bike and walk) over vehicle trips. Evaluated in combination with the projected growth allocation in the Connected 2050 RTP-SCS preferred scenario (Table B1), there is a 15.6% reduction in per capita VMT (-4.08), reduce per capita CO2 emissions by 4.1% from the future baseline (-0.75),

and increase transit, school bus, bike, and walk mode share percentage (+7.7%) while decreasing automobile mode share by the same.

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

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

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

By far the largest project currently underway in Santa Barbara County, Segment 4E would add a high-occupancy vehicle (HOV) lane in both directions dedicated to carpool and public transit during peak commute periods. It would alleviate congestion along this currently heavily impacted route while simultaneously incentivizing mode shift for single occupancy vehicle trips to transit and carpool trips. This is the final segment of the U.S. 101 HOV project and once completed, would provide 16 miles of HOV lanes in each direction to reduce congestion between Ventura and Santa Barbara counties along with rail, transit and active transportation improvements.

2. Cabrillo Boulevard Rail, Bicycle and Pedestrian Improvements Project

The Cabrillo Project will physically separate vulnerable active transportation users from vehicular traffic through new sidewalk connectivity (where none currently exists) and designated bicycle lanes. These improvements advance safety for all road users and protect nonmotorized travelers from safety risks, reducing risk of fatal and serious injury crashes by providing designated spacing between active users and vehicles, lowering the level of traffic stress.

D. Performance and Effectiveness of RTIP

Section 14. Evaluation of Cost Effectiveness of RTIP (Required per Section 22B)

Per Section 22B and Appendix B of the STIP Guidelines, regions shall, if appropriate and to the extent necessary data and tools are available, use the performance measures in Table B2 or B2a below to evaluate cost-effectiveness of projects proposed in the STIP on a regional level.

Table B2 Evaluation – Cost-Effectiveness Indicators and Measures				
Goal	Indicator/Measure (per thousand dollar invested)	Current Level of Performance (Baseline, 2015)	Projected Performance Improvement (2050 No Project)	Projected Performance Improvement (2050 with RTIP Projects)
Congestion Reduction	Reduce Vehicle Miles Traveled (VMT) per capita	22.81 (2015)	26.20	22.12
	Reduce Percent of congested VMT (at or below 35 mph)	12.7% (2015)	19.1%	15.5%
	Change in commute mode share (travel to work or school)	86.84% (2015)	93.37%	86.21%
Infrastructure Condition	Reduce percent of distressed state highway lane-miles	Good: 0% Fair 96.8% Poor 3.2% (2021 HPMS data, based on 2020 APCS inspection)	Good: 0% Fair 85.2% Poor 14.8% 10-year 'Do Nothing' scenario (2022-2032)	Good: 17.8% Fair: 76.9% Poor: 5.3% 10-year invested scenario (2022-2032)
	Improve Pavement Condition Index (local streets and roads)	N/A	N/A	N/A
	Reduce percent of highway bridge deck area in Poor Condition	Poor 14.7% (2021 National Bridge Inventory data)	Poor 18.1% 10-year 'Do Nothing' scenario (2022-2032)	Poor 0% 10-year invested scenario (2022-2032)
	Reduce percent of transit assets that have surpassed the FTA useful life period	N/A	N/A	N/A
System Reliability	Reduce Highway Buffer Index (the time cushion added to the average commute travel times to ensure on-time arrival).	N/A	N/A	N/A
	Improve accessibility and on-time performance for rail and transit	N/A	N/A	N/A

Safety	Reduce fatalities and serious injuries per capita	N/A	N/A	N/A
	Reduce fatalities and serious injuries per VMT	N/A	N/A	N/A
Economic Vitality	Increase percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	12.16% (Housing [pop.], 2015) 15.77% (Jobs, 2015)	10.90% (Housing [pop.]), 14.00% (Jobs)	11.94% (Housing [pop.]) 12.55% (Jobs)
	Reduce mean commute travel time (to work or school)	16.0 (2015)	N/A	14.19 (2050)
	Increase farebox recovery ratio	N/A	N/A	N/A
Environmental Sustainability	Change in acres of agricultural land	1,457,042,300	No change	No change
	CO ₂ emissions reduction per capita	18.77 (2005)	18.5 (2035)	15.43 (2035)

Note: Values shown in the Project Performance Improvement column represent the Connected 2050 SCS Strategy, which includes the RTIP projects.

