ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

Santa Barbara U.S. 101 Multimodal Corridor Project

Resolution **SCCP-P-2526-04B; LPP-P-2526-09B**
(to be completed by CTC)

1. FUNDING PROGRAM

- ☐ Active Transportation Program
- ☑ Local Partnership Program (Competitive)
- ☑ Solutions for Congested Corridors Program
- ☐ State Highway Operation and Protection Program
- ☐ Trade Corridor Enhancement Program

2. PARTIES AND DATE

2.1 This Project Baseline Agreement (Agreement) effective on January 30, 2026 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, Santa Barbara County Association of Governments, and the Implementing Agency, SBCAG, Caltrans District 5, City of Santa Barbara, sometimes collectively referred to as the "Parties".

3. RECITAL

3.1 Whereas at its 6/26/2025 meeting the Commission approved the Solutions for Congested Corridors Program and included in this program of projects the Santa Barbara U.S. 101 Multimodal Corridor Project, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as ***Exhibit A***, the Project Report attached hereto as ***Exhibit B***, the Performance Metrics Form, if applicable, attached hereto as ***Exhibit C***, as the baseline for project monitoring by the Commission.

3.2 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.

4.2 To adhere, as applicable, to the provisions of the Commission:

- ☐ Resolution _____, "Adoption of Program of Projects for the Active Transportation Program", dated _____
- ■ Resolution G-25-43, "Adoption of Program of Projects for the Local Partnership Program", dated 6/26/2025
- ■ Resolution G-25-41, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated 6/26/2025
- ☐ Resolution _____, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated _____
- ☐ Resolution _____, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated _____

4.3 All signatories agree to adhere to the Commission's Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.

4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.

4.5 SBCAG agrees to secure funds for any additional costs of the project.

4.6 SBCAG, the City of Santa Barbara, and Caltrans agrees to report to Caltrans on a quarterly basis; on the progress made toward the implementation of the project, including scope, cost, schedule, and anticipated benefits/performance metric outcomes.

4.7 Caltrans agrees to prepare program progress reports on a on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.

4.8 SBCAG, the City of Santa Barbara, and Caltrans agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.

4.9 SBCAG and Caltrans agrees to submit a timely Project Performance Analysis as specified in the Commission's SB 1 Accountability and Transparency Guidelines.

4.10 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits and performance metric outcomes during the course of the project, and retain those records for six years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.

4.11 The Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for six years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost
See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope
See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

5.3 Performance Metrics
See Performance Metrics Form, if applicable, attached as Exhibit C.

5.4 Additional Provisions and Conditions *(Please attach an additional page if additional space is needed.)*

The State will not provide supplemental funds in the event a cost overrun occurs. Other potential sources of funds should be identified.

Section 2.1
Project Applicants - SBCAG and Caltrans

Section 3.1
Solutions for Congested Corridors Program, and Local Partnership Program

Attachments:

Exhibit A: Project Programming Request Form
Exhibit B: Project Report
Exhibit C: Performance Metrics Form *(if applicable)*

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Project Name: Santa Barbara U.S. 101 Multimodal Corridor Project

Resolution: SCCP-P-2526-04B; LPP-P-2526-09B

(to be completed by CTC)

Executive Director — 11/20/2025 Date

Santa Barbara County Association of Governments

Project Applicant

10/30/2025 Date

Brian D'Amour, P.E., PW Director

City of Santa Barbara

Implementing Agency

12/01/2025 Date

Scott Eades

District Director

California Department of Transportation

Dina El-Tawansy (Jan 30, 2026 13:52:37 PST) — 01/30/2026 Date

Dina El-Tawansy

Director

California Department of Transportation

02/11/2026 Date

Tanisha Taylor

Executive Director

California Transportation Commission

ADDITIONAL SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Project Title: Santa Barbara U.S. 101 Multimodal Corridor Project

Resolution: SCCP-P-2526-04B; LPP-P-2526-09B

(to be completed by CTC)

12/01/2025

Scott Eades

Date

District 5 Director

Project Applicant

12/01/2025

Scott Eades

Date

District 5 Director

Implementing Agency

Santa Barbara U.S. 101 Multimodal Corridor

Solutions for Congested Corridors Program (SCCP)

Joint Nomination by Caltrans and SBCAG

B. FACT SHEET

Project Scope

The Santa Barbara U.S. 101 Multimodal Corridor Project includes the final 1.7-mile segment (4E North) and a package of multimodal improvements focused on long-term congestion relief in the U.S. 101 corridor between Santa Barbara County and Ventura County. The Project is ready for construction and will reduce congestion, improve safety and sustainability, and incentivize alternative modes to enhance the quality of life for the greater Santa Barbara region. The Project consists of the following components:

U.S. 101 High Occupancy Vehicle (HOV) Segment 4E North - Final Segment Hermosillo to Sycamore Creek

- Add a peak-period HOV lane from Hermosillo Road to Sycamore Creek
- Interchange reconstruction, two new Highway 101 bridges, replacement of two existing left-hand off-ramps with standard right-hand off-ramps, and adding a new southbound 101 on-ramp
- Closure of non-standard Los Patos off-ramp
- Pedestrian, curb ramp, and bike lane improvements
- New roundabout at Cabrillo Boulevard and northbound ramps

Santa Barbara Eastside Active Transportation Improvements

- Provide sidewalk improvements, crosswalks, curb extensions, and improved street lighting and pedestrian infrastructure at several locations in Santa Barbara's Eastside Neighborhood, a disadvantaged community. These improvements provide safe and critical access to schools and neighborhood services in this freeway-adjacent neighborhood.

Cabrillo Boulevard Bicycle and Pedestrian Improvements and Replacement of UPRR Bridge

The improvements being made as part of this project include:

- Replacing the narrow and substandard UPRR bridge with a new, wider bridge that accommodates pedestrian and bicycle facilities under the bridge's undercrossing along Cabrillo Boulevard, as well as a southbound turn lane, between the future interchange of Cabrillo Boulevard with US-101 and the intersection of Cabrillo Boulevard and Los Patos Way. Without this Project, there would be a significant gap in walking and biking infrastructure between the Corridor Project and City of Santa Barbara's active transportation network, in addition to a gap in the Region's Coast Route and State's Coastal Trail. With the local and regional connections, the Eastside neighborhood, a disadvantaged community, now has access to the waterfront, which provides access to the beach, recreation, jobs, and Santa Barbara City College. The new UPRR bridge, would also accommodate an additional track should UPRR expand rail service in the future.

VCTC Coastal Express Zero Emission Buses

The Project will include the purchase of three zero-emission buses for Ventura County Transportation Commission (VCTC) to provide interregional travel to support agency, regional, and state climate change goals by reducing reliance on fossil fuels.

City of Santa Barbara Zero Emission Vehicle Charging Infrastructure

The Project will include the installation of eight DC fast chargers at the Cabrillo East Parking Lot in City of Santa Barbara to support zero emission vehicles by providing access to chargers for visitors and residents, especially those without access to home charging options.

Background

Project Cost

Funding Source	Amount ($ Millions)
SB Requested	$136.7
Local Partnership Requested	$25
SCCP Requested	$100.1
Total	$262.7

Project Schedule

All proposed Cycle 4 projects are ready to receive a construction allocation in fiscal years 2025/26 and 2026/27. Depending upon funding, construction will begin in March 2026 for Segment 4E North and Zero Emission Vehicle Charging Infrastructure. The Santa Barbara Eastside Active Transportation improvements will begin construction in November 2027. Construction will begin in Fall 2026 for Cabrillo Boulevard Bicycle and Pedestrian Improvements.

Project	Construction Timeline
4E North	March 2026
Zero Emission Vehicle Charging Infrastructure	March 2026
Eastside Active Transportation Improvements	Fall 2026
Cabrillo Boulevard Bicycle and Pedestrian Improvements	Fall 2026
VCTC Zero Emission Buses	Fall 2026

Project Benefits

- Removes vehicles from U.S. 101 by incentivizing **travel by transit and carpooling.**
- Facilitates movement of goods by truck, supporting Santa Barbara County's total gross production value of $1.9 billion in agricultural products per year and providing food security.
- Includes **$108 million in travel time savings and reliability** over the next 20 years, along with saving **$426,000 in vehicle operational cost** for freight and passenger vehicles over a 20-year period.
- Creates approximately **$342 million in total savings to the freight industry, the public, and commuters.**
- **Generates 2,129 jobs** to assist in the recovery of the state and national economy due to the recent impacts of COVID-19.
- Projected **reduction of greenhouse gas (GHG) emissions of 2,600 tons (equating to $153,000 in cost savings)** over the next 20 years.
- Benefits disadvantaged and low-income communities by providing more reliable transit routes through the utilization of the new HOV lanes for those without personal vehicles. Fewer emissions from stopped traffic and new ZEV busses will improve environmental health. Safer multimodal options will also lead to reduced transportation costs and social equity.
- Provides a benefit-cost (BC) ratio of 1.65.

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PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-D05-2024-0003 v6

Amendment (Existing Project) ☒ YES ☐ NO | Date 12/30/2025 11:39:55

Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☐ STIP ☐ 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, from 0.4 mile north of Olive Mill Road Overcrossing to Sycamore Creek Bridge No. 51-0332. 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	07/02/2007
Circulate Draft Environmental Document Document Type EIR/FONSI	03/28/2012	03/28/2012
Draft Project Report	03/19/2012	03/19/2012
End Environmental Phase (PA&ED Milestone)	10/27/2017	10/27/2017
Begin Design (PS&E) Phase	04/06/2020	04/06/2020
End Design Phase (Ready to List for Advertisement Milestone)	09/29/2025	09/29/2025
Begin Right of Way Phase	08/14/2020	08/14/2020
End Right of Way Phase (Right of Way Certification Milestone)	09/26/2025	09/26/2025
Begin Construction Phase (Contract Award Milestone)	03/02/2026	03/02/2026
End Construction Phase (Construction Contract Acceptance Milestone)	03/02/2029	03/02/2029
Begin Closeout Phase	01/01/2030	01/01/2030
End Closeout Phase (Closeout Report)	04/01/2032	04/01/2032

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Date 12/30/2025 11:39:55

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

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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	23,798	22,643	1,155
			VMT per Capita	6,399	6,275	124
	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
	TCEP	Change in Daily Truck Hours of Delay	Hours	0	0	0
Throughput (Freight)	TCEP	Change in Truck Volume	# of Trucks	0	0	0
	TCEP	Change in Rail Volume	# of Trailers	0	0	0
			# of Containers	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
	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
Velocity (Freight)	TCEP	Travel Time or Total Cargo Transport Time	Hours	0	0	0
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	0.57	1	-0.43
	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

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
	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	1.51	0	1.51
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	6,239,384	6,407,641	-168,257
	LPPC, LPPF, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	7,896,594	7,513,496	383,098

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PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
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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)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Implementing Agency
E&P (PA&ED)									Caltrans District 5
PS&E									Caltrans District 5
R/W SUP (CT)									Santa Barbara County Association of
CON SUP (CT)				14,238				14,238	Caltrans District 5
R/W									Santa Barbara County Association of
CON				125,968				125,968	Caltrans District 5
TOTAL				140,206				140,206	
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				127,384				127,384	
TOTAL				141,622				141,622	

Fund #1:	RIP - State Cash (Committed)								Program Code
Existing Funding ($1,000s)									20.XX.075.600
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Santa Barbara County
PS&E									
R/W SUP (CT)									
CON SUP (CT)				14,238				14,238	
R/W									
CON									
TOTAL				14,238				14,238	
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)								20.10.400.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Santa Barbara County Association of
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				35,089				35,089	
TOTAL				35,089				35,089	
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				36,000				36,000	
TOTAL				36,000				36,000	

Fund #3:	RSTP - STP Local (Committed)								Program Code
	Existing Funding ($1,000s)								20.30.010.810
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Santa Barbara County Association of
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				9,000				9,000	
TOTAL				9,000				9,000	
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				1,033				1,033	
TOTAL				1,033				1,033	

PPR ID
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Fund #4:	State SB1 LPP - Local Partnership Program - Competitive program (Committed)								Program Code
	Existing Funding ($1,000s)								20.XX.724.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Santa Barbara County Association of
PS&E									Part of Cycle 4, SB1 funding application. The fund is now committed but uncommitted is selected due to the CalSMART system limitation.
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				25,000				25,000	
TOTAL				25,000				25,000	
	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 #5:	State SB1 SCCP - State Highway Account (Committed)								Program Code
	Existing Funding ($1,000s)								20.XX.705.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									Part of Cycle 4, SB1 funding application. Fund Code 20.XX.705.100. The fund is now committed but uncommitted is selected due to the CalSMART system limitation.
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				54,200				54,200	
TOTAL				54,200				54,200	
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				54,200				54,200	
TOTAL				54,200				54,200	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-D05-2024-0003 v6

Fund #6:	State SB1 LPP - Local Partnership Program - Formula distribution (Committed)								Program Code
Existing Funding ($1,000s)									20.XX.724.000
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Santa Barbara County Association of
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				2,679				2,679	
TOTAL				2,679				2,679	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									Includes $168k in supplemental funding approved at October 2025 CTC meeting.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				2,679				2,679	
TOTAL				2,679				2,679	

Fund #7:	RSTP - STP - Federal (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	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)									Federalized RSTP
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				7,967				7,967	
TOTAL				7,967				7,967	

Fund #8:	Other Fed - Federal Earmark Repurposing (Committed)								Program Code
	Existing Funding ($1,000s)								
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Santa Barbara County Association of
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				81				81	
TOTAL				81				81	

Fund #9:	Other Fed - 2025 Distribution of TIFIA_STBG (Committed)								Program Code
	Existing Funding ($1,000s)								
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Santa Barbara County Association of
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				424				424	
TOTAL				424				424	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-D05-2024-0003 v6

Complete this page for amendments only Date 12/30/2025 11:39:55

District	County	Route	EA	Project ID	PPNO
05	Santa Barbara County	101	0N706	0524000077	7101H

SECTION 1 - All Projects

Project Background

Local Funding updated to reflect recently programmed amounts programmed by CTC in October 2025 for SBCAG FTIP Program changes.

Programming Change Requested

Addition of some Federal sources of funding which are provided by SBCAG and are offset by reduction in Local Measure. No net change in project cost.

Reason for Proposed Change

Request of SBCAG.

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

No change in overall project cost or impact to schedule.

Other Significant Information

SECTION 2 - For SB1 Project Only

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

Modify funding based upon current FTIP.

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

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6090-2023-0006 v6

Amendment (Existing Project) ☒ YES ☐ NO | Date 11/18/2025 17:27:54

Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☐ STIP ☐ 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)

The Cabrillo Project is located on Cabrillo Boulevard between U.S. 101 and Los Patos way in the City of Santa Barbara. The project will replace the UPRR undercrossing, and construct pedestrian and bicycle improvements on Cabrillo Boulevard, between the Highway 101/Cabrillo interchange and Cabrillo Boulevard and Los Patos Way intersection. More project specifications are included in Additional Information tab.

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	01/04/2016
Circulate Draft Environmental Document Document Type EIR/FONSI	05/22/2018	05/22/2018
Draft Project Report	04/27/2018	04/27/2018
End Environmental Phase (PA&ED Milestone)	05/22/2018	05/22/2018
Begin Design (PS&E) Phase	06/08/2018	06/08/2018
End Design Phase (Ready to List for Advertisement Milestone)	03/31/2027	03/31/2027
Begin Right of Way Phase	10/01/2018	10/01/2018
End Right of Way Phase (Right of Way Certification Milestone)	03/31/2027	03/31/2027
Begin Construction Phase (Contract Award Milestone)	07/01/2027	07/01/2027
End Construction Phase (Construction Contract Acceptance Milestone)	06/30/2029	06/30/2029
Begin Closeout Phase	07/01/2029	07/01/2029
End Closeout Phase (Closeout Report)	12/31/2029	12/31/2029

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6090-2023-0006 v6

Date 11/18/2025 17:27:54

Purpose and Need

Navigating Cabrillo Boulevard from the intersection of Cabrillo Boulevard at Los Patos Way through the Cabrillo Boulevard/US-101 interchange is a challenge for bicyclists and pedestrians due to the narrow opening through the UPRR undercrossing. The narrow opening results in non-standard lane and shoulder widths, and no bicycle or pedestrian facilities, creating a significant barrier underneath both the existing UPRR and US-101 bridges. Further evidence of the difficulty of this location for bikers and pedestrians became evident from public users during the development of the most current version of the City of Santa Barbara's Bicycle Master Plan. This plan, recently updated in 2016, was developed with the assistance of a very robust community outreach process, including Spanish speaking workshops in the Eastside neighborhood. The plan identified this area as a significant barrier for getting to and from recreation facilities, and employment opportunities in the beach/waterfront neighborhoods, making it a priority location for safety improvements. The Eastside Neighborhood, which is a USDOT Historically Disadvantaged Neighborhood, lost direct access to the beach/waterfront neighborhood when US Highway 101 was constructed. The highway creates a barrier for the neighborhood to recreation and employment opportunities along the Waterfront, conditions that are exasperated by the lack of bicycle and pedestrian facilities through the Cabrillo interchange.

The Cabrillo Boulevard Rail, Bicycle and Pedestrian Improvements will improve safety and accessibility for bicyclists and pedestrians, and reconnect neighborhoods and businesses currently divided by U.S. 101 and the UPRR facility by adding Class I multiuse paths, and Class II bike lanes, which are identified in the City of Santa Barbara's Bicycle Master Plan (2016) and Pedestrian Master Plan (2006). The Project will remove barriers to accessibility for historically disadvantaged communities and promote access to employment areas and high-quality educational opportunities, which will also help support local economy. By eliminating the gaps in bicycle and pedestrian networks, it will also increase multimodal opportunities and contribute to a decrease in greenhouse gas emissions.

The Cabrillo Project area features a bus stop currently lacking accessibility due to the sidewalk gap. As part of the Cabrillo project, Caltrans and SBCAG have partnered with local agencies on corridor operational improvements including improvement and relocation of the bus stop to increase accessibility and comfort for transit riders.

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

Additional Information

Project Scope/Location: Specifically, the Project includes:

- Replacement of the existing 29-foot wide UPRR Bridge over Cabrillo Boulevard with a lengthened 117-foot wide bridge abutments on both sides, a center pier and median, a 55-foot wide northbound opening for a vehicle lane, Class II bicycle lanes with green conflict striping, multiuse path plus buffer and a 55-foot wide southbound opening for a vehicle lane, sidewalk, and buffer. Northbound East Cabrillo Boulevard includes a right-turn lane for access to southbound U.S. 101, just past the bridge.
- Construction of a retaining wall from six to twelve feet in height on the east side of East Cabrillo Boulevard to accommodate the new road width and bridge length. This additional width on Cabrillo will allow for the Project to accommodate multi-modal pathways and on-street bike facilities. The existing bridge height is nonstandard at 14'11" and must be increased to 16'6" to meet required railroad clearance requirements.
- Construction of an enhanced bus stop and a new bus shelter at the westbound side of Cabrillo Boulevard, adjacent to the commercial and residential uses on Los Patos Way.
- Tree removal and replacement, as well as landscaping along Cabrillo Boulevard within the parkways adjacent to the sidewalk/multiuse Path.
- Drainage improvements along East Cabrillo Boulevard.
- Utility relocations within the Project area include: storm drains, waterline and fire hydrants, and underground facilities as follows – electrical, sewer, gas pipe lines (including an underground 16" high pressure gas line), cable television, and several fiber optic lines. There also are overhead power transmission line.
- The existing UPRR Los Patos Underpass will be closed or retired with this project. Currently a southbound off ramp passes beneath the underpass and that ramp will be closed by a separate project on Highway 101.

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	-105	0	-105
			VMT 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
	TCEP	Change in Daily Vehicle Hours of Delay	Hours	0	0	0
	TCEP	Change in Daily Truck Hours of Delay	Hours	0	0	0
Throughput (Freight)	TCEP	Change in Truck Volume	# of Trucks	0	0	0
	TCEP	Change in Rail Volume	# of Trailers	0	0	0
			# of Containers	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
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	0	0	0
	Optional	Truck Travel Time Reliability Index	Index	0	0	0
Velocity (Freight)	TCEP	Travel Time or Total Cargo Transport Time	Hours	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0.001	0	0.001
			PM 10 Tons	0.001	0	0.001
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	295.12	0	295.12
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	0.014	0	0.014
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0.003	0	0.003
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	0.834	0	0.834
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	0.04	0	0.04
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

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
	Optional	Number of Property Damage Only and Non-Serious Injury Collisions	Number	0.15	0.2	-0.05
	Optional	Accident Cost Savings	Dollars	93,403	0	93,403
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
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	1.79	0	1.79
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

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6090-2023-0006 v6

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)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Implementing Agency
E&P (PA&ED)	2,476	80	200					2,756	City of Santa Barbara
PS&E	2,153	604	800	470				4,027	City of Santa Barbara
R/W SUP (CT)									City of Santa Barbara
CON SUP (CT)									City of Santa Barbara
R/W		2,415	1,886	1,186				5,487	City of Santa Barbara
CON				5,776	39,903			45,679	City of Santa Barbara
TOTAL	4,629	3,099	2,886	7,432	39,903			57,949	
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)	2,476	80	200					2,756	
PS&E	2,153	604	800	470				4,027	
R/W SUP (CT)									
CON SUP (CT)									
R/W		2,415	1,886	1,186				5,487	
CON				5,776	39,903			45,679	
TOTAL	4,629	3,099	2,886	7,432	39,903			57,949	

Fund #1:	RIP - National Hwy System (Committed)								Program Code
Existing Funding ($1,000s)									20.30.600.620
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)	1,477							1,477	Santa Barbara County Association of
PS&E									$1477 PAED voted 06/25/15
R/W SUP (CT)									$822 PAED voted 03/14/19
CON SUP (CT)									
R/W									
CON				4,189				4,189	
TOTAL	1,477			4,189				5,666	
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				4,189				4,189	
TOTAL	1,477			4,189				5,666	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6090-2023-0006 v6

Fund #2:	Local Funds - Santa Barbara Co Sales Tax (Committed)								Program Code
	Existing Funding ($1,000s)								20.10.400.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Santa Barbara County
PS&E	450							450	
R/W SUP (CT)									
CON SUP (CT)									
R/W			372					372	
CON									
TOTAL	450		372					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	450		372					822	
Fund #3:	Local HES - STP Safety Local: Safe Routes to School (SR2S) (Committed)								Program Code
	Existing Funding ($1,000s)								LOCAL HES
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)	900							900	Federal Highway Administration
PS&E	1,253							1,253	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,153							2,153	
	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	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6090-2023-0006 v6

Fund #4:	Local Funds - Local Transportation Funds (Committed)								Program Code
	Existing Funding ($1,000s)								20.10.400.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	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	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E	450							450	$450 PSE voted 03/14/19
R/W SUP (CT)									$372 RW voted 03/14/19$450 PSE voted 03/14/19
CON SUP (CT)									$372 RW voted 03/14/19
R/W			372					372	
CON									
TOTAL	450		372					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	450		372					822	

Fund #6:	RSTP - STP Local (Committed)								Program Code
	Existing Funding ($1,000s)								20.30.010.810
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)		80	200					280	
PS&E		604	800	470				1,874	
R/W SUP (CT)									
CON SUP (CT)									
R/W		50	1,142	1,186				2,378	
CON					1,500			1,500	
TOTAL		734	2,142	1,656	1,500			6,032	
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)		80	200					280	
PS&E		604	800	470				1,874	
R/W SUP (CT)									
CON SUP (CT)									
R/W		50	1,142	1,186				2,378	
CON					1,500			1,500	
TOTAL		734	2,142	1,656	1,500			6,032	

Fund #7:	State SB1 SCCP - Solution for Congested Corridors Program (Committed)								Program Code
	Existing Funding ($1,000s)								20.30.210.350
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									20.30.210.350
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					38,403			38,403	
TOTAL					38,403			38,403	
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					38,403			38,403	
TOTAL					38,403			38,403	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6090-2023-0006 v6

Fund #8:	Other Fed - Carbon Reduction Program (CRP) (Committed)								Program Code
Existing Funding ($1,000s)									20.30.010.300
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Federal Highway Administration
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W		2,365						2,365	
CON				1,587				1,587	
TOTAL		2,365		1,587				3,952	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W		2,365						2,365	
CON				1,587				1,587	
TOTAL		2,365		1,587				3,952	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6090-2023-0006 v6

Complete this page for amendments only Date 11/18/2025 17:27:54

District	County	Route	EA	Project ID	PPNO
05	Santa Barbara County			0514000085	1834B

SECTION 1 - All Projects

Project Background

All funds are marked as “committed” for the baseline agreement.

Programming Change Requested

Reason for Proposed Change

All funds are marked as “committed” for the baseline agreement.

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)

All funds are marked as “committed” for the baseline agreement.

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

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6090-2024-0005 v1

Amendment (Existing Project) ☒ YES ☐ NO | Date 11/18/2025 17:25:30

Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☐ STIP ☐ Other

District	EA	Project ID	PPNO	Nominating Agency	
05			3273	Santa Barbara County Association of Governments	
County	**Route**	**PM Back**	**PM Ahead**	**Co-Nominating Agency**	
Santa Barbara Coun				Caltrans HQ	
				MPO	**Element**
				SBCAG	Local Assistance

Project Manager/Contact	Phone	Email Address
Fred Luna	805-961-8926	fluna@sbcag.org

Project Title

Santa Barbara Zero Emission Vehicle Charging Infrastructure

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

The project will install Zero Emission Vehicle chargers in the City of Santa Barbara at the West Cabrillo Pavilion Lot (1118 E CABRILLO BLVD, SANTA BARBARA, CA). Eight DC Fast Chargers (DCFC) will be installed at this location.

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:	19	Senate:	37	Congressional:	24

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	07/01/2025	07/01/2025
Circulate Draft Environmental Document Document Type CE	10/01/2025	10/01/2025
Draft Project Report	10/31/2025	10/31/2025
End Environmental Phase (PA&ED Milestone)	11/07/2025	11/07/2025
Begin Design (PS&E) Phase	10/01/2025	10/01/2025
End Design Phase (Ready to List for Advertisement Milestone)	04/01/2026	04/01/2026
Begin Right of Way Phase	10/01/2025	10/01/2025
End Right of Way Phase (Right of Way Certification Milestone)	03/01/2026	03/01/2026
Begin Construction Phase (Contract Award Milestone)	12/01/2026	12/01/2026
End Construction Phase (Construction Contract Acceptance Milestone)	06/30/2027	06/30/2027
Begin Closeout Phase	10/01/2027	10/01/2027
End Closeout Phase (Closeout Report)	03/01/2028	03/01/2028

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6090-2024-0005 v1

Date 11/18/2025 17:25:30

Purpose and Need

The purpose of this project is to help expand the network of publicly available electric vehicle chargers along the corridor. Implementing ZEV infrastructure is needed to sustain California's transition to electric vehicles by 2045, as per Governor Newsom's Executive Order N-79-20. The project will expand the Zero Emission Vehicle (ZEV) network to help accelerate the adoption of ZEV use among Californians. It will provide an additional option for transportation that promote sustainability to reduce impacts on the environment. The project meets SB1 goals of improving mobility and mobility options for travel in the corridor and addressing climate change.

At a regional level, the project will continue to increase the number of available options for ZEV charging to meet future demands. The project location have been identified to provide synergy with other modal projects being implemented by SBCAG and its local partners.

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
ZEV infrastructure	Number of DC charging ports	Each	8

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID

ePPR-6090-2024-0005 v1

Date 11/18/2025 17:25:30

Additional Information

PPR ID
ePPR-6090-2024-0005 v1

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	0	0	0
			VMT 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	0	0	0
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0.01	0	0.01
			PM 10 Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	163.7	0	163.7
	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	0.92	0	0.92
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	0.09	0	0.09
Safety	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	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0	0	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	0	0	0
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	9.59	0	9.59
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

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6090-2024-0005 v1

District	County	Route	EA	Project ID	PPNO
05	Santa Barbara County				3273

Project Title

Santa Barbara Zero Emission Vehicle Charging Infrastructure

Existing Total Project Cost ($1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Implementing Agency
E&P (PA&ED)				1				1	City of Santa Barbara
PS&E				90				90	City of Santa Barbara
R/W SUP (CT)									City of Santa Barbara
CON SUP (CT)									City of Santa Barbara
R/W				24				24	City of Santa Barbara
CON				1,662				1,662	City of Santa Barbara
TOTAL				1,777				1,777	
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)				1				1	
PS&E				90				90	
R/W SUP (CT)									
CON SUP (CT)									
R/W				24				24	
CON				1,662				1,662	
TOTAL				1,777				1,777	

Fund #1:	RSTP - STP Local (Committed)								Program Code
Existing Funding ($1,000s)									20.30.010.810
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)				1				1	Santa Barbara County Association of
PS&E				90				90	RSTP State exchange
R/W SUP (CT)									
CON SUP (CT)									
R/W				24				24	
CON									
TOTAL				115				115	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)				1				1	
PS&E				90				90	
R/W SUP (CT)									
CON SUP (CT)									
R/W				24				24	
CON									
TOTAL				115				115	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6090-2024-0005 v1

Fund #2:	State SB1 SCCP - Solution for Congested Corridors Program (Committed)								Program Code
Existing Funding ($1,000s)									20.30.210.350
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									20.30.210.350
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				1,662				1,662	
TOTAL				1,662				1,662	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				1,662				1,662	
TOTAL				1,662				1,662	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6090-2024-0005 v1

Complete this page for amendments only Date 11/18/2025 17:25:30

District	County	Route	EA	Project ID	PPNO
05	Santa Barbara County				3273

SECTION 1 - All Projects

Project Background

All funds are marked as “committed” for the baseline agreement.

Programming Change Requested

Reason for Proposed Change

All funds are marked as “committed” for the baseline agreement.

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)

All funds are marked as “committed” for the baseline agreement.

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

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6090-2024-0003 v1

Amendment (Existing Project) ☒ YES ☐ NO | Date 11/18/2025 17:22:04

Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☐ STIP ☐ Other

District	EA	Project ID	PPNO	Nominating Agency	
05			3274	Santa Barbara County Association of Governments	
County	**Route**	**PM Back**	**PM Ahead**	**Co-Nominating Agency**	
Santa Barbara Coun				Caltrans HQ	
				MPO	**Element**
				SBCAG	Local Assistance

Project Manager/Contact	Phone	Email Address
Derrick Bailey	805-564-5544	dbailey@SantaBarbaraCA.gov

Project Title

Santa Barbara Eastside Active Transportation Improvements

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

In the City of Santa Barbara, construct a series of bicycle and pedestrian safety enhancements to the City's Eastside neighborhood to encourage active transportation modes:
A. Safe Routes to School Safety Enhancements, including curb extensions and high visibility crosswalks at the intersections of Montecito/ Voluntario,Montecito/Soledad, Quinientos/Voluntario, Quinientos/Soledad, and Carpinteria/Soledad.
B. Cacique Bike Boulevard/Bike Friendly Street improvements including curb extensions at Canada/Hutash, Canada/Punta Gorda, and Voluntario/Cacique.This route connects to the existing Cacique/US 101 undercrossing and would also connect pedestrians and cyclists to the future overcrossing at Canada/Pitos.
CONTINUED IN ADDITIONAL INFORMATION TAB.