Table B2(a) Evaluation – Rural Specific Cost-Effectiveness Indicators and Measures			
Goal	Indicator/Measure	Current System Performance (Baseline)	Projected Performance (indicate timeframe)
Congestion Reduction	Change in VMT per capita, area, by facility ownership, and/or local vs tourist		
	Change in Peak Volume/Capacity Ratio or Thresholds (threshold volumes based on HCM 2010)		
	Change in Commute mode share (travel to work or school)		
Transit	Change in Total operating cost per revenue mile		
Infrastructure Condition	Change in Distressed lane-miles, total and percent, by jurisdiction		
	Change in Pavement Condition Index (local streets and roads)		
Safety	Change in Total accident cost per capita and VMT		
Environmental Sustainability	Change in Land Use Efficiency (total developed land in acres per population)		

Per Section 22C and Appendix B of the STIP Guidelines, regions may, if appropriate and to the extent necessary data and tools are available, use the benefits or performance improvements in Table B3 below to evaluate the proposed changes to the built environment.

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

Section 15. Project Specific Evaluation (Required per Section 22D)

Each RTIP shall include a project specific benefit evaluation for each new project proposed that estimates its benefits to the regional system from changes to the built environment, including, but limited to the items listed on page 9 of the STIP Guidelines. A project level evaluation shall be submitted for projects for which construction is proposed if:

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

The project level benefit evaluation shall include a Caltrans generated benefit/cost estimate, including life cycle costs for projects proposed in the ITIP. For the RTIP, the regions may choose between the Caltrans estimate and their own estimate (explain why the Caltrans estimate was not used). The project level benefit evaluation must explain how the project is consistent with Executive Order B-30-15 (Climate Change), including a description of any actions taken to protect the state's most vulnerable populations. The evaluation shall be conducted by each region and

by Caltrans before the RTIPs and the ITIP are submitted to the Commission for incorporation into the STIP.

Not applicable as SBCAG does not have any RTIP projects that meet the project evaluation requirement noted above.

E. Detailed Project Information

Section 16. Overview of Projects Programmed with RIP Funding

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

SBCAG Planning, Programming, and Monitoring (No Map) – Reprogrammed Project

Per the STIP Guidelines, regional transportation planning agencies may program up to 5% of RIP shares for project Planning, Programming and Monitoring. SBCAG requests to program Planning, Programming and Monitoring funds at an amount of \$1.633 million for Fiscal Years 2024/25 to 28/29. SBCAG is allowed by statute to program a percentage share of STIP capacity to STIP project and program management which is the effort of SBCAG staff to oversee, monitor and manage projects that are funded in the STIP.

FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
\$331.75K	\$331.75K	\$331.75K	\$331.75K	\$306K	\$1.633M

Santa Barbara U.S. 101 Multimodal Corridor Project – Segment 4E North

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

completion of the project, the result will be a continuous 40-mile, 6-lane facility, extending from the Ventura/Oxnard urbanized area through Carpinteria and Santa Barbara, to the City of Goleta in southern Santa Barbara County.

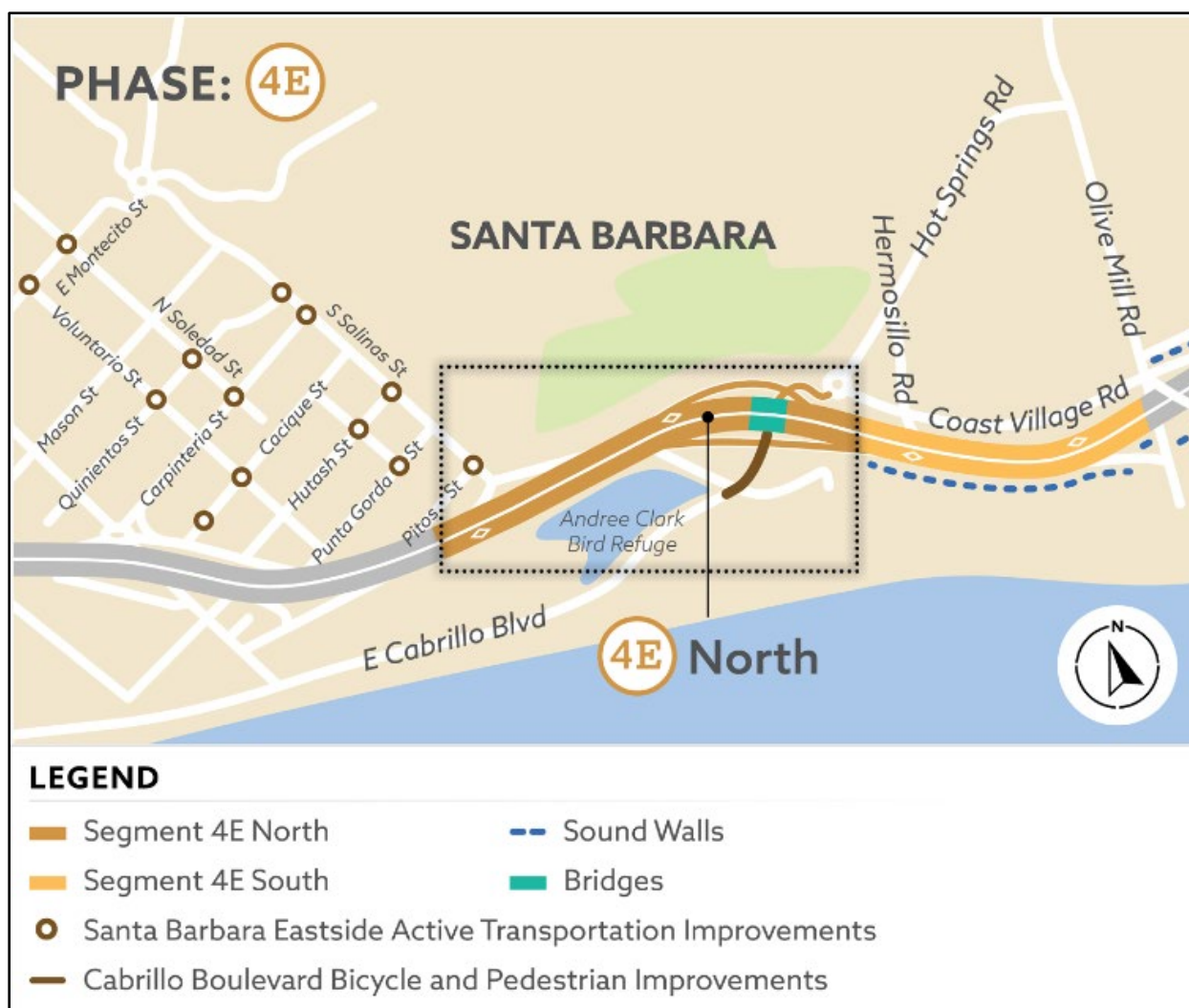
A four-phased approach began with the Milpas to Hot Springs Operational Improvement Project, completed in 2012. The project widened U.S. 101 from Milpas Street to the Hot Springs/Cabrillo interchange by adding a new northbound lane from the Cabrillo Boulevard on-ramp to the Milpas Street off-ramp and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



Segment 4E is the last of the five segments remaining for the Project that will construct new north and southbound extensions of existing HOV lanes on U.S. 101 as well as rehabilitate existing freeway lanes. 4E North will add 1.1 miles of HOV lanes from Hermosillo Road to Sycamore Creek (PM 10.9 to 12).

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

SBCAG, in partnership with Caltrans, have sought Senate Bill 1 funding for the project. The CTC has awarded SBCAG and Caltrans SB1 Cycle 1 and Cycle 3 funding to deliver the corridor. SBCAG and Caltrans will be seeking final funding to complete the corridor in SB1 Cycle 4.