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	06/06/2025	06/06/2025
Circulate Draft Environmental Document Document Type CE		
Draft Project Report	09/01/2025	09/01/2025
End Environmental Phase (PA&ED Milestone)	11/01/2025	11/01/2025
Begin Design (PS&E) Phase	08/01/2026	08/01/2026
End Design Phase (Ready to List for Advertisement Milestone)	04/01/2027	04/01/2027
Begin Right of Way Phase	12/01/2026	12/01/2026
End Right of Way Phase (Right of Way Certification Milestone)	04/01/2027	04/01/2027
Begin Construction Phase (Contract Award Milestone)	11/01/2027	11/01/2027
End Construction Phase (Construction Contract Acceptance Milestone)	06/01/2028	06/01/2028
Begin Closeout Phase	12/01/2028	12/01/2028
End Closeout Phase (Closeout Report)	03/30/2029	03/30/2029

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6090-2024-0003 v1

Date 11/18/2025 17:22:04

Purpose and Need

Highway 101 is a physical barrier to walking and bicycling, with approximately 1.25 miles between access points to cross it in the City's Eastside Neighborhood, a disadvantage community, to get to the Eastside's commercial corridor south of the freeway and to the Waterfront. Further, there is a lack of walking and bicycling infrastructure at some of the crossing locations, or within corridors leading to them.

Families face mobility challenges along existing routes to schools, parks, and neighborhood facilities largely due to cut-through traffic from residents in surrounding affluent neighborhoods. Eastside residents report speeding drivers and inadequate yielding, and while the City has constructed several enhanced crossings in the past decade, many intersections along existing routes still lack critical safety features. To rectify this, the project will enhance approximately eight intersections along routes to Franklin and Cleveland Elementary Schools, the Eastside Library, the Franklin Health/Neighborhood Center (health care center for underserved and Foodbank Distribution Center), the Eastside Neighborhood Park, and Sunflower Park. Measures include curb extensions, access ramps, and high-visibility crosswalks.

Salinas Street, a high-collision corridor bisecting the neighborhood, will also receive attention. Four intersections along Salinas will see improvements, such as curb extensions, crosswalks, and Rectangular Rapid Flashing Beacons (RRFBs). A compact roundabout at Salinas/ Carpinteria will control speed, and a raised crossing with RRFBs at Salinas/Pitos will control speeds and improve access to the new overcrossing. These enhancements aim to enhance safety for students accessing Cleveland Elementary.

Lastly, the project will construct sidewalk infill on the 200 block of S. Alisos Street. This critical infrastructure gap will connect to an existing US 101 undercrossing at Cacique Street/US 101.

The Lower Eastside community primarily consists of disadvantaged residents, with 90.2% of Franklin Elementary students and 76.5% of Cleveland Elementary students qualifying for the Free and Reduced Lunch Program. This project plays a vital role in connecting students and families to schools, essential services, jobs, and recreational opportunities.

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
Active Transportation	Sidewalk miles	Miles	0.85
Active Transportation	# Signs, lights, greenway, or other safety / beautification	EA	33
ADA Improvements	New crosswalk	LF	1,650
Active Transportation	Crosswalk	EA	46

Date 11/18/2025 17:22:04

Additional Information

C. Sidewalk Infill on Alisos between Hutash and Cacique Streets. This would fill a missing link of sidewalk leading to the US 101 Undercrossing at CaciqueStreet, connecting pedestrians to and from commercial services along the Milpas Street and to the Waterfront.
D.Salinas Street pedestrian and lighting safety enhancements from US 101 Freeway off-ramp into the neighborhood. Includes additional lighting throughoutSalinas, a raised intersection for speed control from the highway off ramp at Pitos/Salinas, curb extensions and RRFBs at Hutash/ Salinas, a compactroundabout at Carpinteria/Salinas for speed control, and curb extensions at Clifton/Salinas.

PPR ID
ePPR-6090-2024-0003 v1

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	0	492	-492
			VMT 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	0	0	0
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0.0003	0	0.0003
			PM 10 Tons	0.0004	0	0.0004
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	117.43	0	117.43
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	0.0048	0	0.0048
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0.0012	0	0.0012
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	0.3102	0	0.3102
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	0.013	0	0.013
Safety	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	1.56	3.02	-1.46
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0	0	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	106	0	106
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	3.05	0	3.05
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

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6090-2024-0003 v1

District	County	Route	EA	Project ID	PPNO
05	Santa Barbara County				3274

Project Title

Santa Barbara Eastside Active Transportation Improvements

Existing Total Project Cost ($1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Implementing Agency
E&P (PA&ED)				1,000				1,000	City of Santa Barbara
PS&E					523			523	City of Santa Barbara
R/W SUP (CT)									City of Santa Barbara
CON SUP (CT)									City of Santa Barbara
R/W					50			50	City of Santa Barbara
CON					8,755			8,755	City of Santa Barbara
TOTAL				1,000	9,328			10,328	
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)				1,000				1,000	
PS&E					523			523	
R/W SUP (CT)									
CON SUP (CT)									
R/W					50			50	
CON					8,755			8,755	
TOTAL				1,000	9,328			10,328	

Fund #1:	RSTP - STP Local (Committed)								Program Code
Existing Funding ($1,000s)									20.30.010.810
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)				700				700	Santa Barbara County Association of
PS&E					273			273	RSTP state exchange
R/W SUP (CT)									
CON SUP (CT)									
R/W					50			50	
CON									
TOTAL				700	323			1,023	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)				700				700	
PS&E					273			273	
R/W SUP (CT)									
CON SUP (CT)									
R/W					50			50	
CON									
TOTAL				700	323			1,023	

PPR ID
ePPR-6090-2024-0003 v1

Fund #2:	State SB1 SCCP - Solution for Congested Corridors Program (Committed)								Program Code
	Existing Funding ($1,000s)								20.30.210.350
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									20.30.210.350
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					8,755			8,755	
TOTAL					8,755			8,755	
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					8,755			8,755	
TOTAL					8,755			8,755	

Fund #3:	Local Funds - City Funds (Committed)								Program Code
	Existing Funding ($1,000s)								20.10.400.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)				300				300	City of Santa Barbara
PS&E					250			250	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL				300	250			550	
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)				300				300	
PS&E					250			250	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL				300	250			550	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6090-2024-0003 v1

Complete this page for amendments only Date 11/18/2025 17:22:04

District	County	Route	EA	Project ID	PPNO
05	Santa Barbara County				3274

SECTION 1 - All Projects

Project Background

All funds are marked as “committed” for the baseline agreement.

Programming Change Requested

Reason for Proposed Change

All funds are marked as “committed” for the baseline agreement.

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)

All funds are marked as “committed” for the baseline agreement.

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

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6090-2024-0004 v1

Amendment (Existing Project)	☒ YES	☐ NO				Date	11/18/2025 15:27:38
Programs	☐ LPP-C	☐ LPP-F	☐ SCCP	☐ TCEP	☐ STIP	☐ Other	

District	EA	Project ID	PPNO	Nominating Agency	
05			3275	Santa Barbara County Association of Governments	
County	**Route**	**PM Back**	**PM Ahead**	**Co-Nominating Agency**	
Santa Barbara Coun				Caltrans HQ	
				MPO	**Element**
				SBCAG	Mass Transit (MT)
Project Manager/Contact			**Phone**	**Email Address**	
Aaron Bonfilio			805-961-8920	abonfilio@sbcag.org	

Project Title

VCTC Coastal Express zero-emission buses

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

This project is for the purchase of three (3) 45' zero-emission transit replacement buses for VCTC Coastal Express route connecting Ventura and Santa Barbara counties. The project will improve travel time reliability, facilitating service expansion.

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

Legislative Districts

Assembly:	19	Senate:	37	Congressional:	24

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	07/01/2025	07/01/2025
Circulate Draft Environmental Document Document Type CE	07/01/2025	07/01/2025
Draft Project Report	11/03/2025	11/03/2025
End Environmental Phase (PA&ED Milestone)	11/03/2025	11/03/2025
Begin Design (PS&E) Phase	01/01/2027	01/01/2027
End Design Phase (Ready to List for Advertisement Milestone)	04/01/2027	04/01/2027
Begin Right of Way Phase		
End Right of Way Phase (Right of Way Certification Milestone)		
Begin Construction Phase (Contract Award Milestone)	12/01/2027	12/01/2027
End Construction Phase (Construction Contract Acceptance Milestone)	06/30/2028	06/30/2028
Begin Closeout Phase	08/01/2028	08/01/2028
End Closeout Phase (Closeout Report)	08/01/2029	08/01/2029

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6090-2024-0004 v1

Date 11/18/2025 15:27:38

Purpose and Need

SBCAG and VCTC wish to replace three aging diesel vehicles with zero emissions vehicles to increase reliability and reduce GHG emissions in line with CARB's ICT rule and VCTC's zero emission transition plan. VCTC has 31 aging diesel over the road coaches that experience frequent mechanical breakdowns mid trip that are disrupting passengers' long commutes, reducing reliability, and damaging VCTC and SBCAG's efforts at attracting more users to the transit network. Replacing these buses will increase reliability, increase VCTC's operating capacity and lead to more transit use.

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
Rail/ Multi-Modal	Rail cars/ transit vehicles	EA	3

Date 11/18/2025 15:27:38

Additional Information

The outputs are 3 zero-emission buses.

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	0	0	0
			VMT 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	0	0	0
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0	0	0
			PM 10 Tons	2	0	2
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	49	0	49
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	1	0	1
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	4	0	4
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	8,380	0	8,380
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	64	0	64
Safety	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	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0	0	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	78	0	78
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	1.42	0	1.42
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

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6090-2024-0004 v1

District	County	Route	EA	Project ID	PPNO
05	Santa Barbara County				3275

Project Title

VCTC Coastal Express zero-emission buses

Existing Total Project Cost ($1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Implementing Agency
E&P (PA&ED)									Santa Barbara County Association of
PS&E									Santa Barbara County Association of
R/W SUP (CT)									Santa Barbara County Association of
CON SUP (CT)									Santa Barbara County Association of
R/W									Santa Barbara County Association of
CON					6,000			6,000	Santa Barbara County Association of
TOTAL					6,000			6,000	
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					6,000			6,000	
TOTAL					6,000			6,000	

Fund #1:	State SB1 SCCP - Solution for Congested Corridors Program (Committed)								Program Code
Existing Funding ($1,000s)									30.10.030.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Santa Barbara County Association of
PS&E									30.10.030.100
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					6,000			6,000	
TOTAL					6,000			6,000	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					6,000			6,000	
TOTAL					6,000			6,000	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6090-2024-0004 v1

Complete this page for amendments only Date 11/18/2025 15:27:38

District	County	Route	EA	Project ID	PPNO
05	Santa Barbara County				3275

SECTION 1 - All Projects

Project Background

all funds are “committed” for the baseline agreement

Programming Change Requested

Reason for Proposed Change

all funds are “committed” for the baseline agreement

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)

all funds are “committed” for the baseline agreement

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

Memorandum

To: SUKHDEEP SANDHER
OFFICE CHIEF
HEADQUARTERS PROJECT
MANAGEMENT

Date: November 18, 2025

File: Project update
05-0N700 South Coast
HOV Lanes Project

From: DAVID EMERSON
PROJECT MANAGER
PROGRAM/PROJECT MANAGEMENT
DISTRICT 5

Subject: **DOCUMENT TO UPDATE PROGRESS AND FUNDING STATUS OF THE SOUTH COAST HOV PROJECT**

The purpose of this memorandum is to document the changes and delivery status related to this project. The project report was signed in 2014 and re-approved in 2017 following a CEQA legal challenge.

The project description remains unchanged:

It is proposed to improve the Route 101 freeway in Santa Barbara County from 0.2 miles south of Bailard Avenue in the City of Carpinteria to Sycamore Creek in the City of Santa Barbara. High Occupancy Vehicle (HOV) lanes are proposed for construction in both directions from 0.4 mile south of Carpinteria Creek at PM 2.0 to 0.4 mile north of the Cabrillo Boulevard freeway crossing at PM 11.8. Two interchanges at Sheffield Drive and at Cabrillo Boulevard need to be reconstructed to provide sufficient area to accommodate the additional lanes. Due to the constrained existing right of way, additional stormwater treatment facilities are proposed south of the Bailard Avenue Interchange (PM 1.62) beginning at PM 1.4.

This project is referred to as Phase 4 of the overall HOV strategy in Southern Santa Barbara County. It has since been subdivided into 7 Segments (4A-4E) described in detail below. Phases 1-3 were separate projects, all of which are complete. This baseline agreement is specific to the last segment of Phase 4 to be funded with SB1 funds, 4E North, and it will construct HOV lanes from just south of the Cabrillo Blvd Interchange to just north of it. The project will also

reconstruct the interchange and local roads and intersections at and between the new on and off ramps. There are additional local off-system improvements as a part of the SB1 Cycle 4 award. This link explains the phases in more detail.

The PAED phase was completed under the parent project 05-0N700.

PSE/RW phase was started and developed to a 35% level under 05-0N700, to better inform the team on a phasing strategy for delivering the project in segments, given its size and complexity. This resulted in the project being divided into smaller segments to facilitate funding, permitting and construction. PSE and RW phase then continued under each of the child projects listed below. The project was also designated a CMGC project, and a contractor was chosen in coordination with HQ Office of Innovative Design and Delivery utilizing department processes.

The project was awarded funding as part of Cycle 1 of the Road Repair and Accountability Act of 2017. The funding was awarded to three of the seven segments that made up the project limits. At the request of headquarters programming two child projects were created from 05-0N700, one funded with Cycle 1, one unfunded. The outline below shows the two child projects (listed as A and B below) and all associated grandchild projects. With the Cycles 3 and 4 award, all remaining segments of the unfunded child project 0N70B have since secured funding. The highlighted project below is the most recent, Cycle 4 award with funding as part of the 2025 Baseline Agreement.

A. **05-0N70A (PPNO 7101A)** Segments 4A, 4B and 4C were fully funded for construction and immediately split further into 3 projects. No charges were assigned to this project.
    - **05-0N701 (PPNO 7101C) Carpinteria Segment 4A – PM 1.4/4.59**
        - Funded for PSE, RW and Construction
        - Cycle 1 TCEP funded CON phase ($51M)
        - Started construction April 2021. CCA 10/23.
    - **05-0N702 (PPNO 7101D) Padaro Segment 4B – PM 4.59/7.5**
        - Funded for PSE, RW and Construction
        - Cycle 1 SCCP funded CON ($61.81m)
        - Started construction June 2021.CCA target 12/24.
    - **05-0N703 (PPNO 7101E) Summerland Segment 4C – PM 7.5/9.2**
        - Funded for PSE, RW and Construction
        - Cycle 1 SCCP funded CON phase ($42M)
        - Started construction Nov 2021, CCA target 12/23.

B. **<u>05-0N70B (PPNO 7101B</u>**<u>) Segments 4D (North and South), and 4E (North and South) were initially funded for preconstruction only.</u>
    - Funded for PSE and RW only
    - All PSE and RW work for the final construction contacts occurs under this EA.
    - This project is being delivered utilizing construction early work packages using the CMGC process.
    - All segments have now been fully funded.
  - **05-0N704 (PPNO 7101F) Three Creeks Segment 4D South – PM 9.2/10.0**
    - Part of Cycle 3, SCCP award.
    - Started construction, May 2024 – CCA target 12/2026
  - **05-0N743 (PPNO 7101W) Montecito Segment 4D North – PM 10.0/10.5**
    - Funded for construction only
    - Started construction June 2023 - CCA target 12/2026
  - **05-0N705 (PPNO 7101G) Santa Barbara South Segment 4E South – PM 10.5/11.0**
    - Part of Cycle 3, SCCP award.
    - Start Constructioned, July 2024, - CCA target 12/2026
  - **05-0N706(PPNO 7101H) – Cabrillo Interchange Segment 4E North- PM 10.9/12.3**
    - This HOV project is focused on the addition of HOV lanes for the project limits, a fully reconstructed interchange including two new undercrossing structures, removing left hand off-ramps and relacing with standard right-hand ramps and adding a new SB on-ramp. Closure of a non-standard Los Patos off-ramp, pedestrian improvements, multi-use trail, sidewalks, a new roundabout at the Northbound ramps terminus, and signalized intersection at the Southbound ramp terminus.
    - Part of Cycle 4, SCCP and LPP award (Con – target $125.8M)
      - Any funding gaps in final cost will be covered by SBCAG's local funds and is captured in cooperative amendment 05-0478 which will be executed prior to CTC allocation. In the Baseline Agreement, SBCAG is the only funding partner for this project and will cover cost overruns.
      - Funding estimates are based upon the Engineers Estimate for RTL and is expected to be lower than the

final CMGC Agreed to Price, which is closer to the programmed amount as reflected in the ePPR.
    - SBCAG has added LPP – Formula funding in addition to the LPP – Competitive requested in the application.
- Construction expected to begin in Spring 2026.
    - Schedule for construction remains on-track however some delays have affected the delivery of RW certification and RTL. No CTC actions will be needed to address the delivery schedule.
    - Milestones related to HQ advertise, bid opening, and award take place out of usual order because of the CMGC method of delivery, and they occur prior to CTC allocation.
- Outputs in the ePPR remain valid for the SB1 commitments and there are no SHOPP Outputs that need to be satisfied with this Segment. However, the project is providing new long-life pavement, two new undercrossing structures, new signage, lighting, updated culverts, safety features, CCTV and MVDS.
- Funding sources in the ePPR vary slightly from the application due to differences in the awarded funding profile and local changes in FTIP. SBCAG found some additional funding sources that are offsetting the Measure A commitment.
- The project environmental document will be revalidated as part of the RTL process.

05-SB-101-PM 1.4 / 12.3
05-0N700 / 0500000225 / PPNO 7101
20.XX.075.600 (STIP RIP)
20.XX.025.700 (STIP IIP)
20.XX.400.100 (Local Measure A Funds)
April 2014

Project Report

For Project Approval

On Route 101

Between 0.2 miles south of Bailard Avenue in the City of Carpinteria

And Sycamore Creek in the City of Santa Barbara

I have reviewed the right of way information contained in this report and the R/W Data Sheet attached hereto, and find the data to be complete, current and accurate:

Suzette E. Shellooe

SUZETTE SHELLOOE, CENTRAL REGION DIVISION CHIEF, RIGHT OF WAY

APPROVAL RECOMMENDED:

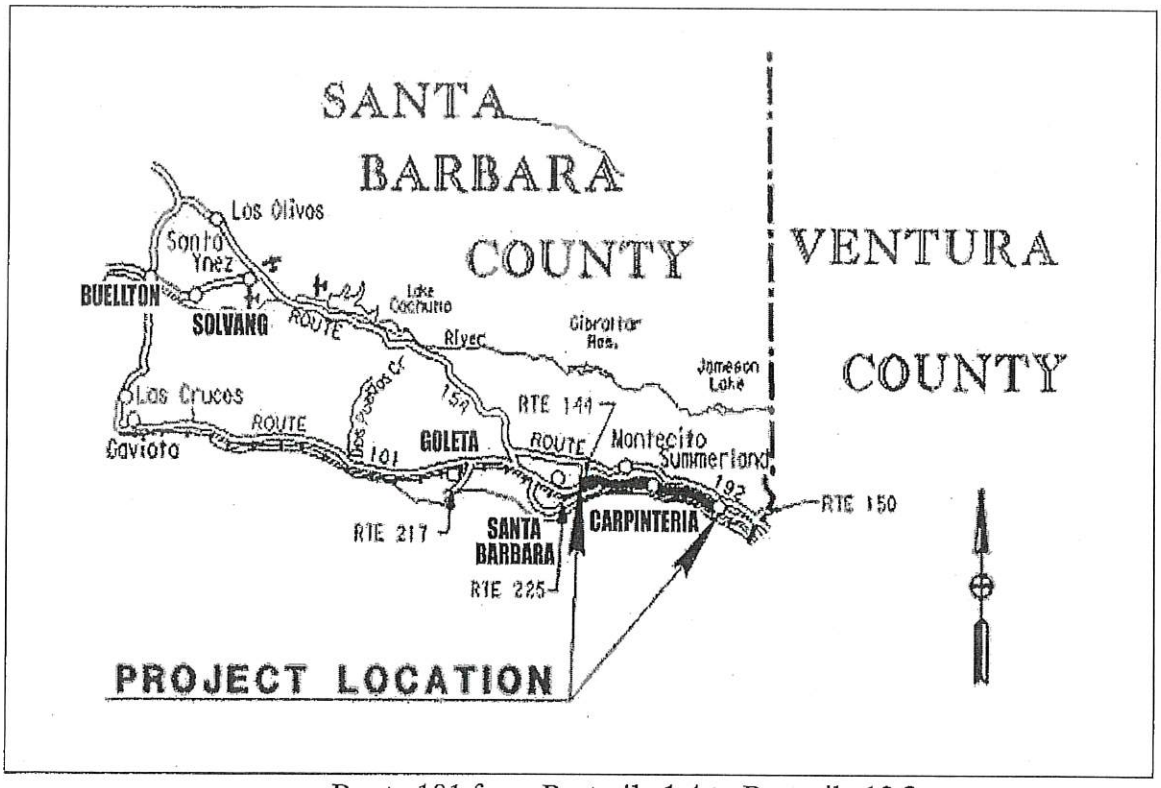
SCOTT EADES, PROJECT MANAGER

APPROVED:

TIMOTHY M. GUBBINS – DISTRICT DIRECTOR, DISTRICT 5

8/26/14
Date

Vicinity Map



Route 101 from Postmile 1.4 to Postmile 12.3

This project report has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based

Marcia F. Vierra — 4/25/14

MARCIA F. VIERRA — *DATE*

1. INTRODUCTION

Project Description:

It is proposed to improve the Route 101 freeway in Santa Barbara County from 0.2 miles south of Bailard Avenue in the City of Carpinteria to Sycamore Creek in the City of Santa Barbara. High Occupancy Vehicle (HOV) lanes are proposed for construction in both directions from 0.4 mile south of Carpinteria Creek at PM 2.0 to 0.4 mile north of the Cabrillo Boulevard freeway crossing at PM 11.8. Two interchanges at Sheffield Drive and at Cabrillo Boulevard need to be reconstructed to provide sufficient area to accommodate the additional lanes. Due to the constrained existing right of way, additional stormwater treatment facilities are proposed south of the Bailard Avenue Interchange (PM 1.62) beginning at PM 1.4. See Attachment A for Vicinity Map.

The southern end of the project would connect to the Route 101/HOV capacity improvement project developed by Caltrans District 7 (Los Angeles), EA 07-26070 and currently under construction. The northern limit at Sycamore Creek Bridge conforms to the recently completed Route 101/Milpas Street to Hot Springs Road Operational Improvements Project, EA 05-44780.

This project was initiated at the request of the Santa Barbara County Association of Governments (SBCAG) and is proposed to be funded from local Measure A funds and STIP funds. This project has been assigned the Project Development Processing Category 3 because it requires a revised freeway agreement, but not a route adoption.

Three build alternatives and a no-build alternative were considered. All build alternatives require limited permanent right of way acquisition for subsurface footing easements of the proposed soundwalls and retaining walls. Three of the five proposed Cabrillo Boulevard interchange design concepts involve railroad facilities reconstruction from PM 11.5 to PM 12.3. The Preferred Alternative does not require such railroad reconstruction nor propose work north of PM 11.8.

The Preferred Alternative has been identified by the Project Development Team (PDT) as Alternative 1 combined with the "F Modified" configuration for the Cabrillo Boulevard/Hot Springs Road Interchange with four locations of geometric modifications. The selection of the Preferred Alternative occurred after the PDT considered input from the public, community, government, and elected officials. Consideration was also given to the project funding, schedule, right of way constraints and feasibility assessment of project alternatives. These geometric modifications resulted from the comments received from circulation of the environmental document and the public hearing process. The four areas of geometric modification to Alternative 1 with Interchange "F Modified" are contained within the recommended Preferred Alternative and are as follows:

1) A single median barrier from S. Padaro Lane to the Carpinteria Salt Marsh from PM 4.7 to PM 5.3 is proposed to remove the need for the originally proposed retaining wall, and is more compatible with the County's currently planned frontage road modifications;

2) No outside widening in the northbound direction from PM 5.7 to PM 5.8 to reduce the anticipated construction footprint near a cultural site; and

3) Additional separation between the northbound and southbound mainlines at Sheffield Drive Interchange added from PM 8.9 to PM 9.1 to increase the width of the median. However the new alignment also necessitates the addition of two retaining walls along the southbound mainline edge of shoulder.

4) Cabrillo Boulevard Interchange Concept F Modified is to be revised to have a lane added to Cabrillo Boulevard between the northbound and southbound ramp connections to provide for two eastbound lanes. The originally proposed median will be shifted north one lane width to provide for a continuation of two eastbound lanes to the roundabout. There will be only one Cabrillo Boulevard westbound right turn lane into the northbound on-ramp instead of two.

Table 1: Project Data Summary

Project Limits	*05-SB-101-1.4/12.3*
Number of Alternatives	*3*
Current Capital Outlay Support Estimate (Preferred Alternative)	$50,600,000
Current Capital Outlay Construction Estimate (Preferred Alternative)	$276,800,000
Current Capital Outlay Right-of-Way Estimate (Preferred Alternative)	$28,300,000
Funding Source	*STIP RIP, STIP IIP and Local Measure A Funds*
Funding Year	*2017/2018*
Type of Facility	*6-lane freeway*
Number of Structures	13
Environmental Document	EIR/EA with FONSI
Legal Description (Preferred Alternative)	*ON ROUTE 101, FROM 0.2 MILES SOUTH OF BAILARD AVENUE IN THE CITY OF CARPINTERIA TO SYCAMORE CREEK IN THE CITY OF SANTA BARBARA*
Project Development Category	*3*

2. RECOMMENDATION

Recommend that the project be approved using the Preferred Alternative and that the project proceed to the next phase. The affected local agencies have been consulted with respect to the recommended plan, their views have been considered, and the local agencies are in general accord with the plan as presented.

Table 10: Utility Adjustment and Relocation Summary

Postmile	Location	Utility	Possible Conflict	Possible Action
1.7-1.8	longitudinal	sewer	sb stormwater swale	lower or encase
2.0	transverse	water	paving	lower or encase
2.1	transverse	gas	paving, nb soundwall	lower or encase
2.2	transverse	gas	paving, nb soundwall	lower or encase
2.5	transverse	sewer	paving, nb soundwall	encase
2.6	transverse	electricity, water	paving	lower or encase
3.1	transverse	electricity, water, gas	paving	lower or encase
3.2	transverse	sewer	paving	encase
3.2	transverse	sewer	paving, nb soundwall	encase
3.7	transverse	sewer, gas, water	paving, nb/sb soundwalls	encase
3.7	longitudinal	electricity	nb soundwall	relocate
3.9	transverse	sewer, TV, water	paving, sb soundwall	encase
4.1	transverse	gas, water	paving	encase
4.3	transverse	gas	paving	encase
4.4-4.6	longitudinal	electricity, water, TV	nb soundwall	relocate
4.4-4.5	longitudinal	telephone	sb paving (Alt 2 only)	lower or encase
4.9	transverse	water, sewer	paving	encase
5.4-6.4	longitudinal	gas	sb soundwall	relocate
5.8	transverse	gas	paving	encase
5.5-5.7	longitudinal	electricity	nb paving (Alt 2 only)	lower or encase
6.1	transverse	water	paving	encase
6.2-6.5	longitudinal	electricity, TV	nb soundwall	relocate
6.4	transverse	gas	paving	encase
6.7	transverse	telephone, TV, water	paving	encase
6.4-6.8	longitudinal	gas	sb paving (Alt 2 only)	lower or encase
6.8-6.9	longitudinal	gas	sb stormwater swale	lower or encase
7.0-7.9	longitudinal	gas, telephone	nb soundwall	relocate
7.3	transverse	gas	paving	encase
7.7	transverse	gas	paving	encase
8.0	transverse	gas	paving	encase
8.2	transverse	water(2), TV	paving	lower or encase
9.3	transverse	gas, water	paving, nb soundwall	lower or encase
9.5	transverse	gas, water	paving, nb soundwall	lower or encase
9.8	transverse	gas, sewer(2)	paving, nb soundwall	lower or encase
9.9	transverse	water	paving, nb soundwall	lower or encase
10.1	transverse	water	paving	encase
10.3	transverse	gas(2), sewer, water	paving, nb/sb soundwalls	lower or encase
10.4-10.5	longitudinal	TV, telephone	nb/sb soundwalls	relocate
10.6	transverse	electricity, telephone, gas, water	paving	lower or encase
10.7	transverse	gas	paving	lower or encase
11	transverse	sewer(2), water	paving	lower or encase
11.2	transverse	electricity, telephone(2), gas, water	paving	lower or encase
11.3	transverse	TV, gas	paving	lower or encase
11.2-12.2	longitudinal	TV, electricity	railroad	relocate
11.7	transverse	water, gas	paving, railroad	lower or encase

NOTES; sb= southbound, nb = northbound
Longitudinal conflicts are located within railroad or frontage road right of way, not freeway right of way.

All locations referenced as longitudinal locations are not longitudinal encroachments. These are overhead lines located on adjacent frontage roads that have minimum wire and pole clearances that may conflict with soundwalls proposed to be constructed on the state right of way line. A Determination of Liability would need to be prepared following completion of the environmental process and the preparation of utility conflict plans. Utility relocations would take place before and during construction. The estimated cost of the State's share for utility relocation would be $14,100,000 for Alternative, 1-F Modified.