Cabrillo Boulevard Bicycle and Pedestrian Improvements

The Cabrillo Boulevard Project will provide improved safety and accessibility for bicyclists and pedestrians, reconnecting neighborhoods and businesses currently divided by U.S. 101 and the UPRR facility by adding a Class I multi-use path, sidewalks, and Class II bike lanes. It will also remove a UPRR undercrossing at the Los Patos off ramp. Improved bicycle access along this portion of Cabrillo Blvd is a priority project identified in the City of Santa Barbara's Bicycle Master Plan (July 2016). The Cabrillo Project's sidewalks and pedestrian paths are consistent with the policies of the City Pedestrian Master Plan (2006). It will reconnect a commercial hub on Coast Village Road and the Santa Barbara waterfront, which will help support the local economy. Additionally, the Cabrillo Project will serve the adjacent low-income community and offer opportunities for mode-shift.

F. Appendices

Section 17. Projects Programming Request Forms (Provide Cover Sheet) – Regional Agencies will add their PPRs in this section for each project included in the RTIP, whether it is a project reprogrammed from the 2022 STIP, or a new project.

Section 18. Board Resolution or Documentation of 2024 RTIP Approval (Provide Cover Sheet) – Agencies will add their resolution or meeting minutes.

Section 19. Fact Sheet (1-2 pages). (See Section 50). The fact sheet will be posted on the Commission's website and must comply with state and federal web accessibility laws and standards.

Appendices

Section 17. Projects Programming Request Forms

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/15/2023 08:16:30
Programs <input type="checkbox"/> LPP-C <input checked="" type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input checked="" type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
05	0N706	0524000077	7101H	Caltrans District 5		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Santa Barbara Coun	101	10.900	12.300	Santa Barbara County Association of Governments		
				MPO	Element	
				SBCAG	Capital Outlay	
Project Manager/Contact			Phone	Email Address		
David Emerson			805-748-1315	david.emerson@dot.ca.gov		

Project Title

Santa Barbara U.S. 101 Multimodal Corridor Project - Segment 4E North -Cabrillo Interchange

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

IN SANTA BARBARA COUNTY IN SANTA BARBARA ON ROUTE 101, FROM 0.4 MILE NORTH OF OLIVE MILL ROAD OVERCROSSING TO SYCAMORE CREEK BRIDGE. CONSTRUCT HOV LANES. THIS IS A CMGC PROJECT.

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

Legislative Districts

Assembly:	35	Senate:	19	Congressional:	23
-----------	----	---------	----	----------------	----

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		07/02/2007
Circulate Draft Environmental Document	Document Type EIR/FONSI	03/28/2012
Draft Project Report		03/19/2012
End Environmental Phase (PA&ED Milestone)		10/27/2017
Begin Design (PS&E) Phase		04/06/2020
End Design Phase (Ready to List for Advertisement Milestone)		02/21/2025
Begin Right of Way Phase		08/14/2020
End Right of Way Phase (Right of Way Certification Milestone)		02/14/2025
Begin Construction Phase (Contract Award Milestone)		08/25/2025
End Construction Phase (Construction Contract Acceptance Milestone)		01/05/2029
Begin Closeout Phase		06/01/2029
End Closeout Phase (Closeout Report)		06/02/2031

Date 12/15/2023 08:16:30

Purpose and Need

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

NHS Improvements ☒ YES ☐ NO

Roadway Class 2

Reversible Lane Analysis ☒ YES ☐ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO

Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs			
Category	Outputs	Unit	Total
Bridge / Tunnel	Modified / Improved interchanges	SQFT	24,202
Pavement (lane-miles)	Mixed flow mainline constructed	Miles	3
Pavement (lane-miles)	HOV/HOT mainline constructed	Miles	1.5
Pavement (lane-miles)	Ramps and Connectors constructed	Miles	0.9
Pavement (lane-miles)	Mainline Shoulders construction	Miles	1.5
Operational Improvement	Intersection / Signal improvements	EA	1
Operational Improvement	Interchange modifications	EA	1
Operational Improvement	Ramp modifications	EA	4
Active Transportation	Crosswalk	EA	5
ADA Improvements	New sidewalk	LF	1,439.6
ADA Improvements	New curb ramp installed	EA	8
ADA Improvements	Install new detectable warning surface	SQFT	290
Drainage	Culverts	LF	973.2
Pavement (lane-miles)	Local road - reconstructed	Miles	0.1
Operational Improvement	Shoulder widening	EA	2
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Miles	0.1
Active Transportation	Sidewalk miles	Miles	0.3
Active Transportation	Crossing Island	EA	2

Date 12/15/2023 08:16:30

Additional Information

PA&ED, PS&E, R/W Capital, and R/W Support are being performed as part of STIP project EA 05-0N70B (PPNO 7101B), and are not shown in the ePPR form.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	6,399	6,275	124
			VTM per Capita	23,798	22,643	1,155
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	0	1,369,703	-1,369,703
			Hours per Capita	0	0	0
	TCEP	Change in Daily Vehicle Hours of Delay	Hours	0	3,748	-3,748
	Optional	Percent Change in Non-Single Occupancy Vehicle Travel	%	25	5	20
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	1	1.5	-0.5
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	0	0	0
	Optional	Truck Travel Time Reliability Index	Index	1.2	2.78	-1.58
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0	0	0
			PM 10 Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	0	2,209	-2,209
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	0	2	-2
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	0	1	-1
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	1	0	1
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0.17	0.2	-0.03
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	2	2.2	-0.2
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	9.52	11.2	-1.68
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	110	136	-26
	Optional	Accident Cost Savings	Dollars	0	53,800,000	-53,800,000
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	1,430	0	1,430
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	2.7	0	2.7
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	6,239,384	6,407,641	-168,257

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
	LPPC, LPPF, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	7,896,594	7,513,496	383,098

District	County	Route	EA	Project ID	PPNO
05	Santa Barbara County	101	0N706	0524000077	7101H
Project Title					
Santa Barbara U.S. 101 Multimodal Corridor Project - Segment 4E North -Cabrillo Interchange					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)							14,238	14,238	
R/W									
CON							101,700	101,700	
TOTAL							115,938	115,938	

Fund #1:	RIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Santa Barbara County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)							14,238	14,238	
R/W									
CON									
TOTAL							14,238	14,238	

Fund #2:	Local Funds - Local Measure (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Santa Barbara County Association of Governments
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							25,000	25,000	
TOTAL							25,000	25,000	
Fund #3:	Other State - TCEP (region) (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commission
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									TCEP (region) part of SB1 cycle 4 application.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							7,000	7,000	
TOTAL							7,000	7,000	

Fund #4:	Other State - TCEP (state) (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commission
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									TCEP (state) part of SB1 cycle 4 application
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							28,000	28,000	
TOTAL							28,000	28,000	
Fund #5:	Other State - SCCP (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commission
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									SCCP part of SB1 cycle 4 application
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							16,700	16,700	
TOTAL							16,700	16,700	

Fund #6:	Other State - LPP (competitive) (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commission
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									LPP (C) part of SB1 cycle 4 application
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							20,000	20,000	
TOTAL							20,000	20,000	
Fund #7:	State SB1 LPP - Local Partnership Program - Formula distribution (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commission
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							5,000	5,000	
TOTAL							5,000	5,000	

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	12/13/2023 16:53:10
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
05		0514000085	1834B	Santa Barbara County Association of Governments	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Santa Barbara Coun					
				MPO	Element
				SBCAG	Local Assistance
Project Manager/Contact			Phone	Email Address	
Fred Luna			805-961-8926	fluna@sbcag.org	

Project Title

Cabrillo Boulevard Pedestrian Improvements

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

In the city of Santa Barbara, on Cabrillo Boulevard, 0.1 mile south of Route 101. Replace existing railroad bridge and construct roadway improvements for bicyclists and pedestrians.

Component	Implementing Agency
PA&ED	City of Santa Barbara
PS&E	City of Santa Barbara
Right of Way	City of Santa Barbara
Construction	City of Santa Barbara

Legislative Districts

Assembly:	37	Senate:	19	Congressional:	24
-----------	----	---------	----	----------------	----

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		01/04/2016
Circulate Draft Environmental Document	Document Type EIR/FONSI	05/22/2018
Draft Project Report		04/27/2018
End Environmental Phase (PA&ED Milestone)		05/22/2018
Begin Design (PS&E) Phase	07/01/2013	06/08/2018
End Design Phase (Ready to List for Advertisement Milestone)	12/31/2014	01/02/2025
Begin Right of Way Phase	01/01/2014	10/01/2018
End Right of Way Phase (Right of Way Certification Milestone)	10/30/2014	11/02/2024
Begin Construction Phase (Contract Award Milestone)	01/01/2015	06/15/0025
End Construction Phase (Construction Contract Acceptance Milestone)	12/31/2016	12/15/2026
Begin Closeout Phase	01/01/2017	12/16/2026
End Closeout Phase (Closeout Report)	06/30/2017	12/16/2027