Railroad Involvement – The Union Pacific Railroad runs directly adjacent to the southbound lanes of Route 101 throughout much of the project length. The single track is used by both freight trains and Amtrak passenger trains. Construction of a third southbound lane can be accomplished without affecting the railroad right of way. A Temporary Construction Easement is necessary to replace the bridge at Arroyo Parida (Paredon) Creek. The preferred Cabrillo Boulevard Interchange Configuration F Modified will require temporary construction easements from the railroad for widening Cabrillo Boulevard and for constructing adjacent retaining walls without spread footings on the Railroad right of way. Interchange Concepts J, M and M Modified involve raising the rail line profile approximately 4' for a half of a mile and replacing the existing railroad structure to provide hook ramps under the tracks with standard vertical clearances. Approvals and permanent easements required from the railroad for Interchange concepts J, M or M Modified would require an additional 12 months of lead time. Preliminary contacts with the railroad company occurred with a field review on August 31, 2011.

Highway Planting –Highway planting removed during construction would be replaced within the project limits and existing planting to remain would be enhanced. Selection of replacement landscaping would consider minimizing maintenance and irrigation. Proposed planting would be of species that are adapted to the coastal zone. Trees removed to facilitate construction would be replaced within the State right of way to the greatest extent possible. The irrigation system would utilize central irrigation control systems compatible with the existing systems servicing the region.

Erosion Control - Permanent erosion control of the State right of way would be included in the project. Embankment slopes exposed to weather (i.e. not protected by paving) are expected to be treated. Erosion control blankets may be utilized on newly constructed slopes in addition to hydroseeding based on the slope steepness. Evaluation of the proposed slopes as candidates for erosion control blankets would be made during the design phase of the project.

Noise Abatement – Revised soundwall locations are now proposed for this project as shown on Attachment B. Following approval of the Draft Project Report, three additional soundwalls were found to be financially reasonable: S210A, S374, and a portion of S549. These are segments of longer walls that were initially found to not be financially reasonable. These smaller segments were located near areas of dense residential development and were found to be financially reasonable for the smaller

Right of Way Data - The project proposes construction of soundwalls which would require both temporary construction easements and permanent subsurface footing easements and are not alternative specific. The construction of some bridge structures would require temporary construction easements. Utility relocations will be required. Time has been estimated at 24 months to secure all easements.

5B. Rejected Alternatives

Project scoping began in 2005, and a PSR (PDS) was completed in February 2007. The PSR (PDS) described two designs, called the Minimum Build Alternative and the Full Standard Build Alternative. Both these alternatives reconstructed two of the existing interchanges within the project area in order to remove non-standard left side ramps located in the median which conflicted with the new lane locations. Beyond that, the two alternatives differed greatly.

The Full Standard Build Alternative added lanes to the outside of the existing roadway and preserved space for a continuous landscaped median. It corrected all non-standard highway features. The Full Standard Build Alternative used standard lane and shoulder widths, replaced overpass structures where vertical clearance was too low, lengthened merge distances, and standardized the spacing between interchanges. Major acquisition of right of way would be necessary to relocate interchanges and related intersections and to widen the highway corridor to provide for a landscaped median.

The second design described in the PSR (PDS) is the Minimum Build Alternative. This alternative was designed to stay within the existing right of way and construct all improvements within the existing median. The PSR (PDS) documented conceptual agency approval for existing nonstandard features, based on the projected absence of safety issues if left uncorrected, coupled with the high cost to change them.

Early in 2007, the PDT adopted a set of six alternatives for further study, Alternatives A through F. These alternatives included a suite of intermediate alternatives that fell within the range of the two alternatives proposed in the PSR (PDS). Auxiliary lanes were added to the proposed concepts, initially envisioned to be incremental improvements to capacity.

Alternative A represented the PSR (PDS) Minimum Build Alternative. Alternative B was the Minimum Build with auxiliary lanes added in key locations. Alternatives A and B both proposed constructing lanes within the existing median and within the existing right of way. Both options worked within the existing overpasses with the proposed roadway dimensions tapering down to match the available space.

Alternatives C proposed to construct lanes to the outside of the existing lanes while retaining a landscaped median where sufficient right of way width was present. Where existing right of way is not wide enough for outside pavement widening, the added pavement would be placed within the existing median and the median landscaping in that location would be lost. Alternative D would be the same as

VA Phasing Alternative	Total Performance Points	% Improvement
Baseline	489	n/a
VA Alt 1	514	5.1%
VA Alt 2	497	1.6%
VA Alt 3	497	1.6%
VA Alt 4	497	1.6%
VA Alt 5	494	1.1%
VA Alt 6	494	1.1%

With all phasing alternatives being within a 5.1% spread, the final design could most likely successfully implement any one of the suggested VA construction phasing strategies.

6C. Resource Conservation

The project would incorporate recycling and waste diversion techniques by promoting the reuse of materials such as steel, road base, concrete, asphalt-concrete, etc. to the extent feasible. Where possible, measures would be taken to remove and reuse existing thrie beam barriers and guide signs within the project limits. The project would comply with Caltrans policy DD-17 Recycling Asphalt Concrete, with respect to the reuse of hardscaped materials.

In addition, the following "green" practices and materials would be used in the project as part of highway planting and erosion control work: compost and soil amendments derived from recycled wood products and green waste materials; fiber produced from recycled pulp such as newspaper, chipboard, cardboard; and wood mulch made from green waste and/or clean manufactured wood or natural wood.

6D. Right-of-Way Issues

The project proposes construction of soundwalls which would require both temporary construction easements and permanent subsurface footing easements. The construction of some bridge structures would require temporary construction easements. Utility relocations will be required.

The project proposes permanent right of way acquisition for subsurface footing easements for proposed soundwalls. Significant costs are associated with utility relocations and railroad modifications that are alternative specific. The project will require only temporary construction easements within railroad right of way associated with adjacent construction. The project would affect 37 parcels for varying values. Specific anticipated right of way requirements are summarized in the table below.

Table 14: Right of Way Requirements

Alt.	Total Right of Way Required	Number of Parcels	Total Escalated Value 2017
Alt.1, Option F and F Modified*	178810 sf	37	$33,200,000
Alt.1, Option J	175160 sf	37	$33,400,000
Alt. 1, Option M and M Modified	175160 sf	37	$33,400,000
Alt. 2, Option F and F Modified	178810 sf	37	$33,200,000
Alt. 2, Option J	175160 sf	37	$33,400,000
Alt. 2, Option M and M Modified	175160 sf	37	$33,400,000
Alt. 3, Option F and F Modified	178810 sf	37	$33,200,000
Alt. 3, Option J	175160 sf	37	$33,400,000
Alt. 3, Option M and M Modified	175160 sf	37	$33,400,000

*Preferred Alternative

No Relocation Impact Studies are required as no relocations are proposed. The proposed project is in an area of high land values with no potential for future airspace leases.

6E. Environmental Issues

The final Environmental Impact Report/Environmental Assessment with Finding of No Significant Impact is attached, see Attachment D. Alternative 1 was developed to maximize opportunities to retain and refine high-value resources including scenic views, wetlands and median/outside landscaping.

Wetlands and Floodplains - The project includes widening two bridges (Franklin and Santa Monica Creeks) and replacing five bridges Arroyo Parida (Paredon), Romero (Picay), San Ysidro, Oak, and Toro Creeks). All bridges would be designed to improve flood flows over existing conditions. However, full capacity of the bridges at Arroyo Parida (Paredon) Romero, San Ysidro, and Oak Creeks would not be used until flow capacity improvements are made to other downstream bridges along the creeks. Four of the five bridges would be designed to handle a 100-year storm; Arroyo Parida (Paredon) would be designed to meet a 25-year storm requirement. Soundwalls encroaching on floodplains would be designed to pass flood flows and not raise base flood elevations. Portions of the proposed soundwalls crossing the floodway for Romero Creek and the combined floodway for San Ysidro and Oak Creeks were dropped. Soundwalls at Arroyo Parida (Paredon) and Montecito Creek will be designed to pass flood flows. Soundwalls within the combined floodplain for Romero, San Ysidro and Oak Creeks along with the extended portion of the soundwall in the Romero Creek floodway will have floodgates incorporated. The easterly proposed soundwall on northbound side at Cravens Lane would be staggered to convey flood flows. The proposed improvements do not constitute a longitudinal encroachment on any of the identified floodplains. Permanent impacts to wetlands would be compensated at a 3 to1 ratio.

Capital Outlay Support and Project Estimates

Table 16: Capital Outlay Support and Project Estimates

Fund Source	Fiscal Year Estimate												
STP RIP STIP IIP Local	Prior	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	Total
Component	In millions of dollars ($1,000,000)												
PA&ED Support	$11.45												$11.45
PS&E Support	$12.59	$2.74		$7.62		$7.92		$8.24					$39.11
Right-of-Way Support		$1.16		$0.60		$0.63		$0.65					$3.04
Construction Support					$9.71	$9.91	$10.10		$10.51		$10.94		$51.17
Right-of-Way		$11.60		$6.40		$7.05		$7.77					$32.82
Construction					$65.69	$67.33	$69.02		$72.51		$76.18		$350.73
Total	$24.04	$15.50	$0.00	$14.62	$75.40	$92.84	$79.12	$16.66	$83.02	$0.00	$87.12	$0.00	$488.32

1) All costs escalated to program year and shown in millions
2) Phase 1 and 2 construction timing based on both starting directly after PA&ED
3) Assumes project will be constructed in five phases with 2 year lags between phases 3, 4 and5.
4) Preferred Alternative/Alt1 F Modified is the base cost plus additional 10% "Risk Management and Permitting Contingency"
5) Assumes that programmed PS&E funds will fund Phase 1 and $4.5 million of Phase 2 PS&E funds
6) The support cost ratio is 27.3%

05-SB-101-PM 1.4 / 12.3
05-0N700 / 0500000225 / PPNO 7101
20.XX.075.600 (STIP RIP)
20.XX.025.700 (STIP IIP)
20.XX.400.100 (Local Measure A Funds)
October, 2017

Project Report

For Project Re-Approval

On Route 101

Between 0.2 miles south of Bailard Avenue in the City of Carpinteria

And Sycamore Creek in the City of Santa Barbara

APPROVAL RECOMMENDED:

DAVID EMERSON, PROJECT MANAGER

APPROVED:

TIMOTHY M. GUBBINS – DISTRICT DIRECTOR, DISTRICT 5

10/30/2017
Date

This project report has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.

Marcia F. Vierra
MARCIA F. VIERRA

10/25/17
DATE

This document incorporates by reference and serves as a re-approval to the Project Report originally signed on August 26, 2014. It is based upon the Final Revised Environmental Impact Report (FREIR) signed on October 27, 2017 and is attached by reference to this Project Report For Project Re-Approval. The project is located on U.S. 101 in Santa Barbara County from 0.2 miles south of Bailard Avenue in the City of Carpinteria to Sycamore Creek in the City of Santa Barbara. The project proposes constructing High Occupancy Vehicle (HOV) lanes in both directions from 0.4 miles south of Carpinteria Creek at PM 2.0 to 0.4 miles north of the Cabrillo Boulevard freeway interchange at PM 11.8. Two interchanges at Sheffield Drive and Cabrillo Boulevard will be re-constructed to provide sufficient area to accommodate the additional lanes. The purpose of the project is to reduce congestion and delay, provide capacity for future travel demand, encourage modal shift to transit and carpooling and improve travel time on U.S. 101 within the project limits.

The project scope and concept have not changed from the 2014 approved Project Report. The project will include the minimization and mitigation measures as described in Table 2.8 of the FREIR. The FREIR determined that, based on CEQA and taking into account context and intensity, the project would have a significant impact once the project is fully constructed because it would contribute to a substantial increase in traffic delay at particular study intersections. Caltrans proposes to provide improvements or provide compensatory contributions to the appropriate local jurisdiction that will reduce anticipated additional delays to No Build levels or better at mitigation locations. Caltrans determined that any remaining significant effects on the environment found to be unavoidable under Section 15091 are acceptable as described in the Statement of Overriding Consideration adopted pursuant to Section 15093.

The FREIR responds to a decision of the Superior Court of California for the County of Santa Barbara, which ordered Caltrans to vacate approval of the project and certification of the 2014 Final Environmental Impact Report, and prepare and circulate a legally adequate Revised Environmental Impact Report with respect to the evaluation of intersection impacts and cumulative traffic impacts. The court found no fault with either the analysis or conclusions of any other portions of the 2014 Final EIR.

Prior to starting project construction in any jurisdiction, Caltrans shall make all reasonable efforts to enter into a cooperative agreement or other binding agreement with the jurisdiction, setting forth a schedule and responsibilities for the funding and construction of improvements which are defined in the table below. The improvements identified in the agreement shall ensure anticipated additional delays are reduced to No Build levels or better at mitigation locations as set forth in the South Coast 101 HOV Lanes Project Final Revised EIR and supporting technical studies. Improvements must be made prior to completion of phased construction within the applicable local jurisdiction.

Jurisdiction	Location	Mitigation Options
City of Carpinteria	Rte 101 Southbound On-/Off-ramps and Bailard intersection	Convert from 2-way to 4-way stop control.
City of Carpinteria	Rte 101 Southbound On-/Off-ramps and Carpinteria Avenue/Reynolds Ave intersection	Convert from 2-way to 4-way stop control.
City of Carpinteria	Rte 101 Northbound On-/Off-ramps and Via Real/Santa Monica intersection	Option 1 - Install signalization with required lane configuration Option 2 – Install single-lane roundabout.
County of Santa Barbara	Rte 101 Southbound Off-ramp and San Ysidro/Eucalyptus Lane intersection	Option 1 – Install 4-way stop control. Option 2 – Install 4-way stop and a single-lane roundabout at the Rte 101 Northbound ramp/N. Jameson/San Ysidro intersection
City of Santa Barbara	Rte 101 Northbound Off-ramp/ Southbound On-ramp and Olive Mill Road/Coast Village Road intersection	Install single-lane roundabout
City of Santa Barbara	Cabrillo Boulevard/Los Patos intersection	Option 1 - Install signal. Option 2 – Install single-lane roundabout.
City of Santa Barbara	Rte 101 Southbound Off-ramp and Milpas intersection	Add second right-turn lane to Southbound off-ramp.
City of Santa Barbara	Rte 101Southbound On-ramp and State Street at SR 154 intersection	Adjust signal phasing, coordinate signal actuation and delay optimization.

Attachments by reference:

Project Report signed August 26, 2014

Final Revised Environmental Impact Report

South Coast 101 HOV Lanes Project

Santa Barbara County
05-SB-101-PM 1.4 to 12.3
05-0N700
Project ID# 0500000225
SCH # 2009051018

Final Revised Environmental Impact Report

Prepared by the

State of California Department of Transportation

Volume I of II

October 2017

Caltrans

SCH# 2009051018
05-SB-101-PM 1.4 to 12.3
Project ID# 0500000225

Widen U.S. 101 to three lanes in each direction from 0.2 mile south of Bailard Avenue in the City of Carpinteria to Sycamore Creek in the City of Santa Barbara (post miles 1.4 to 12.3)

FINAL
REVISED ENVIRONMENTAL IMPACT REPORT

Submitted Pursuant to: (State) Division 13, California Public Resources Code

THE STATE OF CALIFORNIA
Department of Transportation

10/27/2017
Date of Approval

Timothy M. Gubbins
District Director
California Department of Transportation

The following person may be contacted for additional information concerning this document:

Jason Wilkinson, Senior Environmental Planner
California Department of Transportation
50 Higuera Street
San Luis Obispo, CA 93401

South Coast 101 HOV Lanes Project

Santa Barbara County, California
05-SB-101-PM 1.4 to 12.3
05-0N700
Project ID# 0500000225
SCH# 2009051018

Final Environmental Impact Report

Addendum

State of California Department of Transportation

October 2023

Introduction

This Addendum, hereinafter referred to as the Segment 4E Addendum, is prepared in accordance with State California Environmental Quality Act (CEQA) Guidelines Section 15164, which provides that an Addendum to a previous environmental impact report (EIR) may be prepared if only minor changes or additions are necessary to make the prior document adequate for the current project. According to Section 15164(a) of the State CEQA Guidelines, "The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred."

The California Department of Transportation (Caltrans) and Santa Barbara County Association of Governments (SBCAG) propose a series of improvements along the United States Highway 101 (Highway 101) corridor for approximately 11 miles between the City of Carpinteria (Carpinteria) and the City of Santa Barbara (City, Santa Barbara). The corridor-wide project is known as the Highway 101: Carpinteria to Santa Barbara Project, or the Highway 101 Project (formerly named the South Coast 101 HOV Lanes Project). Improvements within the limits of the Highway 101 corridor in the City are known as Highway 101: Santa Barbara, or Segment 4E.

The Highway 101 Project includes high occupancy vehicle (HOV) lanes to eliminate an existing gap on Highway 101 between the County of Santa Barbara (County) and City. Currently there are two vehicle travel lanes in the northbound direction and two lanes in the southbound direction within the project area, but three lanes in each direction at the project limits. The limits of the Highway 101 Project extend from Post Mile (PM) 1.4 in Carpinteria, through an unincorporated portion of the County, to the City at PM 12.3 (see **Figure 1: Regional Location)**. The purpose of the Highway 101 Project is to reduce congestion and delay; provide capacity for future travel demand; improve travel time on Highway 101 within the project limits; provide for HOV lane continuity on Highway 101 in southern Santa Barbara County; encourage a modal shift to transit and carpooling; and add 40-year pavement life on all lanes.

Figure 1: Regional Location

Source: SBCAG

The Highway 101 Project has been split into five segments for implementation by Caltrans and SBCAG, including Segment 4A in Carpinteria; Segments 4B, 4C, and 4D in the County; and Segment 4E in the City (see **Figure 2: Highway 101 Project Implementation Segments**). Caltrans is the CEQA lead agency for the Highway 101 Project. The Highway 101 Project Final Revised Environmental Impact Report (FEIR) was certified in October 2017 (SCH #2009051018) (2017 FEIR); the 2017 FEIR was also combined with an Environmental Assessment (EA) required for compliance with the National Environmental Policy Act (NEPA). Caltrans also prepared a 2018 Addendum, 2020 Addendum, 2021 Addendum, and 2022 Addendum. Together these documents are referred to as the "Highway 101 Revised EIR".

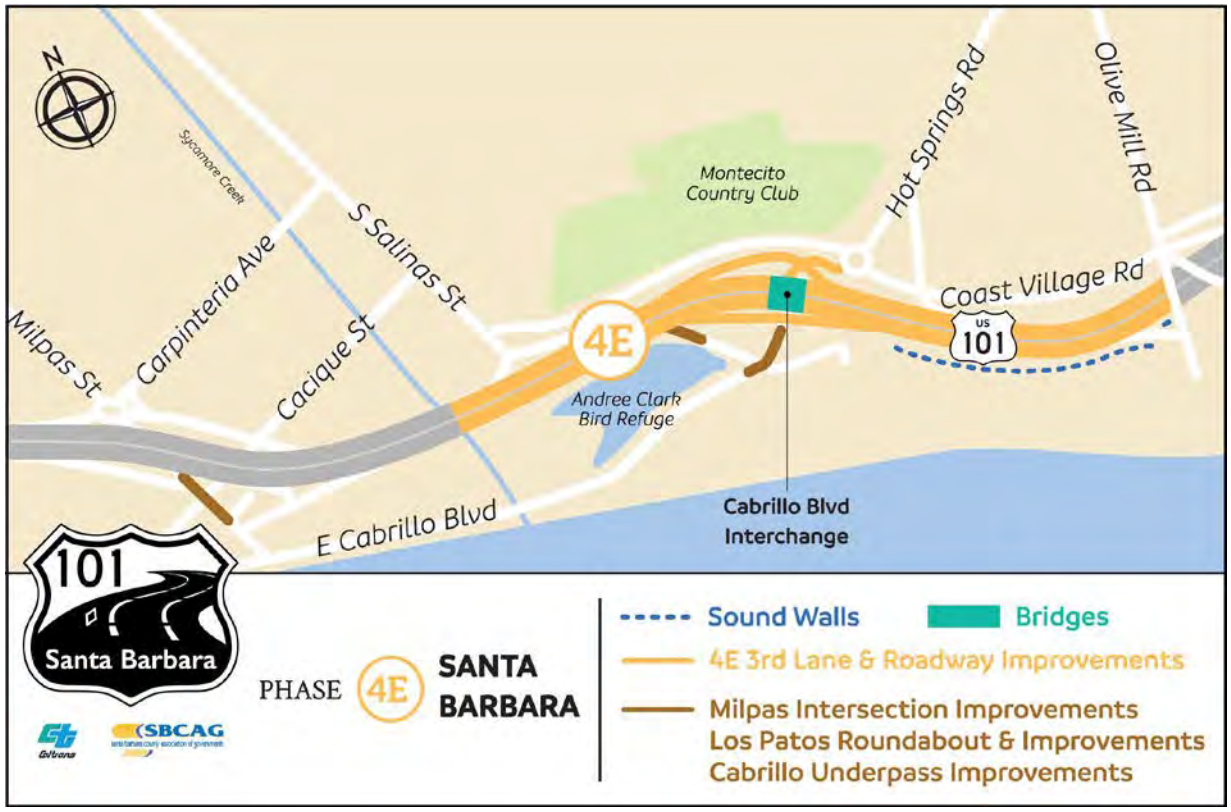
Figure 2: Highway 101 Project Implementation Segments

Source: SBCAG

This Segment 4E Addendum to the Highway 101 Revised EIR documents components of the Highway 101 Project located in Segment 4E, between PM 10.54 to the south and PM 12.3 to the north, between the Olive Mill Overcrossing and approximately 0.5-mile north of the Cabrillo Boulevard northbound on-ramp. For the purpose of this addendum, the term "Project" references only Segment 4E of the Highway 101 Project. Project improvements generally include pavement rehabilitation across all lanes, new HOV lanes, ramp improvements, interchange reconstruction, sound walls, vehicle barriers, retaining walls, signage, drainage improvements, utility relocations, sidewalks, and landscaping. Please refer to **Figure 3: Highway 101: Santa Barbara Improvements**.

This Segment 4E Addendum concludes the Project would not create any potentially significant environmental impacts beyond those identified in the Highway 101 Revised EIR. The project would also not substantially increase the magnitude or severity of impacts that were previously identified. This addendum does not require public circulation because it does not provide significant new information that changes the Highway 101 Revised EIR in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the proposed Project or a feasible way to mitigate or avoid such an effect.

Figure 3: Highway 101: Santa Barbara Improvements



Source: SBCAG

Highway 101 Revised EIR/EA Document Components

The Final South Coast 101 HOV Lanes Project EIR/EA with Finding of No Significant Impact (2014 FEIR) was completed in August 2014 and was approved by Caltrans as the CEQA and NEPA lead agency in August 2014. Following certification of the 2014 FEIR, a legal challenge to the 2014 FEIR was filed with the County Superior Court. Subsequently, the 2017 FEIR was prepared to address sections warranting revision, and ultimately certified by Caltrans in October. The 2017 FEIR incorporated the analysis of the 2014 FEIR that remained unchanged. Subsequently, the Highway 101 Project was amended in 2018, 2020, 2021, and 2022 to incorporate additional project changes as summarized below.

For the purposes of this Segment 4E Addendum, the complete text of the 2017 FEIR (including sections incorporated from the 2014 FEIR) and the 2020 Addendum will be referenced. As previously noted, addendums were also completed in 2018, 2021, and 2022; however, they did not include an analysis related to any area in Segment 4E. The following summarizes each component of the Highway 101 Revised EIR and its specific applicability to Segment 4E.

- 2014 FEIR: The FEIR included analysis related to Segments 4A, 4B, 4C, 4D, and 4E. The 2014 FEIR identified significant (Class 1) project-specific and cumulative impacts related to Visual Resources. The 2014 FEIR identified significant but mitigable (Class 2) impacts in the areas of Biological Resources, Cultural Resources, Noise, Paleontology, Water Quality, Climate Change, and Construction. The bulk of the environmental analysis is found in this component, since the 2017 FEIR incorporated the text of the 2014 FEIR for all sections other than Traffic, which was the focus of the revision.

- 2017 FEIR: In response to litigation of the 2014 FEIR, the 2017 FEIR was prepared and certified on October 27, 2017. In addition to the impacts identified in the 2014 FEIR, the 2017 FEIR identified significant (Class 1) traffic impacts - a substantial increase in traffic delay at eight identified intersections. A mitigation plan was established for the eight intersections and the approach for each location is listed in Table 2.8 (page 47) of the 2017 FEIR. Although the 2017 FEIR incorporates by reference the 2014 FEIR sections, the text of the 2017 FEIR documents focus on traffic impacts.

- 2020 Addendum: Like the rehabilitation elements included with construction of Segments 4A, 4B, and 4C, it was determined that it would be beneficial to include structural rehabilitation of the Highway 101 mainline and ramps with construction of Segment 4D and 4E of the Highway 101 Project, between PM 9.2 to 11.9, but on a limited scale. Updates would be made to the mainline and ramps with the intent of bringing the area closer to standard. The rehabilitation also includes bringing the highway's vertical and horizontal alignments closer to current standards for stopping and sight distance, as well as Americans with Disabilities Act (ADA) improvements at select ramp intersections, roadway widening, addition of an auxiliary lane between San Ysidro and Olive Mill Overcrossings, soundwall elements, retaining wall elements, and cut slope adjustments to minimize tree impacts. The 2020 Addendum, approved May 3, 2020, was prepared by Caltrans to address these changes.

The following summarizes components of the Highway 101 Revised EIR that are not applicable to Segment 4E.

- 2018 Addendum: Structural inspections of Highway 101 revealed a need for structural rehabilitation of the Highway 101 mainline and ramps; it was determined it would be beneficial to include the rehabilitation with construction of Segments 4A, 4B, and 4C of the Highway 101 Project between PM 9.2 to 11.9. The rehabilitation also includes reevaluation of the highway's vertical and horizontal alignments to meet current standards for stopping and sight distance, as well as ADA improvements at select ramp intersections, and soundwall elements. The 2018 Addendum, approved June 1, 2018, was prepared by Caltrans to address these changes. Since it is specific to Segments 4A, 4B, and 4C, the 2018 Addendum is not applicable to Segment 4E.

- 2020 Addendum: The Olive Mill Roundabout Project was a mitigation project identified in the 101 HOV Revised EIR, consisting of construction of a roundabout at the Olive Mill northbound off-ramp intersection. The County of Santa Barbara and City of Santa Barbara were responsible agencies for the Olive Mill Roundabout Project. The 2020 Addendum, approved August 2020, was prepared by the City of Santa Barbara.

- 2021 Addendum: In the summer of 2019 the need for a Construction Support Site (CSS) was identified as the single most critical component for the remaining construction of the Highway 101 Project. A CSS location was selected and then designed on a 56,000 square foot area within existing Caltrans right-of-way (ROW) on Highway 101 adjacent to the Padaro Lane/Highway 101 southbound on-ramp in Segment 4B. The CSS can only operate under a specific temporary time period as outlined in the Santa Barbara County Air Pollution Control District (APCD) permit and will not be used to support construction of Segment 4E. The 2021 Addendum, approved May 5, 2021, was prepared by Caltrans to address these changes. Since the CSS will not support the construction of Segment 4E, the 2021 Addendum is not applicable to Segment 4E.

- 2022 Addendum: Following coordination with County Flood Control, Caltrans eliminated soundwalls from Segment 4D in the County. The 2022 Addendum documented the removal of soundwalls in detail. Since soundwalls were not considered mitigation but abatement under the Federal Highway Administration federal protocol, their removal did not substantially increase the magnitude or severity of impacts that were previously identified. Since it is specific to soundwall removal in Segment 4D, the 2022 Addendum is not applicable to Segment 4E.

CEQA REVIEW ONLY

The Highway 101 Revised EIR/EA was prepared to address NEPA and CEQA requirements. This Segment 4E Addendum provides a comparison of the impacts for all environmental issue areas listed in Appendix G of the State CEQA Guidelines; it does not change the NEPA portion

of the document, nor the Finding of No Significant Impact conclusion.

HIGHWAY 101 REVISED EIR IMPACT DETERMINATIONS

As stated above, the Highway 101 Revised EIR/EA was prepared to address NEPA and CEQA requirements. The 2014 FEIR includes all CEQA analysis under Chapter 3, titled "California Environmental Quality Act Evaluation." The impact classifications listed below summarize the classifications identified in Chapter 3; however, because issue areas between the two regulations overlap, Chapter 3 often references the NEPA analysis. For ease of reference, the CEQA issue areas are listed below with each associated NEPA section included in italics.

No Impact (Class 4)

- Agriculture and Forestry Resources *(Farmlands/Timberlands)*
- Energy *(Energy)*
- Public Services *(Utilities/Emergency Services)*
- Population/Housing *(Growth)*

Less Than Significant Impact (Class 3)

- Air Quality[1] *(Air Quality)*
- Geology/Soils *(Geology/Soils/Seismic/Topography)*
- Hazards and Hazardous Materials *(Hazardous Waste or Materials)*
- Land Use/Planning *(Consistency with Local Coastal Plans and Community Character/Cohesion)*
- Recreation *(Recreation)*
- Utilities/Service Systems *(Utilities/Emergency Services)*

Less Than Significant Impacts with Mitigation Measures Incorporated (Class 2)

- Air Quality[2] *(Air Quality)*
- Biological Resources *(Biological Environment)*
- Cultural and Tribal Cultural Resources *(Cultural Resources)*
- Greenhouse Gas Emissions *(Climate Change)*
- Hydrology/Water Quality *(Hydrology/Floodplains, Water Quality/Storm Water Runoff)*
- Noise *(Noise)*
- Paleontology *(Paleontology)*
- Water Quality/Storm Water Runoff
- Construction Impacts[3]

Significant and Unavoidable (Class 1)

[1] Operational impacts to Air Quality were identified as Class 3
[2] Construction impacts to Air Quality were identified as Class 2
[3] Construction impacts include the following construction-related impacts: Utilities/Emergency Services, Traffic and Transportation including Bicycle and Pedestrian Facilities, Cultural Resources, Water Quality, Groundwater Hydrology, Paleontology, Air Quality, Noise, and Vibration

- Aesthetics *(Visual/Aesthetics)*
- Transportation *(Traffic and Transportation including Pedestrian and Bicycle Facilities)*
- Construction Impacts[4]

Areas Not Discussed in EIR

The following impact areas were not discussed in the Highway 101 Revised EIR but are analyzed in this Segment 4E Addendum.

- *Mineral Resources*
- *Wildfire*

CURRENT PROJECT DESCRIPTION

Location and Limits

The Project includes approximately 1.5 miles of Highway 101, between PM 10.54 and PM 12.3. Caltrans proposes to improve Highway 101 by adding a part time, continuous access HOV lane in both the northbound and southbound directions within the Highway 101 corridor. Part-time, continuous access means that the HOV lanes would be open to all vehicles during off-peak periods (part-time), and access to and from the HOV lane would be unrestricted (continuous access). The HOV lanes would operate during peak periods, between the hours of 6a.m. to 9a.m. and 3p.m. to 6p.m., Monday through Friday. Outside of these hours, the HOV lanes would be open to mixed-flow traffic.