Date 12/13/2023 16:53:10

Purpose and Need

Both US 101 and the existing UPRR rail lines provide constraints along Cabrillo Boulevard for safe access by bicycles and pedestrians. Currently, no sidewalks or walking paths exist under Cabrillo Boulevard. Pedestrians and bicycles must travel through an area of 2' shoulders impeding traffic operations. The purpose of the project is to provide facilities for both bicycles and pedestrians along this stretch of 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. To meet this objective, the project includes improvements to what is now a marginal Class III

NHS Improvements

☐ YES ☒ NO

Roadway Class

NA

Reversible Lane Analysis

☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals

☐ YES ☒ NO

Reduce Greenhouse Gas Emissions

☐ YES ☒ NO

Project Outputs			
Category	Outputs	Unit	Total
Bridge / Tunnel	Modified/Reconstructed bridges/tunnels	SQFT	16,400
Drainage	Culverts	LF	600
Pavement (lane-miles)	Roadway lane miles	Miles	0.1
Rail/ Multi-Modal	Miles of new track	Miles	0.5
Active Transportation	Bicycle lane-miles	Miles	0.1
ADA Improvements	New sidewalk	LF	2,100

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	-105	0	-105
			VTM per Capita	0	0	0
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	0	0	0
			Hours per Capita	0	0	0
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	1	1.5	-0.5
	Optional	Truck Travel Time Reliability Index	Index	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	-0.00087	0	-0.00087
			PM 10 Tons	-0.00076	0	-0.00076
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	-212	0	-212
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	-1	0	-1
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	0	0	0
Safety	Optional	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	1.05	1.4	-0.35
	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	0.75	1	-0.25
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0	0	0
	Optional	Number of Property Damage Only and Non-Serious Injury Collisions	Number	0.15	0.2	-0.05
	Optional	Accident Cost Savings	Dollars	600,000	0	600,000
Accessibility	Optional	Number of Jobs Accessible by Mode	Number	56,203	0	56,203
	Optional	Number of Destinations Accessible by Mode	Number	12	0	12
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	593	0	593
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	0	0	0
	LPPC, LPPF, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	0	0	0

District	County	Route	EA	Project ID	PPNO
05	Santa Barbara County			0514000085	1834B
Project Title					
Cabrillo Boulevard Pedestrian Improvements					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)	2,576							2,576	
PS&E	900							900	
R/W SUP (CT)									
CON SUP (CT)									
R/W	744							744	
CON									
TOTAL	4,220							4,220	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	2,476							2,476	
PS&E	2,753							2,753	
R/W SUP (CT)									
CON SUP (CT)									
R/W	2,940	4,189						7,129	
CON									
TOTAL	8,169	4,189						12,358	

Fund #1:	RIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.600.620
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)	1,477							1,477	Santa Barbara County Association of Governments
PS&E									\$822 PAED voted 03/14/19
R/W SUP (CT)									\$1477 PAED voted 06/25/15
CON SUP (CT)									
R/W									
CON									
TOTAL	1,477							1,477	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	1,477							1,477	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,477							1,477	

Fund #2:	Local Funds - Santa Barbara Co Sales Tax (Committed)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)	100							100	Santa Barbara County
PS&E	450							450	
R/W SUP (CT)									
CON SUP (CT)									
R/W	372							372	
CON									
TOTAL	922							922	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	450							450	
R/W SUP (CT)									
CON SUP (CT)									
R/W	372							372	
CON									
TOTAL	822							822	
Fund #3:	Local HES - HSIP (Committed)								Program Code
Existing Funding (\$1,000s)									LOCAL HES
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)	900							900	Federal Highway Administration
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	900							900	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	900							900	
PS&E	1,253							1,253	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,153							2,153	