Throughout the Project limits, all vehicular travel lanes are proposed to be 12 feet wide, with 10-foot mainline outside shoulders and 8-foot ramp shoulders. In some areas, the inside mainline shoulders vary from 2 feet to 18 feet. The reduced shoulder width is due to constrained ROW available; these shoulder width reductions have received design exceptions. The wider shoulders are required to provide adequate sight distance through the curves along Highway 101. Existing vertical clearance will be maintained for the overcrossing structure located at Olive Mill Road (15 feet) and the new structure at Cabrillo Boulevard has been designed to provide vertical clearance of 17 feet 7 inches.

Overhead signs will be installed along the Highway 101 corridor to facilitate wayfinding. The overhead signs could include single or double signs on a post base. Typical post height is approximately 20 feet and typical signage height is approximately 8 feet, for a total height of 28 feet. In order to reduce the number of signposts, the Project proposes to mount multiple signs on a single post structure where feasible.

Within the Project limits, access to Highway 101 is provided via frequently spaced on- and off-ramps. These ramps include the Spring Road (Olive Mill) southbound off-ramp, Hermosillo Road northbound off-ramp, and Cabrillo Boulevard on- and off-ramps. The Los

[4] Construction impacts include the following construction-related impacts: Visual/Aesthetics

Patos Way southbound off-ramp will ultimately be closed following construction of the project. The Project area is currently bounded by frontage roads to the north of Highway 101 and railroad ROW to the south. There are also homes, businesses, recreation facilities, and the Andree Clark Bird Refuge surrounding the Project area.

In addition to the new HOV lanes, the Project would include replacement of existing roadway pavement surface with 40-year long-life concrete pavement on existing lanes and ramps within the Project limits. Work would be completed in the shoulder and median areas along the existing Highway 101 corridor. The Project would also address non-standard shoulder widths for improved vehicle recovery; address sight distance on the mainline and ramps; and make upgrades to drainage, signage, lighting, and barriers. The following Project elements have been designed to avoid maintenance conflicts and design exceptions:

- The vertical profile of Highway 101 has been revised to improve sight distance to the greatest extent feasible.
- The inside shoulders of Highway 101 have been designed at variable widths to improve stopping sight distance around horizontal curves.
- Median and outside barrier and guardrail must be replaced with barriers and rails that meet current safety standards.
- Project elements will be constructed entirely within the public ROW to avoid takes of private property and impacts to existing resources.
- Retaining walls are proposed along the corridor to minimize grading and tree/vegetation impacts wherever possible.
- The Highway 101/Cabrillo Boulevard Interchange will be reconfigured to include standard right-hand exit and entrance ramps and will include a new southbound on-ramp to provide a complete interchange configuration for improved operations, and enhanced access and safety. A portion of these changes will occur within the City limits, where the reconfigured Cabrillo Boulevard on- and off-ramps will approach and connect to the existing roundabout at Coast Village Road, Hot Springs Road, and Old Coast Highway.

Landscape Design and Maintenance

Several considerations were made during the design process to minimize impacts to existing trees, including retention of existing barriers and slopes where feasible. Existing native trees have been preserved where possible; existing non-native trees, if consistent with design selections that match the Montecito Parkway Planting Palette and do not pose an issue with invasive species, will be maintained. To construct all improvements within Caltrans ROW there would be impacts to several trees exceeding 4 inches in diameter at breast height (dbh) in the Project area, including 61 oaks, 49 other natives (cypress, sycamore, and willow), 218 non-natives, and 32 specimen trees (>24 inches dbh). The specific tree impact count could change slightly as project design advances. No trees will be removed from Environmentally

Sensitive Habitat Areas (ESHA), and only one tree (non-native) greater than 4 inches dbh is anticipated to be removed from an ESHA buffer. The project has been designed to preserve and protect trees to the maximum extent feasible. Tree replacement ratios are 3:1 for oak trees greater than 4 inches dbh and 1:1 for all other trees. Thirty-two trees to be removed are considered specimen trees. Oak trees will be planted from 24-inch boxes and all other trees will be planted from 15-gallons containers. All trees, including specimen trees, will be replaced with at least 15-gallon containers, which is consistent with Coastal LUP policies. All replacement trees will be planted according to measures outlined in the 2014 FEIR and in accordance with the City's replacement requirements and regulatory permitting requirements.

It is anticipated that irrigation within the Project area would be supplied by recycled water; in order for this to occur, it is likely that a new recycled water meter would need to be installed toward the northern limits of the project area, between the northbound lanes of Highway 101 and Old Coast Highway. The irrigation system being used to support the landscaping will use "smart" irrigation controllers that tie to the internet, which will download real-time evaporation data to maximize irrigation efficiency.

Grading and Drainage

The total Project area is 24 acres (AC); the Project is expected to include a total cut volume of approximately 86,500 cubic yards (CY), a total fill volume of approximately 56,660 CY, and total haul volume of approximately 29,900 CY. These earthwork volumes could change slightly as design advances. The total existing impervious surface area within the Project limits is 17 AC; 1.3 AC of impervious surface will be removed, and 7.8 AC of new impervious surface will be installed. Only a small portion of City ROW would be disturbed as part of the Project near the roundabout at Cabrillo Boulevard; the existing impervious surface area within the City's limits is 9,320 square feet (SF), impervious surface area to be removed is 930 SF, and 3,315 SF of impervious surface will be installed. An area for permanent Best Management Practices (BMPs) has been identified on the south side of the roundabout at Cabrillo Boulevard; specifics related to permanent BMPs in this area will be designed in coordination with the City as project design advances.

The Project has been designed to maintain existing drainage patterns to the extent feasible. Existing creek and pipe outfalls will remain in place, and runoff from off-site areas will drain to the same inlets and culverts, matching the existing conditions. The Project includes a concrete barrier along most of the mainline; previously, runoff that flowed to the median would be collected by the median ditch. With placement of the new median concrete barrier, runoff will now be collected by a number of drainage inlets along the inside shoulder and barrier. New inlets that feed into pipe systems are also proposed at the outside shoulder location to capture roadway runoff before cross-slope or superelevation transitions. Though the Project would include replacement roadway drainage inlets and ditches, the overall drainage patterns will be maintained. Roadside gutters, including high side gutters, will be lined to avoid potential erosion from concentrated runoff.

Construction Support Sites

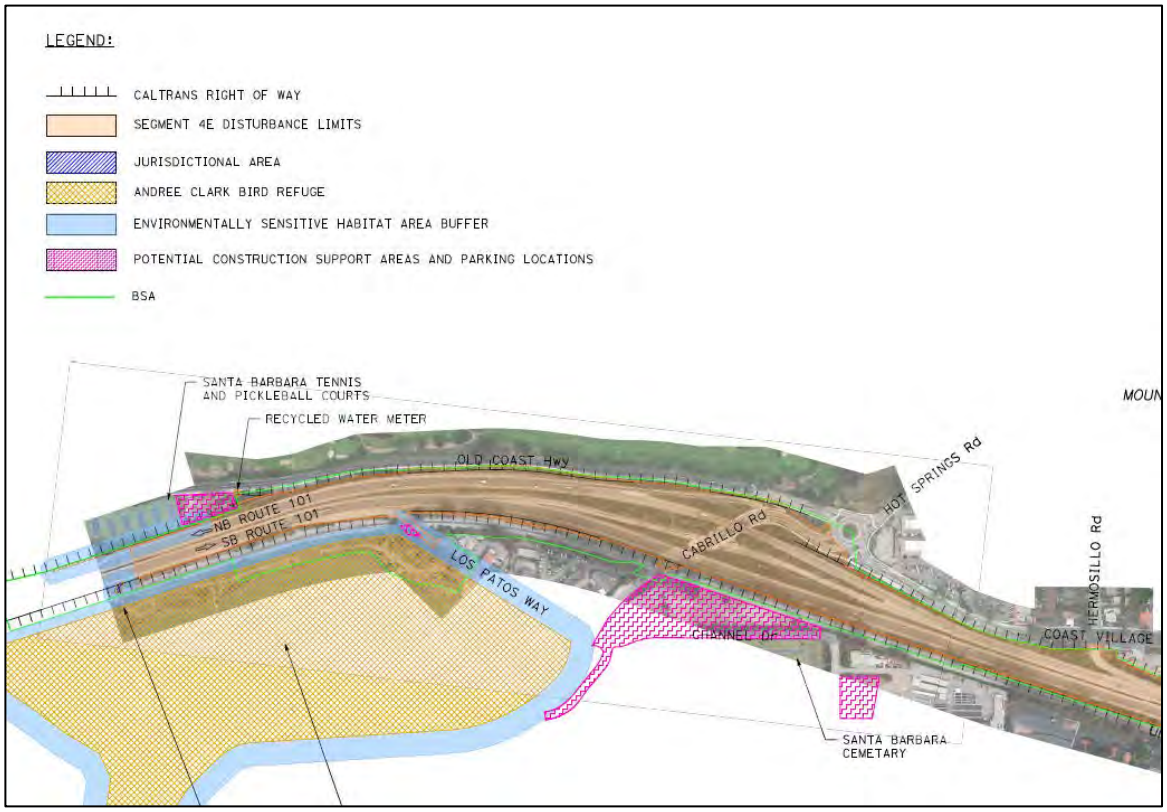
Construction activities would primarily be supported using CSS within Caltrans' own ROW along the freeway mainline, including areas in adjacent Segment 4D and within Segment 4E; however, additional sites outside of Caltrans ROW are being considered for construction support. These areas are listed below; it is currently unknown if these areas will ultimately be chosen to provide construction support. These areas are depicted in **Figure 4: CSS Outside Caltrans Right of Way**

- Vacant area adjacent to the Los Patos Way southbound off-ramp, immediately south of the Union Pacific Railroad (UPRR) ROW.
- A portion of the Santa Barbara Cemetery between UPRR ROW to the north, Channel Drive to the south, and Cabrillo Boulevard to the west.
- A portion of the Montecito Sanitary District treatment plant site.
- A portion of the City's existing CSS between the existing Highway 101 northbound lanes and Old Coast Highway.

Parking for construction workers supporting Segment 4E would primarily take place along the Highway 101 corridor behind installed k-rail within existing Caltrans ROW, similar to what construction areas in the County; however, an additional site outside of Caltrans ROW is being considered for construction worker parking. The area is listed below; it is currently unknown if the area will ultimately be utilized for worker parking. Parking may occur in the areas listed above as well.

- A portion of Channel Drive adjacent to the Santa Barbara Cemetery.

Figure 4: CSS Outside Caltrans Right of Way



Source: Mark Thomas

Construction Phasing & Support

In order to streamline construction, reduce consecutive ramp closures, and secure critical funding, Segment 4E will be bifurcated into two phases for the purpose of construction, Segment 4E South and North. The two phases will likely be constructed separately as funding becomes available, except for minor work related to transition areas. Construction of the early work package, hereinafter referred to as Segment 4E South, would initiate in summer 2024. Construction of the remaining portion of the Project, hereinafter referred to as Segment 4E North, would initiate once construction funding has been secured.

The timing of construction for Segment 4E is anticipated to overlap with work on adjacent Segment 4D in the County. Coordination will also be required with other local projects at the Cabrillo Boulevard/(UPRR undercrossing and the Los Patos Way/UPRR undercrossing at the Highway 101 southbound off-ramp. Construction of the Project is anticipated to last approximately 44 months. The total demolition area proposed is approximately 854,000 square feet, or 19.6 AC. This includes existing pavement on Highway 101; pavement at on- and off-ramps; pavement along Cabrillo Boulevard; guardrails and barriers; roadside signs; drainage inlets and asphalt concrete dikes along Highway 101; and curb, gutter, and sidewalks adjacent to Cabrillo Boulevard.

Segment 4E South

This segment is located between approximately the Olive Mill Overcrossing and the Hermosillo Road northbound off-ramp. The segment includes the following elements:

- Installation of a sound wall on the south side of Highway 101, immediately east of the Spring Road off-ramp. The sound wall is proposed to be approximately 525 feet long and 12 feet 8 inches high.
- Installation of a retaining wall and soundwall along the south side of Highway 101 and the Spring Road southbound off-ramp. The retaining wall is proposed to be approximately 1,016 feet long, and ranges between 8 feet to 10 feet high. A portion of the sound wall would be installed on top of the retaining wall. The sound wall is proposed to be 1,766 feet long and 10 feet 4 inches high.
- Installation of vinyl clad chain link fence at a maximum height of 6 feet in various locations to provide access control along Caltrans ROW for public safety.
- Installation of median barrier, concrete guard rail, and metal beam guard rail within the 4E South segment.

Segment 4E North

This segment is located between approximately the Hermosillo Road northbound off-ramp and 0.5-mile north of the Cabrillo Boulevard northbound on-ramp. The segment includes the following elements:

- Installation of metal beam guard rails and concrete barriers at a maximum height of 36 inches on the outside shoulders and ramps, and at the new Cabrillo Boulevard interchange ramps.
- Installation of a 42-inch-high concrete median barrier. At the northern limit of the Project area, the median barrier is proposed to include median planting to match existing conditions to the north, which would result in a height increase due to plant materials. However, adjacent to the bird refuge metal beam guardrail will be installed in the median to allow passage of potential flood waters.
- Installation of a retaining wall on the south side of Highway 101 at the new Cabrillo Boulevard southbound on-ramp. The retaining wall is proposed to be approximately 662 feet long and ranges from 2 feet to 8 feet high.
- Installation of a retaining wall on the north side of Highway 101 between the freeway mainline and the Cabrillo Boulevard northbound off-ramp. The retaining wall is proposed to be approximately 600 feet long and ranges from 8 feet to 22 feet high.
- Installation of retaining walls on the south side of Highway 101 along both sides of the Cabrillo Boulevard southbound on-ramp. The retaining wall along the south side of the on-ramp is proposed to be approximately 314 feet long and ranges from 2 feet

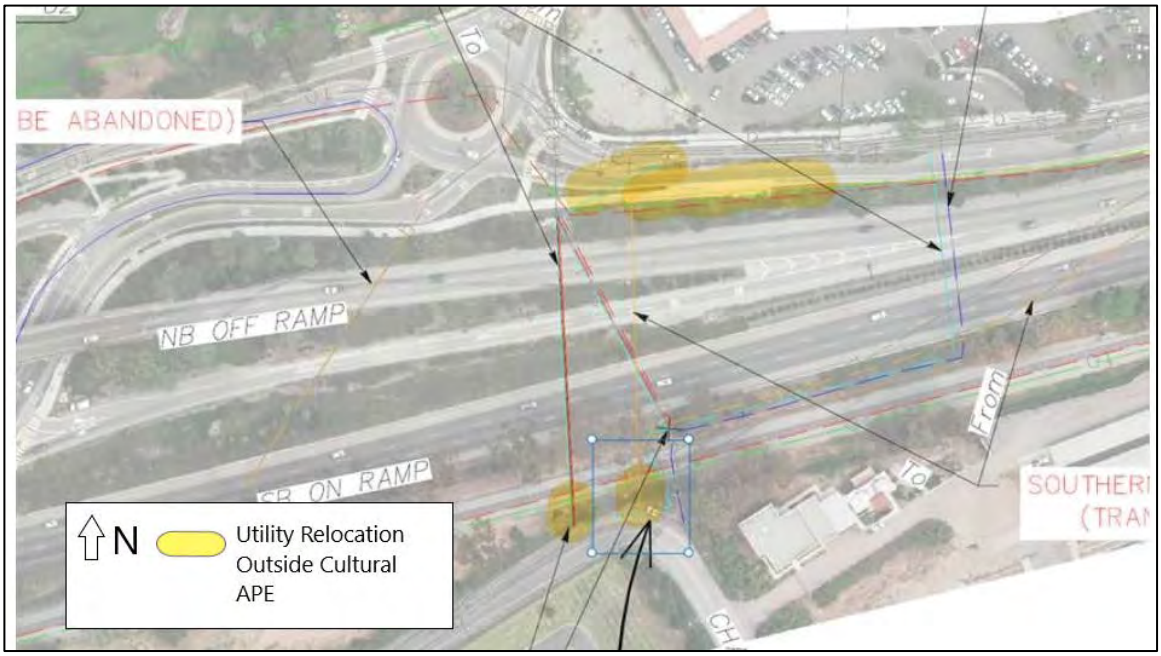
to 10 feet high; the retaining wall between the north side of the on-ramp and the freeway mainline is proposed to be approximately 520 feet long and ranges from 8 feet to 16 feet high.

- Installation of retaining walls on the south side of Highway 101 along both sides of the Cabrillo Boulevard southbound off-ramp. The retaining wall along the south side of the off-ramp is proposed to be approximately 1,035 feet long and ranges from 2 feet to 12 feet high; the retaining wall between the north side of the on-ramp and the freeway mainline is proposed to be approximately 601 feet long and ranges from 6 feet to 20 (exposed) feet high.
- Installation of a retaining wall on the north side of the Cabrillo Boulevard interchange near the new roundabout location. The retaining wall is proposed to be approximately 384 feet long and ranges from 4 feet to 14 feet high.
- Installation of a retaining wall along the north side of the Cabrillo Boulevard northbound on-ramp. The retaining wall is proposed to be approximately 1,176 feet long and ranges from 2 feet to 10 feet high.
- The Cabrillo Boulevard interchange will be reconfigured to include standard right-hand side on-and off-ramps, along with two new bridges over Cabrillo Boulevard. Curbs, gutters, and sidewalks in the Cabrillo Boulevard undercrossing location will be removed and replaced. The sidewalks will be improved, and a new multi-purpose path will be installed. The undercrossing will also include new textured slope paving to prevent erosion and deter loitering.
- Installation of vinyl clad chain link fence at a maximum height of 6 feet in various locations to provide access control along Caltrans ROW for public safety.
- Utilities conflicts do occur in Segment 4E North and will need to be addressed bey each utility owner prior to start of construction.

Utility Relocations

Although relocations and abandonments of utilities are necessary for construction of the roadway Project to occur, the relocations and abandonments are the responsibility of each utility owner using the Caltrans ROW for their facilities. These owners are Cox Communications (Cox), Southern California Edison (SCE), Southern California Gas (SCG), City of Santa Barbara (City) Water Resources, Frontier Communications (Frontier), and Montecito Water District (MWD), as applicable, and all future permitting, funding, construction, and coordination would be the responsibility of these owners. These proposed actions would be bifurcated from the Highway 101 Project. The exact locations of future utility relocations are currently unknown at this time and may be subject to further environmental review.

Figure 5: Utility Relocation Areas Outside the APE



Source: Caltrans

Southern California Edison

SCE has two conflicts in Segment 4E North, conflict #SCE-08 and SCE-T1. Conflict #SCE-08 is made up of seven overhead power (distribution) cables and SCE-T1 is made up of three overhead power (transmission) cables. This conflict is within Caltrans ROW, and the lines cross Highway 101 from the 90 degree turn of Channel Drive to just south of the existing Coast Village Road roundabout on the north side of Highway 101. The existing transmission poles are wooden with estimated heights of 75 feet. The conflict is with the proposed widening of Highway 101 in the southbound direction, and the transmission poles on the south side of Highway 101. The transmission poles in conflict are located on the south side of UPRR near the bend of Channel Drive. There are also potential conflicts with the retaining wall construction operations and the overhead lines.

SCE plans to remove the two impacted wooden transmission poles on the south side of Highway 101 and replace them with one steel tubular pole with an estimated height of 90 feet. The new pole will be installed along the east-west section of Channel Drive, adjacent to the UPRR, approximately 100 feet in distance from the removed pole. Although the replacement pole would be approximately 15 feet taller than the existing poles, it would be constructed downhill from the existing poles and therefore, the overall maximum height from viewers uphill would not be substantially different. SCE plans to relocate in kind, in terms of the extent of the overhead lines. The overhead lines will be moved from the existing north side transmission pole to the relocated south side pole. The maximum depth of footing

excavation for the new pole is anticipated to be approximately 40 feet with a 10-foot by 10-foot area foundation.

Cox Communications

Cox owns one overhead communication cable line (within black plastic conduit approximately 4-inches in diameter), conflict #COX-03, that spans between two SCE transmission poles (conflict #SCE-08 and SCE-T1 described above). The conflict is within Caltrans ROW and crosses Highway 101 from the 90 degree turn of Channel Drive to just south of the existing Coast Village Road roundabout on the north side of Highway 101. The SCE transmission pole on the south side of Highway 101 will require relocation, which by default also includes the Cox line. Relocation of the overhead communication cable would be in kind. SCE will coordinate with Cox regarding the relocation of overhead lines from the existing north side pole to relocated south side pole.

Southern California Gas

SCG conflict #SCG-T3 is a transmission line that runs transverse diagonal underground within Caltrans ROW, and crosses Highway 101 from the north side of Highway 101 opposite the Vons parking lot, to approximately the 90 degree turn of Channel Drive on the south side of Highway 101. The 16-inch steel encased high pressure gas line conflicts with the new Highway 101 roadbed on the southbound side of Highway 101. The project team is currently reviewing whether relocation can be avoided. If relocation cannot be avoided, then SCG will abandon the existing facility and jack and bore a new 16-inch line deep enough to avoid the conflict with the new Highway 101 roadbed.

Frontier Communications

The Frontier conflict #FNT-02 is located within Caltrans ROW and is a transverse underground communication conduit that crosses Highway 101 from the north side opposite Vons parking lot, to the south side of Highway 101. There are also longitudinal aerial encroachment on poles located just south of the existing Highway 101 southbound edge of pavement to near Channel Drive. The underground communications conduits cross perpendicularly under Highway 101 then surface along the south side of Highway 101 to an existing Frontier wooden pole and continue overhead towards the west, along the south side of Highway 101 between two more poles. The conflicts are between the underground conduit and the proposed Highway 101 structural section of the southbound lanes, and between the existing poles and the proposed Highway 101 widening on the southbound lanes. Frontier is considering either a new underground crossing of Highway 101 and the UPRR, or a new arial crossing using the existing SCE Transmission Pole on Coast Village Road, to the new SCE Transmission pole (conflict #SCE-08 + SCE-T1 described above). The overhead crossing is the assumed relocation option at this time; however, if for some reason that option is not chosen, the other option would be to directionally bore under Highway 101 and the UPRR and come up on a pole on Channel Drive.

City of Santa Barbara Water Resources

The City conflict #SBW-01 is within Caltrans ROW and is a transverse diagonal underground water line that crosses Highway 101 from Los Patos Way on the south side to Old Coast Highway on the north side of Highway 101. The 8-inch encased water line is in conflict with the new Highway 101 roadbed on the southbound side of Highway 101. The City plans to relocate the line east of the existing crossing along Cabrillo Boulevard from the intersection with Los Patos Way, under Highway 101 to Old Coast Highway. The relocation would then proceed along Old Coast Highway to connect with the existing facility opposite Los Patos Way, on Old Coast Highway. The relocation would be within Caltrans ROW and include the installation of 12-inch casing to house an 8-inch pipe.

CHANGES TO PROJECT, ENVIRONMENTAL CONDITIONS, EVALUATION CRITERIA, AND REGULATIONS

Project Changes

The Highway 101 Project analyzed in the Highway 101 Revised EIR included construction of an HOV lane and rehabilitation elements within Segment 4E. No changes to the scope of work within Segment 4E are proposed, but rather, greater detail on the Project layout and construction since the 101 Revised EIR is provided and analyzed in this section. The Project details discussed in this section are mostly related to 1) a new recycled water meter for City water to be used for irrigation; 2) utility relocations; and 3) and temporary CSS. These details, although minor, do include new areas of disturbance located outside the Project area studied in the Highway 101 Revised EIR.

Debris Flow

The Thomas Fire occurred between December 2017 and January 2018; a subsequent debris flow event occurred in January 2018, and gravely impacted the Montecito community. Olive Mill Road became a causeway to the ocean during the debris flow event. Water, mud and debris flowed down Olive Mill Road toward Butterfly Beach, 0.5-mile south of Highway 101. The Olive Mill Road intersection was inundated with mud and debris at unprecedented levels. The extreme volume of material that made its way to the intersection overflowed onto Highway 101 below, and submerged several hundred feet of the highway, cutting off Santa Barbara from freeway access to the south. Removal of the debris was a constant, concentrated effort by the community at large for over a year. Clearing the ROW was prioritized, as it was necessary to provide access to the properties within the community that were inundated. Once access was achieved, clearing of properties and subsequent restoration efforts commenced.

Although the mud and debris dramatically altered the physical landscape during the interim period, it did not result in permanent environmental changes to the Project area. Existing development (roads, sidewalks, utilities, buildings) and significant natural features (large trees) remain, as debris removal efforts restored the area to its pre-incident condition.

Therefore, this circumstantial change does not require revisions to the Highway 101 Revised EIR.

CEQA Evaluation Criteria

Since 2017, the evaluation criteria in the CEQA Guidelines have been amended; however no substantial changes to the scope of the project analyzed in the Highway 101 Revised EIR are proposed. The category of Wildfire has been added for information purposes. Analysis of this additional environmental issue area is included in this Addendum. Other CEQA Appendix G checklist questions added after 2017 include those related to tribal cultural resources, vehicle miles traveled, and energy. Effects to these resources were previously disclosed in the 2017 FEIR using different evaluation criteria under CEQA. The additional resource areas that have been added to the CEQA Guidelines do not result in new significant effects or more severe effects than those previously discussed in the previous EIR.

PROJECT IMPACTS AND MITIGATIONS

The analysis below identifies the impacts that were previously analyzed in the Highway 101 Revised EIR and assesses whether the specific details of the Project would create potentially significant environmental impacts in addition to those already identified, or whether the Project would substantially increase the magnitude or severity of impacts that were previously identified.

Because the Highway 101 Revised EIR was prepared to address both CEQA and NEPA, the terminology follows NEPA category descriptions. For each CEQA issue area discussed below, the corresponding EIR section header and section number is identified in italics. With the exception of traffic, all referenced sections are found in the body of the 2014 FEIR. Additionally, it should be noted that construction impacts for all impact areas are analyzed under Section 2.4 “Construction Impacts” of the 2014 FEIR, rather than within the corresponding impact area. This Segment 4E Addendum discusses construction impacts under each applicable issue area and references Section 2.4 Construction Impacts in the headers below, where applicable.

Mitigation measures identified in the Highway 101 Revised EIR that apply to the Project are identified. Where appropriate, mitigation measures are refined to be Project- and site-specific. A Mitigation Monitoring and Reporting Plan (MMRP) has been prepared that identifies how the measures will be implemented (i.e. timing, responsible party, and success criteria).

Aesthetics *(Visual/Aesthetics 2.1.6, Construction Impacts 2.4)*

<u>Operational Impacts</u>

The Highway 101 Revised EIR identifies Significant and Unavoidable Impacts (Class 1) to Aesthetics due the inherent alteration of scale, increase of hard surfaces, and loss of

vegetative character. Mitigation measures, combined with features such as replacement landscaping and aesthetic treatments to walls, are proposed to lessen the adverse visual change to the corridor. However, because of the inherent alteration of scale, increase of hard surface, and loss of vegetative character, substantial adverse visual impacts would remain.

New Project details related to operational impacts to aesthetic resources since the Highway 101 Revised EIR include: structures/treatments, landscaping, lighting, and utility relocations. The type and scale of the proposed structures has not changed and still includes the widened roadway, two soundwalls, several retaining walls, and two replaced bridges. Structure aesthetic treatments and features have been designed consistent with the local visual character. New details related to landscaping of the Project area include updated tree replacement numbers, specified planting palettes consistent with the Montecito Parkway Planting Palette, and landscaping within ESHA habitat buffers. Tree replacement ratios remain unchanged and are 3:1 for oak trees > 4" dbh and 1:1 for all other trees. Oak trees will be planted from 24-inch boxes and all other trees will be planted from 15-gallons containers. Thirty-two trees to be removed are considered Specimen Trees according to the City Policy. All trees, including specimen trees, will be replaced with at least 15-gallon containers, which is consistent with City Policy. The tree removal and replacement numbers are shown in Table 1 below. These numbers may be revised as the Project moves through final design.

Table 1: Segment 4E Tree Removal and Replacement

Species Removed	# Removed	Ratio	Species Proposed	# Proposed
Natives				
Oak	61	3:1	Oak	183
Other Natives	49	1:1	Cypress/Sycamore	49
Total	110			232
Non-Natives				
Eucalyptus	68	1:1	Eucalyptus and New Zealand Christmas Tree	68
Other	150	1:1	Manzanita/Western Redbud	150
Total	218			218

New details related to modified lighting within the Project limits include specific locations and types of lighting. Modified lighting is proposed at the southbound Olive Mill offramp, northbound Coast Village Road Offramp, and also at the Cabrillo roundabout and undercrossing, consistent with current safety standards. The lighting design is selected to meet safety requirements set by Caltrans, while balancing the aesthetic of the area. Utility relocations as described in the Project Description would mostly take place underground; however, there are aboveground power pole relocations included with the Project. The Project would remove the two impacted wooden electrical transmission poles (70 feet in

height) on the south side of Highway 101 and replace them with one steel tubular pole with an estimated height of 90 feet. The new pole will be installed along the east-west section of Channel Drive, adjacent to the UPRR, approximately 100 feet in distance from the removed pole. Although the replacement pole would be approximately 15 feet taller than the existing poles, it would be constructed downslope from the existing poles and therefore, the new pole base elevation would be lower, and the overall maximum height from surrounding viewpoints would not be substantially different.

Structural treatments and landscaping proposed were just two of many design features developed through a Design Review Team (DRT). The DRT consisted of representatives from the following entities: City Planning and Development; City Public Works; Caltrans District 5; SBCAG; Mark Thomas and Company; GPA Consulting; Ayars & Associates; and six appointed members representing the City Planning Commission (2), City Architectural Review Board (2), and City Historic Landmarks Commission (2). The DRT met between December 2020 and June 2021, completing their last of 11 productive work sessions where presentations of sample design options for various project features was provided for DRT review and input. Design decisions made during the process have been incorporated into the Project design.

Considering the new Project details discussed above, no new significant environmental effects or substantial increases in the severity of previously identified significant effects would result from the Project. Mitigation measures previously identified for the Highway 101 Project would continue to apply.

Construction Impacts

The Highway 101 Revised EIR discussed various visual impacts that would occur as a result of construction vehicles and equipment and other elements on and near the Project site. Because of the extended duration of work (10 years) to complete the Highway 101 Project, and the great number of affected viewers, this impact was classified as Significant and Unavoidable (Class 1). Construction of Segment 4E South is expected initiate in summer 2024; initiation of construction on Segment 4E North is dependent on funding. During construction, equipment typical of roadway and rehabilitation projects would be present. This would include temporary construction lighting (only during night work), added light and glare from construction vehicle operation, and temporary structures, such as construction fencing, that may impede scenic views during construction. As outlined in the Project Description, four new construction support sites have been identified for temporary use during construction of the Project. Temporary use of these construction support sites will not include site grading or vegetation removal but could include mowing of tall grass and brush. However, the Montecito Sanitary District site across from the cemetery on Channel Drive may require temporary access from Channel Drive which would require removal of a section of the hedge along the fence line on Channel Drive. Considering the new Project details discussed above, the Project would not increase the severity of previously identified significant effects described in the Highway 101 Revised EIR. Mitigation measures previously identified for the Highway 101 Project would apply.

Aesthetic Mitigation Measures that Apply to the Project

- All proposed concrete barriers shall include aesthetic treatment such as texture and/or color appropriate for the setting.
- All soundwalls shall include aesthetic treatment such as texture and/or color to blend with the community character.
- Drainage structures visible from public areas shall be designed to visually blend-in with the setting as much as possible.
- If new traffic management system elements such as radar, cameras, and other equipment are added to the Project, all visible components shall be located in the least obtrusive locations possible and colored to reduce visibility.
- All new lighting shall minimize excess light and glare by careful placement of the poles, height and position of luminaires, and shielded lenses where feasible.
- All areas where existing ramps and other paved surfaces are removed and where new landscaping is proposed shall be made suitable for planting.
- Existing trees and shrubs shall be preserved to the greatest extent possible.
- Existing healthy palm trees that would be affected by the project shall be transplanted, or replaced, to other areas within the Project.
- Planting shall be included with all soundwalls to the greatest extent possible.
- Planting shall be included with any retaining walls to the greatest extent possible.
- The landscaping plan ~~would~~shall include historically successful plant species throughout the corridor.
- All aesthetic planting shall use larger container-size plant material where appropriate. Trees shall be planted, at minimum, from 15-gallon containers.
- All permanent storm water treatment measures would be designed to visually fit with the ornamental or natural landscaped roadsides to the greatest extent feasible considering their intended function. Swales, ditches and basins shall appear as natural as possible. Built structures would be architecturally treated, colored or hidden from view with planting.

Agriculture and Forestry Resources *(Farmlands/Timberlands Chapter 2, page 39)*

A determination of No Impact (Class 4) to Agriculture or Forestry Resources is made in the Highway 101 Revised EIR. The Project would be built in existing public ROW; there are no Agriculture or Forestry Resources within or adjacent to the Project area, and no increase in previously analyzed impacts would result.

Air Quality *(Air Quality 2.2.6, Construction Impacts 2.4)*

Operational Impacts

The Highway 101 Revised EIR found operational impacts to Air Quality to be Less Than Significant (Class 3). The increase in localized levels of mobile source air toxics emissions from adding the new HOV lane would be offset by increases in speeds and reductions in congestion (which are associated with lower mobile source air toxics emissions). The Highway 101 Revised EIR also found that on a regional basis, the Environmental Protection Agency's (EPA) vehicle and fuel regulations, coupled with fleet turnover, would over time cause substantial reductions that, in almost all cases, would cause region-wide mobile source air toxics levels to be significantly lower than today.

There are no new Project details relevant to operational impacts of Air Quality since the Highway 101 Revised EIR. Therefore, no new significant environmental effects or substantial increases in the severity of previously identified operational effects would result from the Project.

Construction Impacts

The Highway 101 Revised EIR identifies a number of air pollutants that could be triggered by construction activities both through particle generation and equipment emissions. However, standard measures required by the California Air Resources Board (CARB), Santa Barbara County APCD, Caltrans Standard Specification sections, and mitigation measures previously identified for the Highway 101 Project would effectively reduce and control construction-emission impacts. Therefore, construction impacts to air quality were found to be Less Than Significant with Mitigation (Class 2) in the Highway 101 Revised EIR.

The Project includes new CSS for temporary use during construction of the Project. Given that all proposed sites are adjacent to the Project limits, and that the same regulations and mitigation measures apply, no new significant environmental effects or substantial increases in the severity of previously identified significant construction effects would result. Mitigation measures previously identified for the Highway 101 Project would apply.

Air Quality Mitigation Measures that Apply to the Project

- During construction, use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site and from exceeding the APCD limit of 20% opacity for greater than 3 minutes in any 60 minute period. At a minimum, this would include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency would be required whenever the wind speed exceeds 15 miles per hour. Reclaimed water would be used whenever possible. However, reclaimed water ~~should~~ shall ~~should~~ not be used in or around crops for human consumption.

- Minimize amount of disturbed area and reduce onsite vehicle speeds to 15 miles per hour or less.
- Equipment and materials storage sites would be located as far away as possible from residential and public park areas, schools, and other possible sensitive receptors.
- If importation, exportation, and stockpiling of fill material are involved, soil stockpiled for more than one ~~two~~ day~~s~~ would be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting fill material to and from the site would be tarped from the point of origin.
- Gravel pads ~~should~~ shall be installed at all access points to prevent tracking mud onto public roads. Wheels and undercarriages of construction equipment ~~should~~ shall be washed off before leaving individual project sites. Placement of automatic wheel washing equipment at all site exit points is recommended.
- After clearing, grading, earth moving or excavation is completed, treat the disturbed area by watering, re-vegetation, or spreading soil binders until the area is paved or otherwise developed so that dust generation does not occur.
- In areas where the application of water may be impractical or not feasible, the use of chemical-based dust suppressants would be considered. Recommended areas include unpaved roads used for construction purposes, project parking areas, and equipment staging areas. The use of dust suppressants also ~~should~~ shall be considered for areas that may be susceptible to wind erosion after working hours, on weekends, or during holidays.
- Any dust, mud, or other debris tracked out from project sites onto public roads ~~should~~ shall be cleaned up immediately, with total site cleanup (including public access roads) occurring no less than daily. The use of wet vacuum street sweepers is recommended.
- The contractor or builder shall designate a person to monitor the dust control program and to order increased watering, as necessary to prevent transportation of dust offsite. The individual's duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such a person shall be provided to the Santa Barbara County APCD prior to land use clearance for map recordation and land use clearance for finish grading for the structure.
- Caltrans and its contractors would provide notification of demolitions to the Santa Barbara County Air Pollution Control District to ensure compliance with federal and local asbestos removal requirements. Notifications of demolitions must be made regardless of asbestos content and must be made prior to the start date of demolition activities.
- All portable diesel-powered construction equipment shall be registered with the state's portable equipment registration program OR ~~permitted by the Santa Barbara County Air Pollution Control District by September 18, 2008~~. shall obtain a permit

from Santa Barbara County Air Pollution Control District.

- Idling of heavy-duty diesel construction equipment and trucks during loading and unloading shall be limited to five minutes; auxiliary power units will be used whenever possible.
- Diesel construction equipment meeting the CARB Tier 3 or Tier 4 ~~1~~ emission standards for off-road heavy-duty diesel engines shall be used. Equipment meeting CARB Tier 3 or Tier 4 ~~2~~ or higher emission standards will be used to the maximum extent feasible.
- Diesel-powered equipment would be replaced by electric equipment whenever feasible.
- Diesel catalytic converters, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by the EPA or California Air Resources Board ~~should~~ shall be installed on equipment operating onsite
- Catalytic converters shall be installed on gasoline-powered equipment, if feasible.
- Construction equipment shall be maintained in tune per the manufacturer's specifications.
- Construction equipment operating onsite shall be equipped with two- to four-degree engine timing retard or pre-combustion chamber engines.
- The engine size of construction equipment shall be the minimum practical size.
- The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.
- To the extent possible, route and schedule construction traffic to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times.
- Gasoline-dispensing equipment shall have local air district permits, be certified by the Air Board, and operated in accordance with local air district rules and the Air Board certification requirements. Periodic maintenance and testing are specified under the Air Board executive order that was issued for the certification and by many local air district rules. Equipment repairs and testing must be performed by trained personnel with proper certifications by the manufacturers and, depending on the air pollution control district, by the International Code Council. In addition, local air pollution control districts generally require records of all repair and testing activities to be maintained onsite.

Biological Resources *(Biological Environment 2.3, Construction Impacts 2.4)*

Operational Impacts

The Highway 101 Revised EIR concludes that impacts to habitat and wetland areas would

be Less Than Significant with Mitigation Measures (Class 2). The ten-mile reach of the Highway 101 Project footprint extends through various biological and natural communities including wetlands, creek crossings, and coast live oaks. As a result, the Highway 101 Revised EIR identifies a number of mitigation measures that would reduce impacts to those Biological Resources.

The Project footprint remains within the Biological Study Area (BSA) of the Highway 101 Revised EIR, with minor exceptions. There is a new water meter proposed, utility relocation work, and CSS, which are further described in the Construction Impacts section below. There are no protected waters or wetlands, riparian habitat or streambed, or designated ESHA in the Project limits; and no state or federally listed or otherwise sensitive animal species were observed in field surveys. However, as described in the June 1, 2023 Memorandum titled "Santa Barbara 101 HOV Lanes Project, Segment 4E, in Santa Barbara County – Biological Resources and Environmentally Sensitive Habitat Area Buffers" there are ESHA habitat buffers within the Project limits. The proposed Project stops roughly 10 feet before the 50-foot buffer for the one coastal wetland feature at Sycamore Creek on the southbound shoulder of Highway 101, with surrounding undeveloped area. A 50-foot buffer was placed around this feature per Land Use Policy 4.1-15 Habitat Buffers. The Project will have no impacts to this ESHA buffer or wetland feature.

The Project will not impact the jurisdictional feature (concrete-lined ditch) along the northbound side of Highway 101 (Caltrans 2023). The narrow area between Highway 101 traffic lanes and the concrete-lined ditch currently supports landscape plantings behind the adjacent guardrail. At the conclusion of Project activities in this area, the Project will restore any temporarily disturbed area at this location with a similar suite of native shrubs and trees (Caltrans 2023). Temporary Environmentally Sensitive Area (ESA) fencing will also be placed along the concrete-lined ditch to avoid any impacts to the concrete-lined ditch.

The UPRR corridor separates Highway 101 from the Andree Clark Bird Refuge, creating a developed, elevated barrier between the refuge and Highway 101. The Project will not impact wetland buffer areas surrounding Andree Clark Bird Refuge.

Along the southbound exit at Los Patos Way, there is a limited area that qualifies as an ESHA buffer. Temporary ESA fencing will be placed along the Los Patos Way southbound exit adjacent to the Andree Clark Bird Refuge in order to avoid any impacts to the ESHA buffer.

The Project will not directly impact any coastal zone wetlands. Temporary ESA fencing, erosion control, and plantings will be installed to protect and enhance the limited ESHA buffer areas in the Segment 4E Project area.

The Project preserves both native and non-native trees where possible. However, and as described in the Highway 101 Revised EIR, tree removal is required. Table 1 has been included (above) to document all tree removal and replacement proposed as part of the Project. Oak trees will be replaced at a 3:1 ratio with 24-inch containers, and all other trees

will be replaced at a 1:1 ratio with 15-gallon containers. Replacement of the trees at this ratio and size is consistent with City policies, the Coastal Land Use Plan, and would provide comparable or better tree canopy as quickly as possible given the growth rate of the species used. Six species of non-native plants listed as highly invasive by Cal-IPC occur at various locations along the highway corridor (arrundo, pampas grass, castor bean, hottentot-fig iceplant, Cape ivy, cactus). Invasive plants can crowd out native vegetation, damage wildlife habitat, degrade water supply and increase the risk of damage from wildfire and flooding (Cal-IPC 2020). Stands of invasive plants will be removed and replaced with native trees, shrubs and erosion control that will serve to stabilize site conditions and prevent re-establishment of invasive species. Therefore, no new significant environmental effects or substantial increases in the severity of previously identified significant effects would result. Mitigation measures previously identified for the Highway 101 Project would apply.

Construction Impacts

The Highway 101 Revised EIR similarly found construction-related impacts to biological resources to be Less Than Significant with Mitigation Measures (Class 2). There are locations of temporary disturbance that are outside the BSA that was studied in the Highway 101 Revised EIR. These areas, as outlined in the Project Description, include a new recycled water meter, utility relocations, and CSS. However, the areas where these improvements are proposed have all been developed previously and are disturbed. Nesting birds and raptors (such as Cooper's hawk and white-tailed kite) are known to nest in large dense trees, similar to some of those within the Project area. Although none have been observed, measures to ensure their protection during construction were recommended in the event they are present. These impacts are consistent with those previously identified in the Highway 101 Revised EIR; therefore, no new significant environmental effects or substantial increases in the severity of previously identified significant effects would result.

The mitigation measures identified within the site-specific biological assessment relating to these impacts are also consistent with those in the Highway 101 Revised EIR; however, they include updated language consistent with current standards (Caltrans 2023). Therefore, the measures are modified to include the current standards. The following mitigation measures previously identified for the Highway 101 Project, as modified for Segment 4E, would be applied to the Project.

Biological Resource Mitigation Measures that Apply to the Project

- Existing trees and shrubs would be preserved to the greatest extent possible.
- All oaks and other native trees greater than ~~6 inches~~ 4 inches dbh to remain in the Project vicinity would be delineated on design plans. Prior to any ground-disturbing activities, ESA fencing would be installed around the drip line of the trees to be protected. Where feasible, fencing will be established at least 5 feet from the drip line of trees to be protected.
- The Caltrans Standard Specifications for Bird Protection would be included with the

Project's contract.

- To avoid impacts to nesting birds, tree and vegetation removal would occur between September 1 and February 15. If tree removal is required during the nesting season, a qualified biologist would need to conduct a focused survey for active bird nests in the trees to be removed. If any active migratory bird nests are found, Caltrans would coordinate with the California Department of Fish and Wildlife and the City to determine an appropriate buffer based on the habits and needs of the species. The nest would not be removed until the young have fledged and nesting is complete. If any nesting white-tailed kites are observed during surveys, California Department of Fish and Wildlife and the City shall be immediately notified. White-tailed kite nests shall be fully avoided. Caltrans and the City shall coordinate with California Department of Fish and Wildlife regarding appropriate avoidance measures while the nest is active.

- ~~To avoid affecting nesting birds that might use the landscaped portions of the right-of-way, tree removal would not occur between February 15 and September 1. If tree removal is required during the nesting season, a qualified biologist would conduct a focused survey for active bird nests in the trees to be removed. If any active migratory bird nests are found, Caltrans shall coordinate with the California Department of Fish and Wildlife to determine an appropriate buffer based on the habits and needs of the species.~~ For construction activities occurring during the nesting season (generally February 15 to September 1), surveys for nesting birds covered by the California Fish and Game Code and the Migratory Bird Treaty Act shall be conducted by a qualified biologist no more than 14 days prior to initiation of vegetation removal and/or initiation of construction activities. If any nesting white-tailed kites are observed during surveys California Department of Fish and Wildlife and the City shall be immediately notified. White-tailed kite nests shall be fully avoided. Caltrans shall coordinate with California Department of Fish and Wildlife and the City regarding appropriate avoidance measures while the nest is active. Surveys shall include the private property right-of-entry constraints. If any other species' nests are located during surveys, all construction work shall be conducted outside the buffer zone from the nest to be determined by the qualified biologist. The buffer shall be a minimum of 250 feet for non-raptor bird species and 500 feet for raptor species. Larger buffers may be required depending upon the status of the nest and the construction activities occurring in the vicinity of the nest. The buffer area(s) shall be closed to all construction personnel and equipment until the adults and young are no longer reliant on the nest site. A qualified biologist shall confirm that breeding/nesting is completed, and young have fledged the nest prior to removal of the buffer. Readily visible exclusion zones shall be established in areas where nests must be avoided. Nests, eggs, or young of birds covered by the Migratory Bird Treaty Act and California Fish and Game Code would not be moved or disturbed until the end of the nesting season or until young fledge, whichever is later, nor would adult bird be killed, injured, or harassed at any time.

- Impacts to native oak trees greater than ~~6~~ 4 inches diameter at breast height shall be offset by replacement planting within the project limits. Replacement plantings shall

be achieved using a 3:1 ratio for each tree removed, in accordance with Santa Barbara County's Draft Guidelines for Urban Oak Trees (2006). Although higher numbers are sometimes appropriate, the limited habitat value of the trees to be removed and the fact that all replacement trees would be maintained within Caltrans right-of-way make this an appropriate number for this project. Replacement plantings will be detailed in the Caltrans landscape architecture Landscape Planting Plan. Tree plantings would be monitored to ensure successful re-vegetation at six months and then once a year for three years.

- To prevent new invasive species from being imported to the site, ~~Caltrans requires that~~ the project contractor shall implement the following control measures:

    - Only certified noxious weed-free erosion control materials and fill will be used.

    - All straw and seed material shall be certified weed-free by the County Agricultural Commissioner prior to being used at the project site. The California Department of Food and Agriculture maintains a current listing of noxious weeds.

Cultural Resources and Tribal Cultural Resources *(Cultural Resources 2.1.7, Construction Impacts 2.4, Treatment and Data Recovery Plan for the South Coast 101 HOV Project)*

The Highway 101 Revised EIR found impacts to historic resources to be Less Than Significant (Class 3). The Highway 101 Revised EIR identified 11 historic-period properties within the immediate vicinity of the Highway 101 Project Area of Potential Effects (APE) that were either listed on or determined eligible for listing on the National Register of Historic Places (NRHP). One of these was the Montecito Inn at 1295 Coast Village Road. With concurrence from the State Historic Preservation Officer on the eligibility findings, the Highway 101 Revised EIR concluded that "none of the proposed project's alternatives would have any direct or indirect effects on the National Register-eligible built-environment (architectural) resources. The proposed project would not alter any of the characteristics that make the historic-period built environment resources eligible." Other than the proposed utility relocation work and CSS, the Project footprint (including the proposed recycled water meter) remains within public ROW and the APE for historic-period resources of the Highway 101 Revised EIR. Therefore, no new significant environmental effects or substantial increases in the severity of previously identified significant effects would result.

The Highway 101 Revised EIR determined to have Less Than Significant Impacts with Mitigation Measures Incorporated (Class 2) on Cultural Resources and Tribal Cultural Resources. The Treatment and Data Recovery Plan for the Highway 101 Project identified eleven locations within the Project area that had a moderate to very high potential to contain buried sites. Extended Phase I testing examined 7 of the 11 locations that were identified as having high sensitivity for buried resources; 4 locations could not be accessed (Montecito Creek, Oak/Ysidro Creeks, Romero Creek, and Garrapata Creek). One prehistoric archaeological site was identified (the Via Real Redeposited Midden) and determined

eligible for listing on the NRHP. Avoidance and protection measures identified in the Treatment Plan and incorporated into the Highway 101 Revised EIR require the establishment of an ESA protected with exclusionary fencing and monitoring by two full-time cultural resource specialists: an archeologist and a Barbareño Chumash representative, at the Redeposited Midden site and when construction activities extend below fill at the four previously inaccessible locations - including Montecito Creek. In the unlikely event that previously unidentified archaeological resources are encountered during construction either in the vicinity of the Via Real Redeposited Midden or at another location, a Treatment and Data Recovery Plan is required as specified in the 2014 FEIR. In addition, in the unexpected event that human remains are uncovered during construction, mitigation measures in the 2014 FEIR require work to be stopped to allow for evaluation of the discovery and consultation with the Most Likely Descendent (as appropriate). Further, City policies and the Santa Barbara Municipal Code require archaeological monitoring conditions in areas that may encompass significant archaeological resources.

As described in the Memorandum titled "South Coast 101 HOV Lanes, Segment 4E: Cultural Resource Studies and City MEA Guidelines", the Segment 4E Project area of direct impact remains within public ROW and the APE for cultural and tribal resources of the Highway 101 Revised EIR, other than the utility relocation work and CSS described in this addendum. The proposed recycled water meter is within the APE for cultural and tribal resources. The identified prehistoric archaeological site (Via Real Redeposited Midden) is located outside of the area of direct impact for Segment 4E. In addition, Caltrans Archaeologist Terry Joslin (email July 2023) confirmed the likelihood of encountering cultural resources in the area of utility relocation work to be low. Additionally, the utility relocation work located outside the APE for the Highway 101 Revised EIR will take place in areas developed or previously disturbed (see **Figure 5: Utility Relocation Areas Outside the APE**). No grading or grubbing will take place at the proposed CSS. State regulations for the unanticipated discovery of tribal cultural resources would apply to the Project. Therefore, the likelihood of encountering Cultural or Tribal Cultural resources during construction of the Project is low, and measures included as a part of the Highway 101 Revised EIR would be adequate to address any unanticipated discoveries. No new significant environmental effects or substantial increases in the severity of previously identified significant effects would result. The following mitigation measures previously identified for the Highway 101 Project would be applied to the Project.

<u>Cultural Resource Mitigation Measures that Apply to the Project</u>

- If human remains are discovered, State Health and Safety Code Section 7050.5(b) states that further disturbances and activities must cease in any area or nearby area suspected to overlie remains, and the county coroner would be contacted. Pursuant to State Health and Safety Code 7050.5(c), if the county coroner/medical examiner determines that the human remains are or may be of Native American origin, the Native American Heritage Commission will be contacted and the discovery will be treated in accordance with the provisions of California Public Resources Code 5097.98(a)-(d). The Native American Heritage Commission will notify the Most

Likely Descendent. The District 5 or construction personnel who discovered the remains will contact the cultural resource specialist who will then work with the Most Likely Descendent on the respectful treatment and disposition of the remains. Further provisions of Public Resources Code 5097.98 are to be followed as applicable.

Energy *(Energy p. 39)*

The Highway 101 Revised EIR made a determination of No Impact (Class 4) to Energy Resources. "When balancing energy used during construction and operation against energy saved by relieving congestion and other transportation efficiencies, the [101 HOV] project would not have substantial energy impacts (2014 Final EIR p. 39)."

There are no new Project details relevant to operational Energy Resource impacts. However, the proposed new CSS will likely improve construction efficiencies and minimize construction energy resource impacts. Therefore, the Project would not result in new or substantially more severe impacts beyond those identified in the Highway 101 Revised EIR.

Geology/Soils *(Geology/Soils/Seismic/Topography 2.2.3, Paleontology 2.2.4)*

The Highway 101 Revised EIR identified potential seismic hazards from three sources: surface-fault rupture, ground shaking, and liquefaction. However, the Highway 101 Revised EIR found that the proposed Caltrans standards and construction methods would minimize potential risks associated with strong ground shaking and potential liquefaction hazards to Less Than Significant (Class 3). Based on the Foundation Reports prepared for the Project structures (bridges and walls), the Project site has a low potential for liquefaction and seismic settlement. No active faults are located in the vicinity of the Project site, and the potential for surface rupture is low. Therefore, no new significant environmental effects or substantial increases in the severity of previously identified geologic/soils effects would result.

Potential high sensitivity to paleontological resources was identified within the Highway 101 Project area, and the Highway 101 Revised EIR ultimately found the impacts to be Less Than Significant with Mitigation Measures Incorporated (Class 2). The uppermost few feet of sediment in the Highway 101 Project area is mostly covered by younger alluvial and fluvial deposits and is unlikely to contain fossils with scientific significance. But deeper excavation for proposed walls and structures are expected to encounter formations that contain scientifically significant fossils. The regions contain sensitive paleontological resources that could be exposed during construction excavation. Maps showing Potential Paleontological Sensitive Areas are shown in Appendix G, Volume II of the 2014 FEIR.

As described in the Highway 101 Revised EIR, Segment 4E includes areas located within the Potential Paleontological Sensitive Areas. Therefore, the mitigation measures identified for construction in the Highway 101 Revised EIR apply to the Project. The Project would

not result in new or substantially more severe impacts to unique paleontological resources or sites beyond those identified in the Highway 101 Revised EIR. Mitigation measures identified in the Highway 101 Revised EIR that apply to the Project are included below:

- Review of design plans prior to their being ready to submit for the Coastal Development Permit process, must occur by a retained qualified Principal Paleontologist (holding a M.S. or Ph.D. in paleontology or geology, and is familiar with paleontological procedures and techniques). The Principal Paleontologist or an assigned project paleontologist would review the construction plans with proposed excavation sites and the prepared Paleontological Evaluation Report to determine which, if any, project component would involve earth-moving activities at depths sufficient to warrant monitoring and the corresponding development of a Paleontological Monitoring Plan. If monitoring is deemed necessary, the Principal Paleontologist would review the construction schedule to develop a monitoring schedule and compile accompanying costs. This information would be used to prepare a site-specific Paleontological Monitoring Plan, if one is determined necessary for reducing adverse environmental impacts on paleontological resources to an insignificant level. Prior to Coastal Development Permit application.
- A nonstandard special provision for paleontology mitigation must be included in the construction contract special provisions if monitoring has been determined to be necessary based on the final project design. The provision would advise the construction contractor of the requirement to cooperate with the paleontological salvage.
- The Paleontological Mitigation Plan would include monitoring locations and procedures for data collection as indicated below:
    - Recording pertinent geographic and stratigraphic information
    - Recovery methods for both macrofossil and microfossil remains
    - Stabilization (preservation) methods for the specimens
    - Provisions for the remains to be accessioned into the collections of an appropriate repository such as the Los Angeles County Museum or University of California Museum of Paleontology
    - Preparation of a final report detailing the results of the mitigation program
- The qualified Principal Paleontologist would be present at pre-grading meetings to consult with grading and excavation contractors.
- Before the start of excavation, the Principal Paleontologist would conduct an employee environmental awareness training session for all persons involved in earth-moving for the project.
- A paleontological monitor, under the direction of the qualified Principal

Paleontologist, would be onsite to inspect cuts for fossils at all times during original disturbance of sensitive geologic formations. Once excavation is under way, the intensity of monitoring may be reduced in areas that are not producing fossils.

- When fossils are discovered, the paleontologist (or paleontological monitor) would recover them. Construction work in these areas may be halted or diverted to allow recovery of fossil remains in a timely manner.
- Bulk sediment samples would be recovered from fossiliferous horizons and processed for micro vertebrate remains as determined necessary by the Principal Paleontologist.
- Fossil remains collected during the monitoring and salvage portion of the mitigation program would be cleaned and prepared to the point of identification (not exhibition), sorted and cataloged.
- Prepared fossils, along with copies of all pertinent field notes, photos, and maps, would then be deposited in an appropriate and Caltrans-approved scientific institution with paleontological collections.
- A final report would be completed that outlines the results of the mitigation program and would be signed by the Principal Paleontologist and Professional Geologist.

Greenhouse Gas Emissions *(Climate Change under the CEQA 3.2.6)*

Operational Impacts

The Highway 101 Project would be consistent with the SBCAG 2040 Sustainable Communities Plan. While the Highway 101 Revised EIR includes greenhouse gas estimates associated with the Highway 101 Project, it finds that there is not enough regulatory or scientific information to make a significance determination regarding the Highway 101 Project's direct impact and contribution towards climate change.

The Project would continue to be consistent with the SBCAG 2040 Sustainable Communities Plan. There are no new Project details related to operational greenhouse gas emission impacts since the Highway 101 Revised EIR, and the Project would not result in new or substantially more severe impacts than those described in the Highway 101 Revised EIR.

Construction Impacts

Greenhouse gas emissions from construction of the Highway 101 Project are analyzed in the Highway 101 Revised EIR and the regulations and mitigation measures identified therein would apply to the Project to minimize greenhouse gas emissions. Additionally, the proposed CSS will likely improve construction efficiencies and minimize construction greenhouse gas emissions. Compliance with Santa Barbara County APCD rules, ordinances, and regulations would minimize greenhouse gas emissions generated by construction and would not result in new or substantially more severe impacts than those described in the

Highway 101 Revised EIR. In addition, mitigation measures identified in the Highway 101 Revised EIR would minimize impacts.

Greenhouse Gas Emissions Mitigation Measures that Apply to the Project

- The Project ~~should~~ shall incorporate recycling and waste-diversion techniques by promoting the reuse of materials such as steel, road base, concrete, asphalt-concrete, to the extent feasible (Deputy Directive 17 Recycling Asphalt Concrete).
- Disturbed areas will be seeded with native and drought-tolerant shrubs, perennials and grasses.
- Disturbed areas will be planted with a variety of native and drought-tolerant trees and shrubs in ratios sufficient to replace the air quality and cooling benefit of trees removed by construction of the Project. Any native trees removed as part of the project will be replaced at a 3:1 ratio resulting in continued increases to the biomass within the project limits. Additional trees will be planted as space allows to further increase those benefits. Street trees will be planted from large-sized containers to accelerate reestablishment of the greenhouse gas sink and to shade the pavement. Riparian planting will also be included to maintain shade along creek corridors.
- To the extent that it is applicable or feasible, the following measures will be incorporated into the Project:
    - Compost and soil amendments derived from recycled wood products and green waste materials
    - Fiber produced from recycled pulp such as newspaper, chipboard, cardboard
    - Wood mulch made from green waste and/or clean manufactured wood or natural wood
    - Native and drought-tolerant seed and plants species
    - Irrigation controllers with “smart” irrigation technology for plants dependent on actual climate conditions
    - Pesticide use and reduction goals restriction
    - Fly ash in all concrete poured on the project
    - Recycled water for irrigation within the Santa Barbara city limits (and elsewhere if available)

Hazards and Hazardous Materials *(Hazardous Waste or Materials 2.2.5)*

The Highway 101 Revised EIR identified potential for hazardous materials - primarily aerially deposited lead and asbestos - throughout the Highway 101 Project area. Hazardous

materials of these kinds are common in roadway projects, and as such, Caltrans has codified project standards (Standard Specifications) to ensure materials are appropriately handled, tested, and transported so as to not create or emit hazards to the public or environment. The Highway 101 Revised EIR concluded that these measures, along with the oversight of state and federal regulatory agencies governing hazardous materials would result in a Less Than Significant Impact (Class 3).

There are no new Project details related to Hazards and Hazard Materials since the Highway 101 Revised EIR. Therefore, the Project will remain consistent with Caltrans Standard Specifications and will not result in new or substantially more severe impacts relating to hazards or hazardous materials beyond those identified in the Highway 101 Revised EIR.