Fund #4:	Local Funds - Local Transportation Funds (Committed)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)	99							99	City of Santa Barbara
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	99							99	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	99							99	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	99							99	
Fund #5:	State SB1 LPP - Local Partnership Program - Formula distribution (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.210.200
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									\$450 PSE voted 03/14/19 \$372 RW voted 03/14/19
PS&E	450							450	
R/W SUP (CT)									
CON SUP (CT)									
R/W	372							372	
CON									
TOTAL	822							822	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	450							450	
R/W SUP (CT)									
CON SUP (CT)									
R/W	372							372	
CON									
TOTAL	822							822	

Fund #6:	RIP - State Cash (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Santa Barbara County Association of
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W		4,189						4,189	
CON									
TOTAL		4,189						4,189	
Fund #7:	RSTP - STP Local (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	600							600	
R/W SUP (CT)									
CON SUP (CT)									
R/W	2,196							2,196	
CON									
TOTAL	2,796							2,796	

Complete this page for amendments only				Date 12/13/2023 16:53:10	
District	County	Route	EA	Project ID	PPNO
05	Santa Barbara County			0514000085	1834B

SECTION 1 - All Projects

Project Background

Programming for the 2024 RTIP.

Programming Change Requested

Reason for Proposed Change

Programming for the 2024 RTIP.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

Programming for the 2024 RTIP.

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Appendices

Section 18. Board Resolution of 2024 RTIP Approval

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

A RESOLUTION AUTHORIZING THE
SUBMITTAL OF THE 2024 REGIONAL
TRANSPORTATION IMPROVEMENT PROGRAM
FOR SANTA BARBARA COUNTY TO PROGRAM
STATE TRANSPORTATION IMPROVEMENT
PROGRAM FUNDS

RESOLUTION NO. 23-27

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

WHEREAS, SBCAG has developed the 2024 Regional Transportation Improvement Program consistent with the 2040 Santa Barbara County Regional Transportation Plan (RTP), state law (including SB 45) and the adopted California Transportation Commission (CTC) State Transportation Improvement Program (STIP) Guidelines, and in consultation and cooperation with the local project sponsors and Caltrans District 5; and

WHEREAS, the SBCAG must submit a Regional Transportation Improvement Program (RTIP) to the CTC by December 15, 2023 in order for projects to be considered for the 2024 STIP (Gov. Code § 65082); and

WHEREAS, the 2024 STIP Fund Estimate identifies \$20,122,000 available in additional revenue for programming in Santa Barbara County through FY 2028/29; and

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

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

1. The 2024 Regional Transportation Improvement Program for Santa Barbara County, as shown in Attachment A in the staff report for the RTIP programming item on the November 16, 2023 agenda is hereby approved and authorized to be submitted to the California Transportation Commission.

2. The California Transportation Commission is hereby requested to incorporate the 2024 Regional Transportation Improvement Program for Santa Barbara County into the 2024 STIP.
3. Upon incorporation into the 2024 STIP, all requests for funding allocations, funding extensions, and STIP amendments or other requests related to SBCAG's locally sponsored STIP projects shall require the approval of SBCAG prior to submittal of such requests to Caltrans or the CTC. Except where otherwise required by law, concurrence for funding allocations and funding extensions will continue to be handled administratively by SBCAG staff and do not require approval by the SBCAG Board.

PASSED AND ADOPTED this 16TH day of November 2023 by the following vote:

AYES: Williams, Lavagnino, Infanti, Julian, Sanchez, Patino, Perotte, Clark, Osborne

NOES:


ABSENT: Capps, Hartmann, Nelson, Rowse

ABSTAIN:

ATTEST:



Marjie Kim
Executive Director



Jenelle Osborne, Chair
Santa Barbara County
Association of Governments

Date: 11.16.23

APPROVED AS TO FORM:
Rachel Van Mullen
County Counsel

By: 

Senior Deputy County Counsel

Appendices

Section 19. Fact Sheet

2024 State Transportation Improvement Program (STIP)

Fact Sheet for Santa Barbara County Association of Governments (SBCAG)

Executive Summary

The Santa Barbara County Association of Governments (SBCAG) adopted the 2024 Regional Transportation Improvement Program (RTIP) on November 16, 2023. The 2024 STIP Fund Estimate shows \$20.122M as SBCAG's formula distribution. SBCAG proposes to program RTIP funding towards the region's highest transportation priority which is completion of the Santa Barbara U.S. 101 Multimodal Corridor which meets goals included in the State's Climate Action Plan for Transportation Infrastructure (CAPTI) by providing users with accessibility through managed lanes, rail, transit and active transportation.