Hydrology/Water Quality *(Hydrology/Floodplain 2.2.1, Water Quality and Storm Water Runoff 2.2.2, Construction Impacts 2.4)*

Hydrology

The Highway 101 Revised EIR identified impacts to Hydrology to be Less Than Significant with Mitigation Measures (Class 2). The Highway 101 Revised EIR determined that the 100-year Federal Emergency Management Agency (FEMA) floodplain extends for half a mile along Highway 101; a portion of this is within the limits of Segment 4E. Most of the 100-year flow for Sycamore Creek escapes from the main channel before it reaches the highway. The escaped flow floods the neighborhood east of the creek and flows across Highway 101 between Los Patos Way and the Sycamore Creek Bridge. A floodway is defined at Highway 101 between Canada Street and the bridge, outside the Segment 4E limits. The Highway 101 Revised EIR determined that the Project would not include a floodplain encroachment in the Sycamore Creek watershed or its floodplain.

The Highway 101 Revised EIR determined that the Highway 101 Project does not cause a flood elevation rise more than 1 foot in the floodplain, and does not cause a rise to the base flood elevation of the floodways at Sycamore Creek. There are no new Project details related to Hydrology resources since the Highway 101 Revised EIR. The Stormwater Management and Implementation Report prepared for Segment 4E determined that the project satisfies the City's requirements for stormwater BMPs and meets the City's Storm Water Ordinance (22.87) (Mark Thomas 2023). Therefore, there are not new or substantially more severe hydrologic impacts beyond those analyzed previously in the Highway 101 Revised EIR. No mitigation measures from the Highway 101 Revised EIR apply to Segment 4E.

Water Quality

<u>Operational Impacts</u>

The 101 HOV Revised EIR finds impacts to Water Quality to be Less Than Significant with Mitigation Measures (Class 2) because the Highway 101 Project would incorporate permanent design BMPs and treatment BMPs to minimize the direct discharge of highway

storm water to adjacent waterways - as required by the State Water Resources Control Board and Regional Water Quality Control Board. Segment 4E will include a net increase of approximately 6.5 acres of impervious surface.

Segment 4E is also designed to comply with State and Regional Water Quality Control Board requirements, including the local (City) Storm Water Management Program requirements where the Project is within the City limits. However, as stated in the Highway 101 Revised EIR, permanent design BMPs are not incorporated within the Caltrans ROW for Segment 4E, as there is not enough space within the Caltrans ROW and site conditions do not make treatment (biostrips/bioswales) feasible (steep slopes, etc). Instead, the Highway 101 Project incorporates permanent design treatments in several other locations previously identified. Consistent with City Policy, one new location of permanent design treatments has been added to the Project near the Coast Village Road Roundabout, within the City ROW. Considering these new Project details related to Water Quality resources, no new or substantially more severe impacts beyond those analyzed previously in the Highway 101 Revised EIR would result. The mitigation measures identified in the Highway 101 Revised EIR relating to these potential impacts would be applied to the Project.

Construction Impacts

The Highway 101 Revised EIR identified a number of potential impacts to water quality and hydrology associated with construction activities, including sediment from construction debris and grading activities, erosion, chemical releases, changes in water temperature of wetlands due to removal of vegetation, and temporary hydrology impacts of dewatering. However, the Highway 101 Revised EIR noted that standard Caltrans measures for pollution prevention and permanent storm water treatment BMPs would apply during and after construction of the Highway 101 Project that would control potential discharges of pollutants to surface water. Additionally, the required Storm Water Pollution Prevention Plan would address all BMPs necessary to prevent water quality impacts during construction of the Project and buffers from sensitive resources, such as wetlands and riparian corridors, would be established throughout the Project area. With these standard measures in place, construction impacts were found to be Less Than Significant with Mitigation Measures (Class 2).

The Project remains under the same regulatory requirements and therefore no new or substantially more severe construction impacts beyond those analyzed previously would result. Mitigation measures previously identified for the Highway 101 Project would apply.

Water Quality Mitigation Measures that Apply to the Project

- Permanent Storm Water Treatment Best Management Practices - Because this project proposes to add more than 1 acre of new impervious surfaces permanent storm water treatment best management practices will be incorporated into this project to the maximum extent practicable. Treatment best management practice techniques would concentrate on the use of biofiltration swales (stable grass-lined

ditches) to convey surface runoff, and biofiltration strips to intercept overland flow. Currently, infiltration devices are not proposed as part of the project due to high groundwater levels in most locations. If site specific locations indicate low groundwater and soils are determined to be appropriate for infiltration, infiltration devices would then be evaluated for installation.

- All existing vegetated locations to remain along the project limits would be evaluated for viability as bio-strips and documented to quantify effectiveness of reductions of particulate runoff. In addition, the following locations would be used for building new bio-strips and bio-swales to intercept runoff. If subsurface conditions are appropriate, these same locations would also be used for infiltration purposes. Preliminary locations are shown in Final Environmental Document, Table F.1. Note that this table was updated in the Revalidation/Addendum prepared in May 2020.
- During construction, litter on the highway would be removed periodically as part of regular maintenance procedures.
- Storm water best management practices would be selected and designed during the design phase of this project. Best management practices would be selected to minimize pollutant discharges to surface waters, minimize storm water discharge rates and volumes, and recharge groundwater. A formal storm water drainage plan would be developed during the design process of this project.
- Standard temporary construction site and permanent design pollution prevention and permanent storm water treatment best management practices (BMPs) would be used during and after construction of the project to control potential discharges of pollutants to surface water. Best management plans ~~should~~ shall be designed with the goal of controlling general gross pollutants and/or sedimentation/siltation, depending on location. The required storm water pollution prevention plan would address all the best management plans necessary to prevent water quality impacts during construction of the project. In addition, buffers from sensitive resources such as wetlands and riparian corridors will be established throughout the project area.

Land Use/Planning *(Land Use 2.1.1, Community Impacts 2.1.3)*

No regional or community-level impacts were identified for the Highway 101 Project. No displacement of residents or populations would occur; population characteristics and distribution within the Project area would not change; no residences or businesses would be displaced as a result of the Project; no neighborhoods would be divided or separated from existing community facilities. The Highway 101 Revised EIR identifies conflicts with local and coastal policies for visual resources, biological resources, wetland buffers, and landscaping. However, these inconsistencies are mitigated by measures in other sections. Therefore, impacts to Land Use/Planning in the Highway 101 Revised EIR are classified as Less Than Significant (Class 3)

There are no new Project details related to Land Use/Planning resources since the Highway 101 Revised EIR. No new or substantially more severe Land Use/Planning impacts beyond

those analyzed previously in the Highway 101 Revised EIR would result.

Mineral Resources *(no applicable section)*

The Segment 4E Project area is not identified as a mineral resource recovery site, nor are there any known or mapped mineral resources in the Project area. Therefore, the Project would have No Impact (Class 4) to Mineral Resources.

Noise *(Noise 2.2.7 and 3.2.2, Construction Impacts 2.4)*

Operational Impacts

The requirements for noise analysis and consideration of noise abatement and/or mitigation differ between CEQA and NEPA. CEQA requires a strictly baseline versus build analysis to assess whether a proposed project will have a noise impact. Existing conditions in Segment 4E include elevated noise levels due to the high traffic volumes on Highway 101.

Traffic volumes on the Highway 101 corridor have been increasing steadily for over 30 years. Construction of Highway 101 Project would result in minimal increases to noise and the maximum increase at any one receptor site would be 3 decibels by the year 2040. This 3-decibel increase from existing noise levels would be barely perceptible to the human ear. Therefore, under CEQA, noise impacts related to the Highway 101 Project would be Less Than Significant (Class 3).

NEPA thresholds for noise impacts differ from CEQA. As discussed in Section 2.2.7 of the 2014 FEIR, noise levels at 28 locations would approach or exceed the Caltrans Noise Abatement Criteria of 67 decibels (a NEPA standard). As such, noise abatement in the form of sound walls were recommended for those locations where the construction of a sound wall met the “feasibleness and reasonableness” criteria. Two soundwalls in Segment 4E met the criteria and are proposed as part of the Project.

There are no new Project details related to operational noise resources since the Highway 101 Revised EIR. No new or substantially more severe operational noise impacts beyond those analyzed previously in the Highway 101 Revised EIR would result.

Construction Impacts

The Highway 101 Revised EIR finds construction noise impacts to be Less Than Significant with Mitigation Measures (Class 2). Two types of short-term noise impacts are identified to occur during construction of the Highway 101 Project: 1) noise associated with construction crew commutes and the transport of construction equipment and materials; and 2) noise generated during excavation, grading, and roadway construction. Vibration impacts typically result from activities such as pile driving occurring in areas coupled with other factors such as soil type, pile type, hammer strength, and sensitive receptors in close proximity. Although both types of impacts are anticipated to occur with the Highway 101

Project construction activities, mitigation measures identified are anticipated to reduce those impacts to less than significant levels.

The Project includes new CSS and utility relocation work. At these locations, similar noise-inducing construction activities would be similar as those discussed in the Highway 101 Revised EIR. No new or substantially more severe impacts beyond those previously analyzed within the Highway 101 Revised EIR would result. Mitigation measures previously identified for the Highway 101 Project would apply.

Noise and Vibration Mitigation Measures that Apply to the Project

- Caltrans will consider constructing the permanent noise barriers before beginning project construction so that the barriers can reduce construction noise transmission to adjacent residents and other land uses. When it would not interfere with other construction activities, recommended permanent soundwalls would be built during the first phase of construction to protect sensitive receptors from subsequent construction noise, dust, light, and glare.
- Advanced Notice: The resident engineer shall notify the District 5 Public Information Officer to place notice of the proposed project in local news media in advance of construction. The notice will give estimated dates of construction and mention potential noise impacts.
- Public Relations: A telephone shall be installed in the Public Information Officer's office to receive noise complaints. The telephone number shall be publicized in local newspapers, and by letter to residences near the construction area.
- Construction activities would be minimized near any residential areas during evening, nighttime, weekend, and holiday periods. Noise impacts are typically minimized when construction activities are performed during daytime hours. When possible, noisier construction tasks exceeding 87dBA within 50 feet of residential areas would be limited to weekdays from 7:00 a.m. to 5:00 p.m. It ~~should~~ shall be noted, however, that some nighttime construction is necessary to avoid major traffic disruption.
- In the case of construction noise complaints by the public, the construction manager would be notified and the specific noise-producing activity may be changed, altered, or temporarily suspended. District noise staff would be consulted if specific noise-producing activities cannot be adequately reduced in the field.
- All equipment would have sound-control devices no less effective than those provided on the original equipment. All equipment shall operate with muffled exhaust.
- When feasible, the use of loud sound signals such as back-up warning buzzers or alarms would be avoided in favor of light warnings. The exception would be those cases required by safety laws for the protection of personnel.

- As directed by the Caltrans resident engineer, the contractor will implement appropriate additional noise mitigation measures such as notifying adjacent residents in advance of construction work, and installing acoustic barriers around stationary construction noise sources.
- Temporary barriers ~~should~~ shall be used, if needed, to protect residential areas from excessive construction noise generated by such items as compressors, generators, pneumatic tools, and jackhammers. Noise barriers can be made of heavy plywood, moveable insulated sound blankets, or other best available control techniques.
- Each internal combustion engine, used for any purpose on the job, or related to the job, must be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine will be operated on the jobsite without an appropriate muffler.
- Avoiding the adverse vibration effects caused by planned construction activities and subsequent highway operations involves informing the public of the potential for these effects and using physical methods to reduce vibration impacts. Information disseminated to the public about the kinds of equipment and expected noise levels and durations would help to forewarn potentially affected neighbors about the temporary inconvenience. In these cases, a general description of the variation of noise levels during a typical construction day would be included.
- All of the structures that fall within the established buffer zones would have site-specific low-vibration construction methods employed to ensure there are no structural impacts caused by construction-induced vibration. Mobile homes, however, do not have rigid foundations and are built to withstand the type of vibration typical of soundwall construction. There is little potential for vibration-related impacts to these structures.
- A Vibration Reduction Plan would be prepared to address potential effects of construction vibration. In all cases where properties fall within the established buffer zones, impacts from vibration would be avoided by using alternative construction methods near susceptible structures. Elsewhere, minimization measures to reduce the effects would be developed and included in the plan.
- Every attempt ~~should~~ shall be made to reduce the adverse vibration effects from construction activities through the use of modern techniques, procedures, and products. The following steps would be taken in development of the location-specific Vibration Reduction Plan:
    - Identify potential problem areas surrounding the localized project work area.
    - Determine existing conditions before construction begins.
    - Notify nearby residents and property owners that a vibration-generating activity is imminent.
    - Inform the public about the project and potential vibration-related consequences.

- Schedule work to reduce adverse effects.
- Design construction activities to reduce vibration.
- Monitor and record vibration from the activity if necessary.
- Respond to and investigate complaints.

- To reduce the effects of construction vibration from pile driving, structure demolition, and pavement breaking for vibration sensitivity zones at 100-foot and 300-foot intervals, the following measures would be included in the Vibration Reduction Plan:
  - Through the local news media and by mail, notify residents within 300 feet of areas where construction activities and pavement breaking would take place at least two weeks in advance of the proposed activity. Residents may wish to secure fragile items that could be damaged by shaking.
  - Arrange for motel rooms for residents living adjacent to the proposed activity when protracted vibrations approaching 0.20 inch per second are expected at their residences at night.
  - Monitor and record peak particle velocities near identified sensitive receptors while the highest vibration-producing activities are taking place (see Appendix A in the Vibration Study).
  - Use rubber-tired vehicles instead of tracked vehicles, when possible, near vibration-sensitive areas.
  - Assure that asphalt paving and bridge forms are smoothed to specified tolerances, especially where there is heavy truck traffic near residences.
  - Perform activities most likely to propagate objectionable vibrations during the day, or at least before most residents retire for the night.
  - Restrict pavement breaking to daylight hours.
  - Conduct pile driving, as much as possible, during daylight hours.
  - Phase demolition, earth-moving, and ground-disturbing operations so as not to occur in the same time period. Unlike noise, the total vibration level produced could be substantially less when each vibration source operates separately.
  - Use of Standard-Plan cast-in-drill-hole piles, trench footings, or spread footings are the preferred foundations for locations requiring low-intensity vibration construction (Peak Particle Velocity not to exceed).
    - Southbound - Post Mile 10.12 to 10.59 <0.25 in/sec at buildings
    - Southbound - Post Mile 10.59 to 10.64 <0.50 in/sec at buildings

Population/Housing *(Growth 2.1.2)*

The Highway 101 Revised EIR concludes that the Highway 101 Project would have No Impact (Class 4) to growth-inducing factors. The Highway 101 Project is not expected to stimulate residential or related commercial growth in the region. Therefore, no growth-inducing impacts would occur. There are no new Project details related to Population/Housing resources that would change or increase impacts previously analyzed in the Highway 101 Revised EIR.

Public Services *(Utilities/Emergency Services 2.1.4)*

The Highway 101 Revised EIR finds that there would be Less Than Significant (Class 3) impacts to Public Services. As a result of reduced congestion, access for emergency facilities would improve as a result of the Project. There are no new Project details related to Public Services that would change or increase impacts previously analyzed in the Highway 101 Revised EIR.

Recreation *(Parks and Recreation 2.1.1.4, Construction Impacts 2.4)*

Operational Impacts

Along Cabrillo Boulevard, pedestrians and bicyclists can use the proposed multiuse path or on-street bike lanes under the freeway underpass. Once the pedestrian and bicycle improvements on East Cabrillo Boulevard are completed as part of the Cabrillo and Los Patos Roundabout Project, pedestrians and bicyclists would be able to connect to the City's Waterfront including key destinations like the Santa Barbara Zoo, ocean commercial services, restaurants, parks, beach, and Santa Barbara City College. Pedestrians and bicyclists traveling eastbound from the Waterfront to the Eastside and Coast Village Road neighborhoods, would use the same facilities/routes as described above. The timing of completion for the Project's multi-use path and pedestrian improvements and the Cabrillo and Los Patos Roundabout Project will be similar. Therefore, upon completion, the Project would enhance the local coastal and regional coastal access connections, by connecting the segment to the region's Coast Route and Waterfront amenities.

The Highway 101 Revised EIR finds impacts to Recreation to be Less Than Significant (Class 3) because the work associated with the Project would occur within the existing ROW and would not require the use of property from any park or recreational facility. There are no new Project details related to Recreation resources that would change or increase impacts previously analyzed in the Highway 101 Revised EIR.

Construction Impacts

The Highway 101 Revised EIR identifies potential impacts to pedestrian and bicycle paths during project construction from the inevitable roadway closures to be Less Than Significant with Mitigation Measures (Class 2). The Project would not change or increase impacts

previously analyzed. Therefore, no new or substantially more severe impacts beyond those previously analyzed in the Highway 101 Revised EIR would result. Mitigation measures previously identified for the Highway 101 Project would apply.

Recreation Mitigation Measures that Apply to the Project

- During construction, at least two lanes in each direction would remain open for peak-period travel. U.S. 101 mainline lane closures would occur mainly during off-peak hours to minimize construction-related travel impacts within the corridor. Construction of the build alternatives would be done with measures taken to avoid public access impacts to park and recreational facilities, with alternate routes made available for use during construction. Construction-related disruptions would be minimized through development and implementation of a Traffic Management Plan
- Coordinate with local jurisdictions as needed to minimize disruptions to traffic, pedestrians, and bicyclists associated with local and state road construction projects in the corridor. Refer ~~to Construction Impacts under Traffic Circulation (including pedestrian and bicycle) for further details regarding a required Transportation Congestion~~ Traffic Management Plan for details.
- Where the project proposes local-street changes, all modified pedestrian facilities would comply with the Americans with Disabilities Act.
- All existing bike or pedestrian facilities would be retained or replaced as needed.

Transportation ***(Traffic and Transportation including Pedestrian and Bicycle Facilities 2.1.1 2017 Revised EIR)***

Operational Impacts

The 2017 FEIR determined that the Highway 101 Project would result in Significant and Unavoidable Impacts (Class 1) to Transportation because construction would contribute to a substantial increase in traffic delay at eight identified intersections. A mitigation plan was established for the eight intersections and the approach to mitigate each location is listed in Table 2.8 (page 47) of the 2017 FEIR. There are no new Project details related to operational Transportation resources that would change or increase impacts previously analyzed within the 2017 FEIR.

Vehicle Miles Traveled

Senate Bill (SB) 743, established vehicle miles traveled as a statewide metric for environmental review of projects to determine transportation impacts; however, it only applies prospectively to projects that began after July 2020, and thus its principles were not applicable when the environmental analysis was initiated, or the 2017 FEIR was certified. Therefore, Senate Bill 743 does not apply to the Highway 101 Project or Segment 4E. The Highway 101 Revised EIR includes vehicle miles traveled estimates associated with the

Highway 101 Project; however, alternative criteria was used to determine the significance of the Project's transportation impact. Further, section 30253 of the Coastal Act requires new development to minimize vehicle miles traveled. The Project would be consistent with applicable local and state transportation policies, as it would result in an overall improvement to highway and intersection operations.

Construction Impacts

Construction of the Highway 101 Project would result in Significant and Unavoidable Impacts (Class 1) to transportation given the nature of the project. Mitigation measures would reduce the impacts, but significant impacts would remain. There are no new Project details related to construction transportation resources that would change or increase impacts previously analyzed in the 2017 FEIR.

Transportation Mitigation Measures that Apply to the Project

- Prior to starting project construction within the City of Santa Barbara, Caltrans shall make all reasonable efforts to enter into a cooperative agreement or other binding agreement with the City of Santa Barbara setting forth a schedule and responsibilities for the funding and construction of improvements to the Cabrillo Boulevard/Los Patos intersection. The improvements identified in the agreement shall ensure levels of service at the intersection do not exceed 2020 No-Build conditions at the intersection as set forth in the South Coast 101 HOV Lanes Project Final Revised EIR and supporting technical studies. The agreement shall require the improvements to be in place prior to project completion. Improvements must be made prior to completion of phased construction within the applicable local jurisdiction.
- A Traffic Management Plan will be developed before building the project. Measures would be taken to avoid impacts to emergency services with alternate routes made available for use during construction. During all temporary closures, detour routes will be provided for vehicles, pedestrians, and bicycles. Caltrans plans to work closely with County Public Works with regard to a construction traffic management plan for neighborhood streets surrounding the Sheffield Drive interchange and with City of Santa Barbara Public Works with regard to a construction traffic management plan for neighborhood streets surrounding the Cabrillo Boulevard interchange. At the completion stage of the project, Caltrans will evaluate local streets to determine to what extent repair or repaving is necessary and to ensure that the project meets the ADA requirements. The plan would consider phasing and scheduling associated with other construction projects in the corridor to minimize delays to the driving public.
- The Traffic Management Plan for this project may include the following items:
    - Public Awareness Campaign - Flyers, brochures, press releases, web site, and advertising as required informing travelers of the project.

- Construction Zone Enhanced Enforcement Plan (COZEEP) - Additional California Highway Patrol officers would be assigned to the construction zone during peak travel times to ensure construction zone safety.

- Temporary facilities - Changeable message signs and ramp-detour notices would alert travelers to road closures, detours and other pertinent information.

- Temporary access - Access would be provided to residences and businesses as necessary.

- Emergency services - Emergency services would be notified before any required roadway or highway lane closures.

- Maintenance schedule - The maintenance of traffic and sequencing of construction would be planned and scheduled to minimize traffic delays.

- Detour signs - When ramps are closed, detour signs would direct traffic to the nearest available ramp.

Utilities/Service Systems *(Utilities/Emergency Services 2.1.4, Construction Impacts 2.4)*

Operational Impacts

The Highway 101 Revised EIR acknowledges that the Highway 101 Project area overlaps that of various utilities, including domestic water service, wastewater collection and treatment, natural gas service, electric service, and telephone and television utilities. However, potential conflicts or relocation needs would be coordinated prior to construction (see Construction Impacts below); therefore, operational impacts to Utilities/Service Systems are classified as Less Than Significant (Class 3).

Specific utility relocations proposed as part of Segment 4E are outlined more specifically in the Project Description above. Above ground utilities (e.g. light fixtures, bus stops, fire hydrants) and underground utilities (e.g. electrical, sewer, water, and communications) exist in the Project area. Coordination with their respective owners would be required. Ongoing coordination through permitting, environmental review, final design details and construction, as identified in the Highway 101 Revised EIR, would apply. No Utilities/Service Systems impacts beyond those analyzed previously would result.

Construction Impacts

The Highway 101 Revised EIR identifies the potential for the Highway 101 Project construction activities to impact utilities and service systems, namely because there are a number of utilities that exist within the Project area. However, coordination with the utilities owners throughout the design and construction process would result in impacts being Less Than Significant with Mitigation Incorporated (Class 2).

Utilities/Service System Mitigation Measures that Apply to the Project

- Coordination between Caltrans and service providers would strive to ensure that utility services are not disrupted. Preconstruction utility location would be required in conjunction with service providers to avoid disruption of any utility service. Before and during construction, all utilities in conflict with the Project would be relocated, avoided, or protected in place. The design team would continue to minimize the need for utility relocations and reconstruction.

Wildfire

Wildfire impacts were added to the CEQA Guidelines since preparation of the Highway 101 Revised EIR; therefore, the Highway 101 Revised EIR does not address impacts related to wildfire risks.

Santa Barbara, including the community of Montecito, has inherent wildfire and debris flow risks due to the proximity to the Santa Ynez Mountain Range and Los Padres National Forest. These areas are designated High Fire Area in the County of Santa Barbara. In 2018, the Thomas Fire and subsequent debris flow event gravely impacted the community, and parts of Highway 101 within Segment 4E. While construction of the Project would result in the addition of new landscaping (biofuel) and new drainage facilities, the limited scale of these improvements would not change the inherent wildfire or debris flow risk. However, the Project will improve congestion on Highway 101 and furthermore reduce traffic on nearby Old Coast Highway, Hot Springs Road, and Coast Village Road and promote greater efficiency for residents to evacuate the area in the event of an emergency. Within the Segment 4E limits, all vehicular travel lanes are proposed to be 12 feet wide, with 10-foot mainline outside shoulders and 8-foot ramp shoulders. The Project will also enhance freeway access by reconfiguring the Highway 101/Cabrillo Boulevard Interchange to include standard right-hand exit and entrance ramps and a new southbound on-ramp to provide a complete interchange configuration. Lastly the Project will be constructed in two phases in order to reduce ramp closures during construction. Therefore, the Project would improve conditions pertaining to Wildfire, and impacts are classified as Less Than Significant (Class 3).

DETERMINATION

Based on the above review of the Project, in accordance with State CEQA Guidelines Section 15162, no Subsequent EIR is required for the Project because new information and changes in circumstances, project description, impacts and mitigations are not substantial and do not involve new significant impacts or a substantial increase in the severity of previously identified impacts.

This Addendum identifies the Project changes and minor changes to Project impacts. With application of identified mitigation measures, Project impacts will be less than significant. This Addendum, together with the Highway 101 Revised EIR (SCH# 2009051018),

constitute adequate environmental documentation in compliance with CEQA for the current Project.

References:

Department of Transportation (Caltrans). Memorandum titled “Santa Barbara 101 HOV Lanes Project, Segment 4E, in Santa Barbara County – Biological Resources and Environmentally Sensitive Habitat Area Buffers”. June 1, 2023.

Caltrans. Memorandum titled “South Coast 101 HOV Lanes, Segment 4E: Cultural Resource Studies and City MEA Guidelines. May 30th 2023. CONFIDENTIAL.
Caltrans. Final South Coast 101 HOV Lanes Project EIR/EA with Finding of No Significant Impact (2014 Final EIR) August 2014.

Caltrans. South Coast 101 HOV Lanes Project Final Revised EIR (2017 Revised EIR) October 2017.

Caltrans. South Coast 101 HOV Lanes Project Segment 4D/4E Addendum. 2020.

Mark Thomas. Stormwater Management & BMP Implementation Report. August, 23, 2023.

NEPA/CEQA RE-VALIDATION FORM

DIST./CO./RTE.	05 - SB - 101
PM/PM	9.2/11.9
E.A.	05-ON70B
Other Project No.	N/A
PROJECT TITLE	South Coast 101 HOV Lanes Project -- Segments 4D and 4E (Montecito – Santa Barbara)
ENVIRONMENTAL APPROVAL TYPE	EIR/FONSI (2014); Revised EIR (2017)
DATE APPROVED	8/26/2014, Revised EIR 10/19/2017
REASON FOR CONSULTATION (23 CFR 771.129)	*Check reason for consultation:* ☒ *Project proceeding to next major federal approval* ☒ *Change in scope, setting, effects, mitigation measures, requirements* ☐ *3-year timeline (EIS only)* ☐ ***N/A** (Re-Validation for CEQA only)*
DESCRIPTION OF CHANGED CONDITIONS	Since Final EIR/FONSI was certified in 2014 and a Revised EIR certified in 2017, changes to these two segments are proposed to meet: MASH standards, FEMA map updates, and respond to the City of Santa Barbara's desire to relocate start of the HOV lanes. Modifications will be made to on-/off-ramps and culverts. The median barrier will be,replaced. See page 2 for more.

NEPA CONCLUSION - VALIDITY

Based on an examination of the changed conditions and supporting information:

☐ **The original environmental document or CE remains valid. No further documentation will be prepared.**

☒ **The original environmental document or CE is in need of updating; further documentation has been prepared and ☐ is included on the continuation sheet(s) or ☒ is attached. With this additional documentation, the original ED or CE remains valid.**

Additional public review is warranted (23 CFR 771.111(h)(3)) Yes ☐ No ☒

☐ **The original document or CE is no longer valid.**

Additional public review is warranted (23 CFR 771.111(h)(3)) Yes ☐ No ☐

Supplemental environmental document is needed. Yes ☐ No ☐

New environmental document is needed. Yes ☐ No ☐ (If "Yes," specify type: _____)

CONCURRENCE WITH NEPA CONCLUSION

I concur with the NEPA conclusion above.

Signature: Environmental Branch Chief — Date: 4/3/20

Signature: Project Manager/DLAE — Date: 4/3/2020

CEQA CONCLUSION: *(Only mandated for projects on the State Highway System.)*

Based on an examination of the changed conditions and supporting information, the following conclusion has been reached regarding appropriate CEQA documentation:

☐ **Original document remains valid. No further documentation is necessary.**

☒ **Only minor technical changes or additions to the previous document are necessary. An addendum has been or will be ☒ prepared and is ☐ included on the continuation sheets or ☒ will be attached. It need not be circulated for public review. *(CEQA Guidelines, §15164)***

☐ **Changes are substantial, but only minor additions or changes are necessary to make the previous document adequate. A Supplemental environmental document will be prepared, and it will be circulated for public review. *(CEQA Guidelines, §15163)***

☐ **Changes are substantial, and major revisions to the current document are necessary. A Subsequent environmental document will be prepared, and it will be circulated for public review. *(CEQA Guidelines, §15162)***
(Specify type of subsequent document, e.g., Subsequent FEIR)

_____

☐ **The CE is no longer valid. New CE is needed. Yes ☐ No ☐**

CONCURRENCE WITH CEQA CONCLUSION

I concur with the CEQA conclusion above.

Signature: Environmental Branch Chief — Date: 4/3/20

Signature: Project Manager/DLAE — Date: 4/3/2020

NEPA/CEQA RE-VALIDATION FORM
CONTINUATION SHEET(S)

Changes in project design, e.g., scope change; a new alternative; change in project alignment

See attached.

Changes in environmental setting, e.g., new development affecting traffic or air quality;

See attached.

Changes in environmental circumstances, e.g., a new law or regulation; change in the status of a listed species.

See attached.

Changes to environmental impacts of the project, e.g., a new type of impact, or a change in the magnitude of an existing impact.

See attached.

Changes to avoidance, minimization, and/or mitigation measures since the environmental document was approved.

See attached.

Changes to environmental commitments since the environmental document was approved, e.g., the addition of new conditions in permits or approvals. When this applies, append a revised Environmental Commitments Record (ECR) as one of the Continuation Sheets.

See attached.

SOUTH COAST 101 HOV LANES – ADDENDUM FOR SEGMENTS 4D AND 4E

Introduction

In August 2014, Caltrans approved an Environmental Impact Report and Finding of No Significant Impact (EIR/FONSI) for the South Coast 101 HOV Lanes project. Alternative 1 with the Cabrillo Boulevard Interchange Configuration F Modified was selected as the preferred alternative for design and construction. Since the original environmental approval in 2014, the project has been divided into five segments. A Revalidation/Addendum was approved for Segments 4A through 4C in June 2018. Segments 4D and 4E will have certain rehabilitation features added, but on a smaller scale. This addendum also includes additional features and details of any environmental changes since the 2014 EIR/EA.

Background

After approval of the South Coast 101 HOV Lanes project in August 2014, the project was sued under the California Environmental Quality Act (CEQA) by two separate parties. One of these lawsuits was partially successful. A Writ of Mandate was issued by the Santa Barbara County Superior Court on January 26, 2016, which required Caltrans to rescind both the approval of the project and certification of the Final 2014 EIR/FONSI, until Caltrans prepared a Revised EIR that satisfactorily addressed traffic impacts to intersections as well as the overall cumulative traffic impacts. Caltrans prepared and released a Draft Revised EIR (December 2016) that focused solely on traffic impacts. After subsequent evaluation of 108 individual intersections, it was determined that a significant impact to specific local intersections would occur once the project is fully constructed due to the project's contribution to a substantial increase in traffic delay at specific study intersections. The project now includes minimization and mitigation measures listed in the Final Revised EIR. 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 project was then reapproved October 30, 2017.

After the project received its final approvals in 2017, the project was divided into five segments. A Revalidation/Addendum was prepared in June 2018 to address updates to Segments 4A through 4C (Carpinteria to Summerland). At that time, segment D and E were not programmed for any rehabilitation features. However, it has now been programmed and the project consist of all changes necessary to meet MASH standards, maintain consistency with updated FEMA maps, and relocate the start for the HOV Lanes in Santa Barbara (per requests from the City of Santa Barbara).

These updated descriptions are based on subsequent changes since the 2014 and 2017 environmental clearance documents and project approvals. For descriptions/information about the project as approved in 2014, which includes the affected environment, project effects, and avoidance, minimization, and mitigation measures, please refer to the Final EIR/FONSI (August 2014) along with the Revised EIR (October 2017).

California Environmental Quality Act (CEQA) Guidelines Section 15164 provides for the preparation of an Addendum when "minor technical changes or additions that are necessary to assure that the original environmental analysis is adequate under CEQA, provided that:

- there are no new significant environmental effects,
- there is no substantial increase in the severity of previously identified significant effects,
- no substantial changes occur with respect to the circumstances under which the project under-taken requiring major revisions to the previous environmental document,
- there is no new information of substantial importance which was previously unknown,
- there are no considerably different mitigation measures or alternatives identified that do not become adopted by the project sponsor."

Caltrans finds that the previous environmental document as amended may be used to fulfill the environmental review requirements of the current project. The changes in the project are minor technical changes that do not change the significance of the project's environmental impacts. There has been no substantial increase in the severity of significant effects. No substantial changes in the regulatory circumstances have occurred. No new information that was previously unknown has been identified. No new alternatives have been identified. Mitigation measures proposed herein are substantially like the original mitigation measures provided for the project.

Under NEPA, there are three triggers that necessitate the initiation of the consultation or reevaluation process:

1. Project is proceeding to the next major federal approval
2. Project changes
3. Three-year timeline for an EIS

23 CFR 771.129(c) provides that the Department must consult (ensure that the original environmental document/determination is still valid) prior to requesting any major approvals from the Federal Highway Administration (FHWA). Although project changes are not specifically called out in 23 CFR 771.129, they can be important triggers for reevaluation.

While the entire project must be re-examined for changes, an evaluation of the NEPA document should focus on any changes to the project, its setting, impacts, or new issues that have arisen since the circulation of the document. Based on the written evaluation, a decision is made whether the existing NEPA document remains valid, to supplement the existing document, or prepare a new document.

Caltrans finds that the previous environmental document as amended herein may be used to fulfill the environmental review requirements of the current project. The changes in the project are minor technical changes that do not change the significance of the project's environmental impacts. There has been no substantial increase in the severity of significant effects. No substantial changes in the regulatory circumstances have occurred. No new information of substantial importance that was previously unknown has been identified. No new alternatives have been identified. Mitigation measures proposed herein are not considerably different from the original mitigation measures identified for the project.

Purpose and Need

The purpose of the project remains the same as described in the South Coast 101 HOV Lane 2014 EIR/FONSI and 2017 Final Revised EIR except for the addition of 6-8 noted below that apply to Segments 4D and 4E:

1. Reduce congestion and delay.
2. Provide capacity for future travel demand.
3. Improve travel time on U.S. 101 within the project limits.
4. Provide for high occupancy vehicle (HOV) lane continuity on U.S. 101 in southern Santa Barbara County, as planned for in the 2040 Regional Transportation Plan and Sustainable Communities Strategy updated in 2013.
5. Encourage a modal shift to transit and carpooling
6. Modify the existing mainline and ramps to meet standards between post miles 9.2 to 11.9.
7. Reduce collision severity by replacing existing median barrier with one that meets American Associated of State Highway and Transportation Officials (AASHTO) Manual for Assessing Safety Hardware (MASH) criteria.
8. Restore damaged culverts that have been identified as being in poor or fair condition to maintain the function of the pipes.

The need for the project remains the same, but with the following additions:

On U.S. 101 between Segments A and C, full rehabilitation requirements will be applied. However, these same rehabilitation standards will not be applied to Segments 4D and 4E. Instead, between post miles 9.2 and 11.9, several updates will be made to the mainline and ramps with the intent of bringing the area closer to standard. The roadway structural section has exceeded its original useful life due to increased traffic loading and volumes. The freeway surface is now experiencing significant distress markers which indicate supporting basement failures.

In addition, culverts have been identified with varying degrees of damage with some being fairly severe. If culvert deterioration is not corrected within the two segments, future roadway failure is possible.

Revised Project Description

Additional changes made to Segments 4D and 4E of the proposed HOV Lanes project includes the following:

1) The pavement along U.S. 101 between post miles 9.2 and 11.9 is projected to continue to exhibit distress in the upcoming years, therefore, the structural sections would be replaced, and ramp alignments and profiles will be adjusted as necessary to conform to the new pavement sections.
2) Vertical curves between post miles 9.2 to 11.9 will be lengthened to provide adequate stopping site distance where feasible. Vertical curve corrections require several segments of the freeway to have profile adjustments ranging up to 5 feet.
3) Several locations between post miles 9.2 to 11.9 will receive horizontal alignment adjustments to accommodate new standards, improve existing non-standard features, and provide for future transportation needs.
4) Sound wall changes have occurred within Segments 4D and 4E. These changes are generally minor and primarily involve a slight shift here and there to remain consistent with recently updated FEMA mapping. Two sound walls were proposed within the limits of the FEMA floodplain and floodway adjacent to Romero Creek. The wall to the east of the creek must end at the edge of the revised floodplain and floodway and the wall between Romero and San Ysidro Creeks must end at the limit of the revised floodway. The wall must include scuppers for low flows in order to not raise base flood elevations. A sound wall is proposed within the limits of the FEMA floodplain and floodway west of Oak Creek. This wall must end at the limit of the revised floodway and be provided with scuppers for low flows within the limits of the revised floodplain in order to not raise base flood elevations.
5) This will occur specifically in the southbound and northbound directions between the San Ysidro Road Overcrossing and the Olive Mill Road Overcrossing. Certain modifications were made to be consistent with recommendations from the updated Location Hydraulic Study Addendum, such as the addition of scuppers. See proposed mapping changes.
6) The roadway cross section will be widened between post miles 9.2 to 10.5 to accommodate three standard lanes (one HOV and two mixed flow), which will be 12-ft lanes with a standard 10-ft outside shoulder. These changes will occur in both the northbound and southbound directions.
7) One 12-ft Auxiliary lane would be constructed in both the northbound and southbound direction, between the San Ysidro Road Overcrossing and the Olive Mill Road Overcrossing.
8) Retaining walls will be constructed to minimize impacts to existing trees between post miles 9.2 to 11.2.
9) In the southbound direction between post miles 9.9 to 10.0, the cut slope design will be increased from 2:1 to 1.5, to minimize tree impacts.

As previously stated, although full rehabilitation standards will not be applied to these two segments, there will be updates made to the mainline and ramps that bring the area closer to meeting standards.

These upgrades will contribute towards maintaining the highway over a long period. Reconstruction or repair of the structural sections will address the fact that the roadway structural section has exceeded its original useful life due to increased traffic loading and volumes. The freeway surfacing in these two project segments (along with the entire project length) is experiencing significant distress markers which indicate supporting basement failures.

Additionally, culverts have been identified with varying degrees of damage; steel pipe corrosion with holes along the flowline, join failures, corrosion, and settlement cracks that are undermining supporting soils. If culvert deterioration is not corrected, future roadway failure is possible.

Note that areas for staging, equipment storage, material stockpiling, equipment maintenance, and refueling are typically sited within paved areas, but not all staging areas are identified. Before construction takes place, all work staging areas that are not located in paved areas or on previously disturbed ground surfaces will be selected and evaluated for any potential environmental impacts.

Other notable changes as a result to HOV updates and modifications to meet updated standards:

- Guardrail, concrete barrier, dikes, curbs and drainage systems would be newly installed or made standard. Temporary construction easements are anticipated for bridge replacement and retaining walls.
- Several retaining walls have been added to minimize impacts to existing trees and landscape elements. Locations are shown on the attached mapping and Table 2 on page 6.
- All ramps would be reconstructed or rehabilitated by replacing their structural sections. Additionally, all ramp profiles will be updated to improve vertical stopping sight distance.

- **Several ramps require the removal of existing concrete curbs and/or gutters and the reconstruction of ramp gores at the following locations**:
  1) One existing southbound on-ramp ramp at Posilipo Lane
  2) Two existing northbound ramps at San Ysidro Road interchange
  3) One existing southbound ramp at San Ysidro Road interchange
  4) One northbound ramp at Olive Mill Road interchange
  5) Two southbound ramps at Olive Mill Road interchange
  6) One existing northbound off-ramp at Hermosillo Drive
- **The following existing ramps would have extended acceleration, deceleration and/or ramp taper lengths:**
  7) Northbound off-ramp at Hermosillo Drive – extend the deceleration length by means of a short auxiliary lane
  8) Southbound off-ramp to San Ysidro Road - extend the deceleration length by means of an auxiliary lane from Olive Mill Road Southbound on-ramp
  9) Northbound off-ramp to Olive Mill Road – extend the deceleration length by means of an auxiliary lane from San Ysidro Road Northbound on-ramp

- **The following Americans with Disabilities Act (ADA) improvements are proposed with this project:**
  10) The northbound off-ramp at San Ysidro Road Interchange would receive two ADA compliant ramps at the southeast return.
  11) The northbound on-ramp at San Ysidro Road Interchange would receive two ADA compliant ramps at the northeast return.

Table 1. Updated features for Segment 4D and Segment 4E reflect in updated mapping:

Segment	Post Miles	HOV Upgrades to Mainline	Proposed Change (SSD=stopping sight distance, VC= vertical curve)
4D	9.2 to 9.3 (NB)	Vertical curve correction, full pavement reconstruction for entire roadway cross section, 3 11-ft lanes, maintain existing 8-ft outside shoulder	VC correction, roadway cross section increased to 3 standard 12-ft lanes, 10-ft outside shoulder; full pavement reconstruction for entire roadway cross section
4D	9.2 to 9.3 (SB)	Vertical curve correction, full pavement reconstruction for entire roadway cross section, 3 11-ft lanes, maintain existing 8-ft outside shoulder	VC correction, roadway cross section increased to 3 standard 12-ft lanes, 10-ft outside shoulder; full pavement reconstruction for entire roadway cross section
4D	9.3 to 9.8 (NB)	Inside widening only; 3 11-ft lanes, maintain existing 8-ft outside shoulder; noise reduction surfacing over existing pavement section	Roadway cross section increased to 3 standard 12-ft lanes, 10-ft outside shoulder; full pavement reconstruction for entire roadway cross section
4D	9.3 to 9.8 (SB)	Inside widening only; 3 11-ft lanes, maintain existing 8-ft outside shoulder; noise reduction surfacing over existing pavement section	Roadway cross section increased to 3 standard 12-ft lanes, 10-ft outside shoulder; full pavement reconstruction for entire roadway cross section
4D	9.8 to 10.1 (NB)	Inside widening only; 3 12-ft lanes, maintain existing 8-ft outside shoulder; noise reduction surfacing over existing pavement section	3 12-ft lanes; Outside shoulder increased to standard 10-ft; full pavement reconstruction for entire roadway cross section
4D	9.8 to 10.1 (SB)	Inside widening only; 3 12-ft lanes, maintain existing 8-ft outside shoulder; noise reduction surfacing over existing pavement section	3 12-ft lanes; Outside shoulder increased to standard 10-ft; full pavement reconstruction for entire roadway cross section
4D	10.1 to 10.5 (NB)	Inside widening only; 3 12-ft lanes, maintain existing 8-ft outside shoulder; noise reduction surfacing over existing pavement section	3 12-ft lanes, one 12-ft wide Aux lane with 10' outside shoulders between San Ysidro Rd OC and Olive Mill Rd OC; full pavement reconstruction for entire roadway cross section

4D	10.1 to 10.5 (SB)	Inside widening only; 3 12-ft lanes, maintain existing 8-ft outside shoulder; noise reduction surfacing over existing pavement section	3 12-ft lanes, one 12-ft wide Aux lane with 10' outside shoulders between San Ysidro Rd OC and Olive Mill Rd OC; full pavement reconstruction for entire roadway cross section
4E	10.5 to 11.1 (NB)	Inside widening only; 3 12-ft lanes, maintain existing 8-ft outside shoulder; noise reduction surfacing over existing pavement section	Outside shoulder increased to standard 10-ft; full pavement reconstruction for entire roadway cross section; adjusted HOV start location
4E	10.5 to 11.1 (SB)	Inside widening only; 3 12-ft lanes, maintain existing 10-ft outside shoulder; noise reduction surfacing over existing pavement section	Full pavement reconstruction for entire roadway cross section; adjusted HOV start location

Table 2. Proposed retaining walls and grading changes reflected in updated mapping:

Location (PM-PM)	Maximum wall design heights, Height – H (ft)	Comments
9.45-9.55 (SB)	-	Retaining barrier to minimize tree impacts
9.95-10.0 (SB)	-	1.5:1 slope to minimize tree impacts
10.4-10.1 (NB)	H=10'	Retaining wall to minimize tree impacts
10.58-10.7 (NB)	H=8'	Retaining wall to minimize tree impacts
10.4-10.5 (NB)	-	Retaining barrier to minimize tree impacts

Table 3. Proposed culvert repairs:

System No	Outlet PM	Inlet No	Outlet No	Shape	Material	Barrels	Dimensions	HOV 35% Action	Updated Hydraulics Recommendations
511016001015004	10.15	3	1	Circular	Concrete	1	5.5	None	Replace/Repair. There are two locations where median barrier posts were driven through the soffit.
511016001053002	10.53	2	1	Circular	CSP	1	2	None	Divert CT flow to other systems. Pipe is in County and private R/W but carries CT flow and is in very poor condition.
511016001053002	10.53	14	13	Circular	Concrete	1	1	None	Repair.
511016001054003	10.54	15	14	Circular	Concrete	1	2	None	Repair.
511016001054003	10.54	21	16	Circular	Concrete	1	1.5	Makes Obsolete	Remove pipe.
511016001054003	10.54	22	17	Circular	Concrete	1	1	Makes Obsolete	Remove pipe.
511016001147002	11.47	11	10	Circular	CSP	1	1.5	None	Replace or divert flow to another system. Pipe is in UPRR R/W but takes CT flow and is in poor condition.
511016001147002	11.47	44	42	Circular	Concrete	1	1.5	None	Repair.

Changes to the Affected Environment

This section describes changes that have occurred in the environmental setting and/or circumstances (e.g. new law or regulation or change in the status of a listed species). For information regarding existing resources in the Affected Environment that have not changed, please refer to the Final Environmental Impact Report/Finding of No Significant Impact (2014 Final EIR/FONSI).

According to the updated technical studies for the South Coast 101 HOV Lanes project, there are no changes in terms of new laws or regulation or the status of a listed species with the exception of additional emphasis on the monarch butterfly (discussed under Special-Status Species). Updated species lists have been attached.

Visual

The proposed engineering features added to the HOV Lanes project since the approval of the 2014 Final EIR/FONSI would cause a minor increase in visual impacts compared to the Final EIR/EA Selected Alternative. These additional impacts would be due to a further increase in the urban visual character and additional vegetation loss along portions of the highway corridor between Montecito and the City of Santa Barbara. Of the five phases or segments, additional improvements to Segment 4D remove the largest number of trees. For this reason, the placement of retaining walls and certain slope modifications were identified as a way to minimize the loss of additional trees to the greatest extent feasible. Revisions to the project also mean there will be fewer landscaping opportunities available.

Hydraulics

Detailed hydraulic studies were prepared by Stantec, a consultant firm hired by the Santa Barbara County Association of Governments (SBCAG). There were updates made to FEMA mapping in 2016 and 2020. The updated hydraulic studies reflect the revised FEMA Maps for the following floodplains and floodways:

- Romero Creek - The FEMA combined floodplain for Romero, San Ysidro and Oak Creeks inundates U.S. 101 and adjacent areas. A floodway is defined for Romero Creek. The current analysis determined new limits of the floodplain and floodway.
- Oak Creek - The FEMA combined floodplain for Romero, San Ysidro and Oak Creeks inundates U.S. 101 and adjacent areas. A combined floodway is defined for San Ysidro and Oak Creeks. The current analysis determined new limits of the floodplain and floodway. The flow at Route 101 was decreased compared to the FEMA hydrology to account for the overflow to Oak Creek.
- San Ysidro Creek - The FEMA combined floodplain for Romero, San Ysidro and Oak Creeks inundates U.S. 101 and adjacent areas. A combined floodway is defined for San Ysidro and Oak Creeks. The current analysis determined new limits of the floodplain and floodway. The flow at U.S. 101 was increased compared to the FEMA hydrology to include the overflow from San Ysidro Creek.
- Montecito Creek - The FEMA floodplain for Montecito Creek inundates U.S. 101 and adjacent areas. A floodway is defined for the creek. The current analysis determined new limits of the floodplain and floodway.

Cultural Resources

Within the APE for Segment 4D-4E (PM 9.1/12.3), there are two historic properties that were previously determined eligible: the Danielson/Katenkamp House at 1637 Posilipo Road in Montecito (PM 9.65) and the Montecito Inn at 1295 Coast Village Road (PM 10.57). Review of the November 15, 2019 design plans confirms the previous findings that these two properties will not be affected by the project. All other cultural resources within the 4D and 4E Segments

were either previously determined ineligible for NRHP/CRHR listing or were found to be outside of the APE.

Water Quality

The project description provided in the 2014 Final EIR/FONSI did not account for any changes to the on-/off-ramps. These additional elements proposed for the ramps as well as the introduction of auxiliary lanes will make up the majority of new impervious surface totals for segments 4D and 4E. The two segments will increase impervious surface totals by 13.31 acres. The existing impervious surface total amounts were increased with the revised project limits in the 2018 Revalidation/Addendum to 104 acres. Segments 4A through 4B added five additional acres to the previous 42 acres of added impervious surface totals and D and E will add 44.52 acres. As a result, the amount went from 137 acres (stated in 2014 EIR/EA) to 151 acres in the 2018 Revalidation/Addendum. With the additional impervious surface totals for Segments 4D and 4E of 13.31 acres, a total of 164.21 acres of impervious surface will occur for the entire project.

Air Quality

A newer version of the air model EMFAC was released since the 2014 Final EIR was released. Therefore, it is appropriate to reanalyze climate change and C02 using the CT-EMFAC 2014 model with the latest traffic projections.

Noise

Within Segments 4D and 4E, any modifications made to soundwalls have occurred in order to remain consistent with updated FEMA mapping (2016 and 2020). As previously noted in the 2014 Final EIR/FONSI, the soundwalls in these two segments are sensitive due to identified floodways and floodplains in the three creeks area. Minor shifting in location of the soundwalls is proposed to maintain consistency with updated FEMA maps, but no changes will be made to wall heights. Soundwall revisions are noted below:

Changes to walls:

Romero Creek - Two sound walls were proposed within the limits of the FEMA floodplain and floodway adjacent to Romero Creek. The wall to the east of the creek must end at the edge of the revised floodplain and floodway and the wall between Romero and San Ysidro Creeks must end at the limit of the revised floodway and be provided with scuppers for low flows in order not to raise base flood elevations.

San Ysidro Creek - A sound wall is proposed within the limits of the FEMA floodplain and floodway between Romero and San Ysidro Creeks. This wall must end at the limit of the revised floodway and be provided with scuppers for low flows in order not to raise base flood elevations.

Oak Creek - A sound wall is proposed within the limits of the FEMA floodplain and floodway west of Oak Creek. This wall must end at the limit of the revised floodway and be provided with scuppers for low flows within the limits of the revised floodplain in order not to raise base flood elevations.

Montecito Creek

Scuppers must be added to the proposed sound wall for 250 feet at this location to ensure that the wall will not raise base flood elevations.

Biological Resources

On January 9, 2018, Santa Barbara County experienced multiple mudslides and debris flows, which severely impacted Highways 101 and 192. On U.S. 101 locations corresponding with

drainages within Segments 4D and 4E, including Romero Creek, Oak Creek, and Montecito Creek were impacted. On Highway 101, approximately 80,000 cubic yards of mud and debris were moved in order to reopen the highway that was closed for over a week. The mudslides and debris flows damaged bridges, culverts, headwalls, shoulders, side slopes, retaining walls, guardrails, asphalt and other highway elements. Additional damage occurred to several drainage facilities such as culverts and creek channels which flow under the highways. As a result of the natural disaster and emergency work, certain baseline conditions in Montecito and Santa Barbara have changed within the 101 HOV Lanes project footprint. The emergency work associated with reopening the highway included tree removal and trimming when hazardous conditions were found. Although a wholesale impact assessment wasn't performed after the emergency, certain biological resources such as riparian and wetland areas appear to be substantially affected in several portions of the project area. Some of these changes are visible due to loss of vegetation and habitat along the affected drainages. Impact assessments after the mud debris flows have not yet occurred. For most environmental resources it is anticipated that not much has changed.

Natural Communities of Special Concern

Coast Live Oaks – Design features were included in the project plans to avoid impacts to oak trees, which included adjusted alignments, slope grading, and retaining walls intended for retaining native trees. With these measures included to reduce impacts, there are still an estimated 240 coast live oak trees that will still be removed during the construction activities to occur in Segments 4D and 4E, as noted in the table on page 12.

Special Status Species Potentially in the Project Biological Study Area

Queries were made to identify any new special status species that have been documented in the project region. The California Natural Diversity Database (CNDDB) search and USFWS IPaC and NMFS online inventory database search were most recently conducted on November 9, 2019. The Regional Special Status Species Table (Attached) has been updated to include new species that were included on updated database lists. None of these species were observed during various field surveys between 2009 and 2019, and no recorded occurrences are reported in the BSA.

Steelhead Trout - Fish passage discussions with CDFW have been ongoing to satisfy requirements relative to fish passage related to the bridge replacements proposed in several affected creeks. However, the issues are not yet fully resolved since certain elements are outside Caltrans' control. Bridges that occur downstream also pose obstructions to fish passage, but any modifications to these structures must be conducted by the owner with jurisdiction or control. Discussions covering this topic are included in the 2018 Revalidation/Addendum that was prepared for Segments 4A through 4C where Arroyo Paredon Creek was the focus. However, the fish passage information also covered creeks within Segments D (Romero Creek and San Ysidro Creek). Rather than add the same discussion here, this document will reference the fish passage discussion contained within the 2018 Revalidation/Addendum.

Monarch Butterfly -The monarch butterfly (Danaus plexippus) is not a state or federally listed species; however due to its unique life history and habitat requirements it is given special consideration under CEQA. Based on documented trends of population decline, the U.S. Fish and Wildlife Service (USFWS) began a formal status review in 2016 to assess the monarch butterfly as a Candidate for listing under the Federal Endangered Species Act. The status review is expected to be completed in June 2019. Additionally, the California State Legislature passed Assembly Bill 559 in April 2016, which authorizes the CDFWS to undertake feasible actions to conserve monarch butterflies and the unique habitats they depend upon for successful migration. Current or historic monarch butterfly roosts continue to be protected as Coastal Environmentally Sensitive Habitat (ESH) in the County of Santa Barbara as well in several local community plans within the California Coastal Zone.

Changes in Environmental Consequences

This section describes the effects of the project changes since the 2014 Final EIR/FONSI and any issues noted where the 2018 Revalidation/Addendum are referred to. For resources where no changes have occurred, and no discussion is provided, please refer to the 2014 Final EIR/FONSI. This current evaluation is based on the updated project description dated January 2020, and mapping for Combined Segments D and E dated November 15, 2019 that incorporates Caltrans 35% design plans.

Visual/Aesthetics

Since the time of the Final EIR/FONSI approval in 2014 and the recertification in 2017, the project has been divided into five segments. Additional changes are now proposed for Segments 4D and 4E. These changes would cause a minor increase in visual impacts compared to the approved Alternative. These changes include further increases in pavement, and additional tree and vegetation loss along the narrow highway corridor between Montecito and the City of Santa Barbara (post miles 9.2 to 11.9). A change in the urban visual character would occur with these changes.

The bridges within these two segments remain the same as described in the 2014 Final EIR/EA. Proposed aesthetic features on the new bridges would be consistent with the local visual character and applicable minimization measures for all bridge structures would still apply. Soundwalls have not changed with the exception of some slight shifting to be consistent with updated FEMA mapping. Retaining walls have been added (refer to mapping) to minimize vegetation/tree removal.

Hydraulics

As indicated in the updated project description, the bridges within Segments 4D and 4E have not changed. Soundwall changes have occurred in terms of minor shifts in location to be consistent with updated FEMA mapping.

Water Quality

Changes to these two segments will amount to 13.31 acres of new impervious surface area added to the project. This figure includes the expanded construction limits to accommodate an auxiliary lane and ramp improvements, which weren't previously proposed. This increase will not result in a significant change.

With implementation of Storm Water Pollution Prevention Plan measures and treatment Best Management Practices that will be included in the applicable Storm Water Data Report, no additional impacts are anticipated. The 2018 Revalidation/Addendum contains updates to the approach taken by Caltrans for projects within this corridor. These updates include a priority approach for consideration of permanent storm water treatment BMPs for general pollutant removal, as follows: 1) design pollution prevention infiltration areas (strips and swales with amended soils to increase infiltration); 2) biofiltration strips/swales (stable vegetated roadside slopes/ditches; and 3) infiltration devices. This information is also provided on page 13 of this document.

Air Quality – Greenhouse Gas Emissions

A Revalidation/Addendum was prepared and signed in June 2018. The document covered rehabilitation features applied to Segments 4A through 4C. It also covered several other changes to the entire project that had occurred since 2014. The 2018 Revalidation/Addendum updated the information provided on page 529 in the 2014 Final EIR/FONSI. It was unclear whether the previous air quality study included the off-highway (arterial streets) calculations for the No Build Alternative. The updated information further evaluates this and draws updated conclusions. See the June 2018 Revalidation/Addendum.

Noise

No changes have been made to this project that affect noise. There has been slight shifting of soundwalls made in order to remain consistent with updated FEMA mapping. However, their slight shifting will not affect any noise assumptions. See Hydraulics for more information.

Biological Resources

Natural Communities of Special Concern

Note: any changes to wetlands and other waters were identified in the 2018 Revalidation/Addendum. No further changes are proposed for San Ysidro, Romero, or Oak Creeks. Therefore, no further information will appear within this document.

Coast Live Oaks

All oak trees to be impacted by the proposed project are coast live oaks (*Quercus agrifolia).* Design features were included in the project plans to avoid impacts to oak trees, which included adjusted alignments, slope grading, and retaining walls to retain native trees. With these measures included to reduce impacts, an estimated 240 coast live oak trees will be removed with construction activities in Segments 4D and 4E (see Table 4).

Table 4. Estimated Native Oak Tree Size, Impacts, and Mitigation

Oak Tree Size Class (dbh)	Estimated Number of Trees Removed
Segment 4D	
6 – 24"	151
25" and larger	15
Segment 4E	
6 – 24"	65
25" and larger	9
Total oak trees Removed	**240 trees**
Total Trees Needed to Compensate for Impacts (3:1 replacement ratio)	**720 trees**

When these numbers are added to the totals for Segment 4A (19), Segment 4B (43), and Segment 4C (51), the total number of oak trees to be removed for all project segments is 353, which is greater than was originally estimated in the 2014 NES Amendment. The Final EIR/FONSI identified a total of 253 oak trees for removal.

Monarch Butterfly

The monarch butterfly (Danaus plexippus) is not a state or federally listed species; however due to its unique life history and habitat requirements it is given special consideration under CEQA. Based on documented trends of population decline (Xerces 2016, Schultz et al. 2017), the U.S. Fish and Wildlife Service began a formal status review in 2016 to assess the monarch

butterfly as a Candidate for listing under the Federal Endangered Species Act. The status review is expected to be completed in December 2020 (USFWS 2019). Additionally, the California State Legislature passed Assembly Bill 559 in April 2016, which authorizes the California Department of Fish and Wildlife to undertake feasible actions to conserve monarch butterflies and the unique habitats they depend upon for successful migration. Current or historic monarch butterfly roosts continue to be protected as Coastal Environmentally Sensitive Habitat (ESH) in the County of Santa Barbara and in several local community plans within the California Coastal Zone.

Project work will not directly impact monarch butterfly roost ESH. Mainline and shoulder work included in the revised design will result in work occurring within 200 feet of the Crane Day School Monarch Butterfly ESH in Montecito, as identified in local community plans. With the proposed avoidance and minimization measures in place, this project is not expected to impact monarch butterflies.

Changes to Avoidance, Minimization, and/or Mitigation Measures

The avoidance, minimization and mitigation measures identified in the 2014 Final EIR/FONSI will be implemented along with the following avoidance and minimization measures. With incorporation of the avoidance, minimization, and mitigation measures from the project's NES (2012), the prior NES Amendments (2014, 2018), and the current NES Amendment, the project updates as proposed are not anticipated to result in significant additional impacts to sensitive natural communities or special-status species. This review is based on the updated project description dated November 15, 2019 and mapping for Combined Segments 4D and 4E dated November 15, 2019 that incorporates 35% design plans.

A summary of the modified measures is listed below.

Water Quality

This section updates the Permanent Storm Water Treatment Best Management Practices discussion contained in the Final EIR/FONSI (refer to second bullet listed on page 292) because of more recent approaches for treating runoff on Caltrans projects and the addition of the rehabilitation features now added to the project. Essentially, the existing impervious surface area for the project limits that include the rehabilitation features is more than what was previously calculated for the South Coast 101 HOV Lanes project limits. A total of 11.63 acres of additional impervious surface area will be added with the updated project description (refer to page 6). Because this project will still add more than 1 acre of new impervious surfaces; permanent storm water treatment best management practices will be incorporated into the project to the maximum extent practicable. The Caltrans NPDES Permit and Stormwater Design Guidance prioritizes the consideration of permanent storm water treatment BMPs for general pollutant removal in this order 1) design pollution prevention infiltration areas (strips and swales with amended soils to increase infiltration), 2) biofiltration strips/swales (stable vegetated roadside slopes/ditches), and 3) infiltration devices.