SBCAG's RTIP funding is a fund source included in a suite of multiple funding sources including federal, state and local funding. Over ten fund sources have been utilized in a partnership by the CTC, Caltrans, SBCAG and Local Partners. Federal funding includes the Regional Surface Transportation Program. State sources include, but are not limited to Proposition 1B, State Highway Operations Improvement Program, Active Transportation Program, State Transportation Improvement Program, and SB1 programs like the Local Partnership, Solutions for Congested Corridors and Trade Corridor Enhancement Programs. Local Sources include SBCAG's voter approved sales tax measures, Measure D and Measure A. Caltrans and SBCAG are close to completing the final funding necessary to complete the corridor and we will be submitting final SB1 funding applications for Cycle 4 to the CTC in late 2024.



The following is a description of SBCAG's 2024 RTIP programming:

SBCAG Planning, Programming and Monitoring (PPM)

SBCAG is requesting \$1.633 million for PPM.

Highway 101 High Occupancy Vehicle (HOV) Project – Segment 4E North – Final Segment

\$14.3M will be programmed to construction support for the Highway 101 HOV Project, Segment 4E North which is the final gap in the Highway 101 HOV project. The HOV lanes are included in the suite of multimodal improvements in the Santa Barbara U.S. 101 Multimodal Corridor which aims to relieve congestion between Santa Barbara and Ventura counties Multimodal Corridor with sixteen miles of HOV lanes and improved throughput for public transit provided by Ventura County Transportation Commission and Santa Barbara Metropolitan Transit District.

Cabrillo Boulevard Rail, Bicycle and Pedestrian Improvements Project

\$4.189M will be programmed to Right of Way capital for the Cabrillo Boulevard Project, which will replace the existing Union Pacific Railroad undercrossing and provide improved mobility and access including new sidewalks, multi-purpose paths, and bike lanes. The project includes rail improvements with the potential for rail double tracking and improved access to bus transit service.

Programming by Fiscal Year (thousands)

Project	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	Total
PPM	\$331.75	\$331.75	\$331.75	\$331.75	\$306	\$1,633
4E North	\$0	\$14,300	\$0	\$0	\$0	\$14,300
Cabrillo Blvd	\$4,189	\$0	\$0	\$0	\$0	\$4,189
Total	\$4,521	\$14,632	\$331.75	\$331.75	\$306	\$20,122

Benefits

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

Goals and Objectives

How the RTIP is advancing the goals and objectives of the Regional Transportation Plan and, where applicable, the Sustainable Communities Strategy as well as other regional plans, such as Regional Bicycle Plans and the Comprehensive Multimodal Corridor Plans.

The projects included in the RTIP directly relate to and would implement Connected 2050 RTP. These projects are high-priority locally supported projects that are specifically intended to implement one or more of Connected 2050's goals for Environment, Mobility and System Reliability, Equity, Health and Safety, and a Prosperous Economy. The RTIP projects will enhance the performance of the regional transportation system. These projects are also included in SBCAG's Multimodal Corridor Plan, which outlined an action plan for a multimodal solution for improving mobility, and projects in SBCAG's RTIP help those multimodal needs.

A description of how the RTIP aligns with the State's goals regarding plans such as the Climate Action Plan for Transportation Infrastructure (CAPTI), Caltrans Race and Equity Action Plan (REAP), California Freight Mobility Plan (CFMP), etc.

Supporting public health, safety, and equity, the corridor meets state goals included in CAPTI to combat and adapt to climate change by reducing dependence on single occupant vehicle trips and expanding rail, transit, and active transportation trips especially for disadvantaged communities in Santa Barbara, Oxnard, and Ventura. The Project also meets state goals by:

- Reducing GHG and pollutant emissions by encouraging carpooling and shifting to alternative modes of transportation.
- Improving safety of all users by eliminating conflict points and closing gaps in existing bicycle and pedestrian networks.
- Enhancing freight and passenger rail service and provide for state of good repair.
- Removing the need for owning automobiles and encouraging modal shift by removing barriers to accessibility for historically disadvantaged communities.