Prior to siting any specific infiltration type, conditions must be evaluated to avoid high groundwater, absence of contaminated soils, and determine which soils are appropriate for infiltration. The following table supersedes Table 2.26 Preliminary Locations for Biostrips and Bioswales (page 293 of the 2014 EIR/FONSI). This updated table provides an overview of opportunities and constraints as to the placement of general categories of TBMPs in this project's watersheds. In addition, this table updates impervious surface figures that were provided in Table 2.52 in the 2014 Final EIR/FONSI. Refer to Table 5 on page 17 of this Revalidation/Addendum.

Biology

Oak Trees

- Impacts to native oak trees > 6" dbh would be offset by replacement planting within the project limits. This is in accordance with Santa Barbara County's Guidelines for Urban Oak Trees (2007), as described in the original NES (2012). Replacement plantings will be detailed in Caltrans Landscape Planting Plans. Oak tree plantings would be monitored to ensure successful revegetation at six months and then once a year for three years. For Segments 4A through 4C, replacement planting for oak trees will occur entirely within the project limits as described in the NES. However, limiting the planting to within the project limits is not possible for Segments 4D and 4E.

- In Segments 4D and 4E, replacement planting for oak trees will occur through a combination of onsite planting within the project limits and offsite planting as necessary to meet the 3:1 mitigation planting ratio. Offsite planting would be proposed at various locations in the state ROW along Highway 101 in the City of Santa Barbara, and at the Loon Point beach access area on Santa Barbara County lands. Planting will be done in accordance with coastal development permit conditions from the County of Santa Barbara and the City of Santa Barbara.

Special-Status Species Potentially in the Project Biological Study Area

Monarch Butterflies

While monarch butterfly ESH will not be directly impacted, temporary disturbance to active butterfly roosts could result from noise or dust associated with highway construction work. To avoid and minimize temporary effects at these locations, Caltrans will implement the following measures:

1. Environmentally sensitive areas (ESA) would be established at each Monarch butterfly ESH. ESAs will be delineated on project plans and demarcated in the field with temporary ESA fencing prior to the start of work at these locations. No equipment or personnel would be allowed within the ESA.
2. Focused surveys for monarch butterfly will be completed to determine the presence/ absence of monarch butterfly clusters within all identified ESH or historic roost sites within 200 feet of the limits of construction. Surveys shall be conducted during peak roosting season (November-December) within one year prior to the onset of construction activities, and annually during construction activities conducted within 200 feet of the ESH. If active monarch butterfly roosts are detected within 200 feet of proposed construction activity during surveys, Caltrans will contact the appropriate local jurisdiction's Department of Environmental Resources to develop a Butterfly Roost Protection Plan. The Butterfly Roost Protection Plan will include grading designs; the mapped location of the windrow or cluster of trees where monarch butterflies are known, or have been known, to aggregate; a minimum protective radius/buffer of 50 feet around the active roost sites, denoted on plans and delineated in the field with temporary ESA fencing; and native vegetation maintained within the ESA. Depending on the location of the roost, protection measures may also include measures to minimize dust and activity, scheduling work outside of overwintering activity, or providing an onsite biological monitor during construction activities.
3. Caltrans will provide local jurisdictions' Department of Environmental Resources with annual reports detailing survey efforts for overwintering roosts in the season preceding construction, and each season during construction. In addition to informing potential protection measures, surveys will help add to the knowledge base for monarch butterfly populations in the local area.

4. Trimming or clearing of vegetation within 50 feet of a monarch butterfly ESH shall not occur without the review and approval of the local Resource Management Department. A trimming or clearing plan, along with a replanting plan, will be included with the local coastal permit application where work will occur within 50 feet of a monarch butterfly ESH.

Table 5. Watersheds and Locations for Treatment BMPs

Watershed	HOV + Rehab NNI (ac)	DPP Infiltration Area (trench or strip)	Flow through TBMP (biostrip/swale)	Structural TBMP (Infiltration Vault)	Comments
Romero Creek	2.9	Yes- Potential infiltration areas at the bottom of the NB on/off ramps. May be limited by potential ground water contamination. North of Jameson Ln No- Lack of row, some steep slopes	No- Lack of Row	Yes- Potential infiltration areas at the bottom of the NB on/off ramps @ Jameson Ln. May be limited by potential ground water contamination No- Lack of row, some steep slopes	
San Ysidro Creek	0.3	No- Lack of row	No- Lack of row	No- Lack of row	
Oak Creek	1.7	No- Lack of row, steep slopes, road in cut.	No- Lack of row, steep slopes, road in cut.	No- Lack of row, steep slopes, road in cut.	
Pacific Ocean	0.8	No- Lack of row, steep slopes, road in cut.	No- Lack of row, steep slopes, road in cut.	No- Lack of row, steep slopes, road in cut.	
Montecito Creek	1.6	No- Lack of row, HSG Type D soils, steep slopes, road in cut.	No- Lack of row, HSG Type D soils, steep slopes, road in cut.	No- Lack of row, HSG Type D soils, steep slopes, road in cut.	
Pacific Ocean	2.0	No- Lack of row, HSG Type D soils, steep slopes, potential groundwater contamination/ plume at Butterfly Lane.	No- Lack of row, HSG Type D soils, steep slopes.	No- Lack of row, HSG Type D soils, steep slopes, potential groundwater contamination/ plume at Butterfly Lane.	
Andree Clark Bird Refuge	0.7	No- Lack of row, HSG Type D soils, LUST plume at Hot Springs Rd.	No- Lack of row	No- Lack of row, HSG Type D soils, LUST plume at Hot Springs Rd.	

Row – right of way HSG – Hydraulic Soil Group LUST -- Leaking Underground St

District 05 – Santa Barbara County
Planning Program Number (PPNO) **1834B**
Solutions for Congested Corridors Program (SCCP)
November/2025

PROJECT REPORT EQUIVALENT

Project Title *Cabrillo Boulevard Pedestrian Improvements*

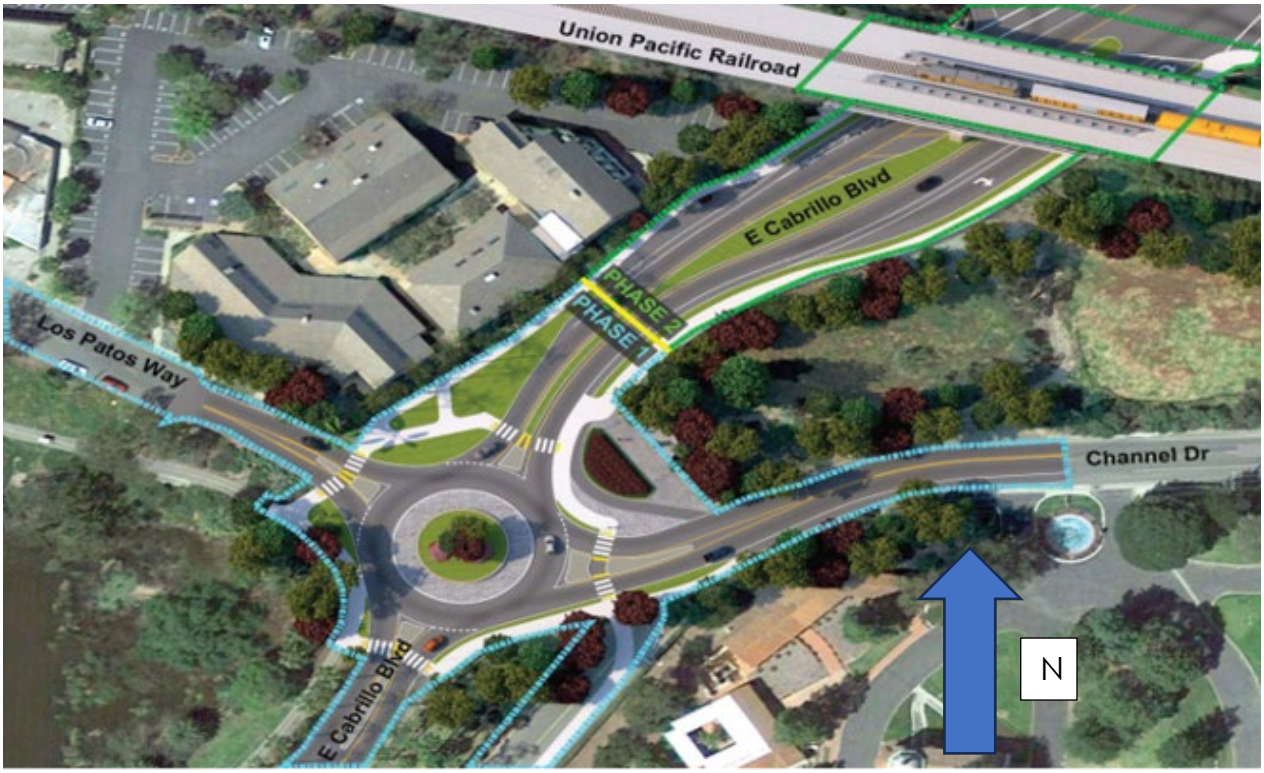
Project Location Description *(include route, postmiles, rail mile posts, address, intersections, etc.)*

The Cabrillo Project is located on Cabrillo Boulevard between U.S. 101 and Los Patos way in the City of Santa Barbara.

Vicinity Map

Insert a vicinity map, showing:

- *Project limits*
- *Topographical features listed in report*
- *North arrow*



District 05 – Santa Barbara County
Planning Program Number (PPNO) **1834B**
Solutions for Congested Corridors Program (SCCP)
November/2025

I, Eric Goodall have been given full authority by *City of Santa Barbara* to prepare this report. I certify that the information and data contained in this report are true to the best of my knowledge and belief and I understand that disciplinary action may be taken in the event that the following information are found to be falsified.

Eric Goodall
First Last Name

10/31/2025
Date

Supervising Engineer
Title

City of Santa Barbara
Agency/Company

I have reviewed the information contained in this report and find the data and information to be complete, current, and accurate

Laura L. Yanez
Laura Yanez, Principal Engineer

10/31/2025
Date

City of Santa Barbara
Agency

Table of Contents

1. INTRODUCTION

Detailed Project Description/Scope: Describe the proposed project in detail. This should be the alternative that was selected during the environmental process

The project will replace the UPRR undercrossing, and construct pedestrian and bicycle improvements on Cabrillo Boulevard, between the Highway 101/Cabrillo interchange and Cabrillo Boulevard and Los Patos Way intersection.

Specifically, the Project includes:

• Replacement of the existing 29-foot long UPRR Bridge over Cabrillo Boulevard with a lengthened 117-foot long bridge with new abutments on both sides, a center pier and median, a 55-foot wide northbound opening for a vehicle lane, multiuse path plus buffer and a 55-foot wide southbound opening for a vehicle lane, sidewalk, and buffer. Northbound East Cabrillo Boulevard includes a right-turn lane for access to southbound U.S. 101, just past the bridge.

• Construction of a retaining wall from six to twenty feet in height on the east side of East Cabrillo Boulevard to accommodate the new road width and bridge length. This additional width on Cabrillo will allow for the Project to accommodate multi-modal pathways and on-street bike facilities. The existing bridge height is nonstandard at 14'11" and must be increased to 16'6" to meet required railroad clearance requirements.

• Construction of an enhanced bus stop and a new bus shelter at the westbound side of Cabrillo Boulevard, adjacent to the commercial and residential uses on Los Patos Way.

• Tree removal and replacement, as well as landscaping along Cabrillo Boulevard within the parkways adjacent to the sidewalk/multiuse Path.

• Drainage improvements along East Cabrillo Boulevard.

• Utility relocations within the Project area include: storm drains, waterline and fire hydrants, and underground facilities as follows -electrical, sewer, gas pipe lines (including an underground 16" high pressure gas line), cable television, and several fiber optic lines. There also are overhead power transmission line.

Project Limit/Footprint	*District 05-Santa Barbara County* *Begin Post Mile/End Post Mile* *Begin Rail Mile Post/End Mile Post* *Description of location with begin and end limits*

	Located on Cabrillo Boulevard between U.S. 101 and Los Patos way in the City of Santa Barbara.
Total Project Cost	$57,949,000
Outputs	*Output description and quantity (Insert separate table if necessary)* • *600 linear feet drainage culverts* • *0.1 roadway lane mile* • *16,400 square feet modified/Reconstructed bridge* • *0.5 miles of new track* • *0.1 bicycle lane miles* • *2100 linear feet new sidewalk*
Outcomes	*(See Attachment F)*
Environmental Determination or Document	CEQA: Categorical Exemption (NOE) NEPA: Categorical Exemption (CE)

2. BACKGROUND

Discuss the background.

The Highway 101: Carpinteria to Santa Barbara HOV Lanes project is part of a multi-modal corridor approach to improve mobility in the corridor while providing options and improvements for pedestrians and bicyclists as well as new zero emission vehicle options for cars and transit. In the most recent funding application of Senate Bill 1 funding - Cycle 4 – for the multimodal corridor, Caltrans and SBCAG were awarded funding for bicycle and pedestrian improvements. This project will be implemented by our partner agency the City of Santa Barbara.

3. Purpose and NEED

A. Problem, Justification (purpose and need)

Navigating Cabrillo Boulevard from the intersection of Cabrillo Boulevard at Los Patos Way through the Cabrillo Boulevard/US-101 interchange is a challenge for bicyclists and pedestrians due to the narrow opening through the UPRR undercrossing. The narrow opening results in non-standard lane and shoulder widths, and no bicycle or pedestrian facilities, creating a significant barrier underneath both the existing UPRR and US-101 bridges. Further evidence of the difficulty of this location for bikers and pedestrians became evident from public users during the development of the most current version of the City of Santa Barbara's Bicycle Master Plan. This plan, recently updated in 2016,

was developed with the assistance of a very robust community outreach process, including Spanish speaking workshops in the Eastside neighborhood. The plan identified this area as a significant barrier for getting to and from recreation facilities, and employment opportunities in the beach/waterfront neighborhoods, making it a priority location for safety improvements. The Eastside Neighborhood, which is a USDOT Historically Disadvantaged Neighborhood, lost direct access to the beach/waterfront neighborhood when US Highway 101 was constructed. The highway creates a barrier for the neighborhood to recreation and employment opportunities along the Waterfront, conditions that are exasperated by the lack of bicycle and pedestrian facilities through the Cabrillo interchange.

The Cabrillo Boulevard Rail, Bicycle and Pedestrian Improvements will improve safety and accessibility for bicyclists and pedestrians, and reconnect neighborhoods and businesses currently divided by U.S. 101 and the UPRR facility by adding Class I multiuse paths, and Class II bike lanes, which are identified in the City of Santa Barbara's Bicycle Master Plan (2016) and Pedestrian Master Plan (2006). The Project will remove barriers to accessibility for historically disadvantaged communities and promote access to employment areas and high-quality educational opportunities, which will also help support local economy. By eliminating the gaps in bicycle and pedestrian networks, it will also increase multimodal opportunities and contribute to a decrease in greenhouse gas emissions.

The Cabrillo Project area features a bus stop currently lacking accessibility due to the sidewalk gap. As part of the Cabrillo project, Caltrans and SBCAG have partnered with local agencies on corridor operational improvements including improvement and relocation of the bus stop to increase accessibility and comfort for transit riders.

B. Regional and System Planning
Discuss if this project was included in regional plans and how this project impacts regional and system planning in the region,

C. Traffic
The widening of the roadway in conjunction with the recently completed roundabout will improve traffic flow through the corridor and adjacent to the highway 101 interchange at Cabrillo Boulevard. The multi-modal improvements through the corridor will decrease the potential for vehicle and cyclist/pedestrian collisions, and improve mobility.

4. ENVIRONMENTAL CLEARANCE DESCRIPTION (attach full environmental documents. See Section 12. Attachments)
Provide summary of environmental clearance

The CEQA environmental document is an categorical exclusion (NOE) and was completed on May 22, 2018.

The NEPA environmental document is a Categorical Exemption (CE) and was completed on September 28, 2018.

5. CONSIDERATIONS REQUIRING DISCUSSION (if not appliable, state N/A and justification)

5A. Hazardous Waste

N/A. Per the environmental analysis and soils reports, hazardous waste is not anticipated at the project site.

5B. Value Analysis

The project has been evaluated to determine the easiest way to build the project in a way that will meet the requirements of all parties involved and reduce construction costs as much as is possible. Part of this analysis is the type selection report for the bridge, and a thorough review of the constructability of the project, and right of way/staging needs in order to minimize costs.

5C. Resource Conservation

The contractor shall recycle removed pavement and hardscape as is practical. Imported railroad aggregate shall be re-used on site as much as is possible. Cut and fill will be approximately balanced to limit the amount of import or export. Sandstone within the construction area will be salvaged and re-used

5D. Right-of-Way Issues

Fiberoptic utilities on the existing rail bridge will be temporarily relocated in order to reconstruct the rail bridge. A construction and maintenance agreement will be entered into with Union Pacific Railroad. Permanent right of way, permanent retaining wall easement, and temporary construction easements will be acquired for the widening of the roadway, and construction of retaining walls.

5E. Environmental Compliance

CEQA and NEPA for the project are both categorical exclusions. As such there are no environmental requirements for construction

5F. Air Quality Conformity

N/A. Through the CEQA analysis it was found the project would not impact the air quality, and would be categorically exempt

5G. Title VI Considerations

The project will not discriminate against any individual

5H. Noise Abatement Decision Report

Noise impacts were evaluated within the environmental document and deemed to have no significant impact in the post construction condition.

6. FUNDING, PROGRAMMING AND ESTIMATE

Funding

Discuss the project funding and include one of the following statements:

It has been determined that this project is eligible for Federal-aid funding.

Programming

Fund Source	Project Component (in $1,000)						
	PA&ED	PS&E	Right-of-Way Support	Construction Support	Right-of-Way Capital	Construction	Total
SB1-SCCP						38,403	38,403
RIP	1,477					4,189	5,666
Measure A		450			372		822
HSIP	900	1,253					2,153
Local City	99						99
SB1 – LPP-F		450			372		822
RSTP State exchange	280	1,874			2,378	1,500	6,032
CRP					2,365	1,587	3,952
Total	2,756	4,027			5,487	45,679	57,949

7. DELIVERY SCHEDULE

Project Milestones	Milestone Date (Month/Day/Year)	Milestone Designation (Target/Actual)
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	01/04/2016	Actual
Circulate Draft Environmental Document – Document Type (ND/MND)/FONSI	05/22/2018	Actual
Draft Project Report	04/27/2018	Actual

End Environmental Phase (PA&ED Milestone)	05/22/2018	Actual
Begin Design (PS&E) Phase	06/08/2018	Actual
End Design Phase (Ready to List for Advertisement Milestone)	03/31/2027	Target
Begin Right of Way Phase	10/01/2018	Actual
End Right of Way Phase (Right of Way Certification Milestone)	03/31/2027	Target
Begin Construction Phase (Contract Award Milestone)	07/01/2027	Target
End Construction Phase (Construction Contract Acceptance Milestone)	06/30/2029	Target
Begin Closeout Phase	07/01/2029	Target
End Closeout Phase (Closeout Report)	12/31/2029	Target

8. RISKS

The risk for the project include finalizing a construction and maintenance between Union Pacific Railroad, the City of Santa Barbara, and Caltrans. There is minimal risk in completing utility relocation agreements. The City and design consultant are actively engaging Union Pacific Railroad, Caltrans, and utility owners in order to finalize design and any necessary agreements. All parties are cooperative and have negotiated positively with the City to date.

9. EXTERNAL AGENCY COORDINATION (anticipated agreements)

The project requires the following coordination:

A Construction and Maintenance agreement will be entered into between the City of Santa Barbara, Caltrans, and Union Pacific Railroad. The City will also enter into agreement with the property owner of 1 Hot Springs Road for acquisition of property necessary to construct the project. The City will enter into an agreement with utility owners for the relocation of existing utilities within the project area that are in conflict with the proposed improvements.

10. ADDITIONAL INFORMATION

None.

11. ATTACHMENTS (Number of Pages)

List attachments with the number of pages, such as:

A. Project Programming Request PPR (10)
B. Project Location Map (1)
C. Approved Environmental Documents (22)
    a. Link to CEQA
    b. Link to NEPA
D. Engineers Estimate (2)
E. Available preliminary-design plans (95)
F. Outcomes (2)

ATTACHMENT A

Project Programming Request PPR

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6090-2023-0006 v5.2

Amendment (Existing Project) ☐ YES ☒ NO				Date	09/08/2025 13:04:09
Programs ☐ LPP-C ☐ LPP-F ☒ SCCP ☐ TCEP ☐ STIP ☐ 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)

The Cabrillo Project is located on Cabrillo Boulevard between U.S. 101 and Los Patos way in the City of Santa Barbara. The project will replace the UPRR undercrossing, and construct pedestrian and bicycle improvements on Cabrillo Boulevard, between the Highway 101/Cabrillo interchange and Cabrillo Boulevard and Los Patos Way intersection. More project specifications are included in Additional Information tab.

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	01/04/2016
Circulate Draft Environmental Document Document Type EIR/FONSI	05/22/2018	05/22/2018
Draft Project Report	04/27/2018	04/27/2018
End Environmental Phase (PA&ED Milestone)	05/22/2018	05/22/2018
Begin Design (PS&E) Phase	06/08/2018	06/08/2018
End Design Phase (Ready to List for Advertisement Milestone)	01/02/2025	03/31/2027
Begin Right of Way Phase	10/01/2018	10/01/2018
End Right of Way Phase (Right of Way Certification Milestone)	11/02/2024	03/31/2027
Begin Construction Phase (Contract Award Milestone)	06/16/0025	07/01/2027
End Construction Phase (Construction Contract Acceptance Milestone)	12/15/2026	06/30/2029
Begin Closeout Phase	12/16/2026	07/01/2029
End Closeout Phase (Closeout Report)	12/16/2027	12/31/2029

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Date 09/08/2025 13:04:09

Purpose and Need

Navigating Cabrillo Boulevard from the intersection of Cabrillo Boulevard at Los Patos Way through the Cabrillo Boulevard/US-101 interchange is a challenge for bicyclists and pedestrians due to the narrow opening through the UPRR undercrossing. The narrow opening results in non-standard lane and shoulder widths, and no bicycle or pedestrian facilities, creating a significant barrier underneath both the existing UPRR and US-101 bridges. Further evidence of the difficulty of this location for bikers and pedestrians became evident from public users during the development of the most current version of the City of Santa Barbara's Bicycle Master Plan. This plan, recently updated in 2016, was developed with the assistance of a very robust community outreach process, including Spanish speaking workshops in the Eastside neighborhood. The plan identified this area as a significant barrier for getting to and from recreation facilities, and employment opportunities in the beach/waterfront neighborhoods, making it a priority location for safety improvements. The Eastside Neighborhood, which is a USDOT Historically Disadvantaged Neighborhood, lost direct access to the beach/waterfront neighborhood when US Highway 101 was constructed. The highway creates a barrier for the neighborhood to recreation and employment opportunities along the Waterfront, conditions that are exasperated by the lack of bicycle and pedestrian facilities through the Cabrillo interchange.

The Cabrillo Boulevard Rail, Bicycle and Pedestrian Improvements will improve safety and accessibility for bicyclists and pedestrians, and reconnect neighborhoods and businesses currently divided by U.S. 101 and the UPRR facility by adding Class I multiuse paths, and Class II bike lanes, which are identified in the City of Santa Barbara's Bicycle Master Plan (2016) and Pedestrian Master Plan (2006). The Project will remove barriers to accessibility for historically disadvantaged communities and promote access to employment areas and high-quality educational opportunities, which will also help support local economy. By eliminating the gaps in bicycle and pedestrian networks, it will also increase multimodal opportunities and contribute to a decrease in greenhouse gas emissions.

The Cabrillo Project area features a bus stop currently lacking accessibility due to the sidewalk gap. As part of the Cabrillo project, Caltrans and SBCAG have partnered with local agencies on corridor operational improvements including improvement and relocation of the bus stop to increase accessibility and comfort for transit riders.

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
Drainage	Culverts	LF	600
Pavement (lane-miles)	Roadway lane miles	Miles	0.1
Bridge / Tunnel	Modified/Reconstructed bridges/tunnels	SQFT	16,400
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

Project Scope/Location: Specifically, the Project includes:

- Replacement of the existing 29-foot wide UPRR Bridge over Cabrillo Boulevard with a lengthened 117-foot wide bridge abutments on both sides, a center pier and median, a 55-foot wide northbound opening for a vehicle lane, Class II bicycle lanes with green conflict striping, multiuse path plus buffer and a 55-foot wide southbound opening for a vehicle lane, sidewalk, and buffer. Northbound East Cabrillo Boulevard includes a right-turn lane for access to southbound U.S. 101, just past the bridge.
- Construction of a retaining wall from six to twelve feet in height on the east side of East Cabrillo Boulevard to accommodate the new road width and bridge length. This additional width on Cabrillo will allow for the Project to accommodate multi-modal pathways and on-street bike facilities. The existing bridge height is nonstandard at 14’11” and must be increased to 16’6” to meet required railroad clearance requirements.
- Construction of an enhanced bus stop and a new bus shelter at the westbound side of Cabrillo Boulevard, adjacent to the commercial and residential uses on Los Patos Way.
- Tree removal and replacement, as well as landscaping along Cabrillo Boulevard within the parkways adjacent to the sidewalk/multiuse Path.
- Drainage improvements along East Cabrillo Boulevard.
- Utility relocations within the Project area include: storm drains, waterline and fire hydrants, and underground facilities as follows - electrical, sewer, gas pipe lines (including an underground 16” high pressure gas line), cable television, and several fiber optic lines. There also are overhead power transmission line.
- The existing UPRR Los Patos Underpass will be closed or retired with this project. Currently a southbound off ramp passes beneath the underpass and that ramp will be closed by a separate project on Highway 101.

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	-105	0	-105
			VMT 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
	TCEP	Change in Daily Vehicle Hours of Delay	Hours	0	0	0
	TCEP	Change in Daily Truck Hours of Delay	Hours	0	0	0
Throughput (Freight)	TCEP	Change in Truck Volume	# of Trucks	0	0	0
	TCEP	Change in Rail Volume	# of Trailers	0	0	0
			# of Containers	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
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	0	0	0
	Optional	Truck Travel Time Reliability Index	Index	0	0	0
Velocity (Freight)	TCEP	Travel Time or Total Cargo Transport Time	Hours	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0.001	0	0.001
			PM 10 Tons	0.001	0	0.001
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	295.12	0	295.12
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	0.014	0	0.014
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0.003	0	0.003
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	0.834	0	0.834
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	0.04	0	0.04
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

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
	Optional	Number of Property Damage Only and Non-Serious Injury Collisions	Number	0.15	0.2	-0.05
	Optional	Accident Cost Savings	Dollars	93,403	0	93,403
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
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	1.79	0	1.79
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

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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)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Implementing Agency
E&P (PA&ED)	2,576							2,576	City of Santa Barbara
PS&E	2,903							2,903	City of Santa Barbara
R/W SUP (CT)		160						160	City of Santa Barbara
CON SUP (CT)			5,350					5,350	City of Santa Barbara
R/W		4,200						4,200	City of Santa Barbara
CON			35,689					35,689	City of Santa Barbara
TOTAL	5,479	4,360	41,039					50,878	
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)	2,556	200						2,756	
PS&E	2,757	800	470					4,027	
R/W SUP (CT)									
CON SUP (CT)									
R/W	2,415	1,886	1,186					5,487	
CON			5,776	39,903				45,679	
TOTAL	7,728	2,886	7,432	39,903				57,949	

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
PS&E									$1477 PAED voted 06/25/15
R/W SUP (CT)									$822 PAED voted 03/14/19
CON SUP (CT)									
R/W									
CON			4,189					4,189	
TOTAL	1,477		4,189					5,666	
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			4,189					4,189	
TOTAL	1,477		4,189					5,666	

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)									Santa Barbara County
PS&E	450							450	
R/W SUP (CT)		80						80	
CON SUP (CT)									
R/W		410						410	
CON									
TOTAL	450	490						940	
	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	450	372						822	

Fund #3:	Local HES - STP Safety Local: Safe Routes to School (SR2S) (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	1,253							1,253	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,153							2,153	
	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)								20.20.210.200
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									
PS&E	450							450	$450 PSE voted 03/14/19
R/W SUP (CT)		80						80	$372 RW voted 03/14/19
CON SUP (CT)									
R/W		300						300	
CON									
TOTAL	450	380						830	
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									$450 PSE voted 03/14/19
PS&E	450							450	$372 RW voted 03/14/19
R/W SUP (CT)									
CON SUP (CT)									
R/W		372						372	
CON									
TOTAL	450	372						822	

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Fund #6:	RSTP - STP Local (Committed)								Program Code
	Existing Funding ($1,000s)								20.30.010.810
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)	100							100	
PS&E	750							750	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	850							850	
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)	80	200						280	
PS&E	604	800	470					1,874	
R/W SUP (CT)									
CON SUP (CT)									
R/W	50	1,142	1,186					2,378	
CON				1,500				1,500	
TOTAL	734	2,142	1,656	1,500				6,032	

Fund #7:	Future Need - Future Funds (Uncommitted)								Program Code
	Existing Funding ($1,000s)								FUTURE
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)			5,350					5,350	
R/W		3,490						3,490	
CON			31,500					31,500	
TOTAL		3,490	36,850					40,340	
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

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Fund #8:	State SB1 SCCP - Solution for Congested Corridors Program (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)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									20.30.210.350
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				38,403				38,403	
TOTAL				38,403				38,403	

Fund #9:	Other Fed - Carbon Reduction Program (CRP) (Committed)								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)									Federal Highway Administration
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	2,365							2,365	
CON			1,587					1,587	
TOTAL	2,365		1,587					3,952	

ATTACHMENT B

Project Location Map

LEGEND

- Segment 4E North
- Santa Barbara Eastside Active Transportation Improvements
- Cabrillo Boulevard Bicycle and Pedestrian Improvements
- City of Santa Barbara EV Chargers
- VCTC ZEV Buses
- Bridges

ATTACHMENT C

Approved Environmental Document

The CEQA environmental document is a Categorical Exemption (NOE) linked here.

The NEPA environmental document is a Categorical Exemption (CE) linked here.

ATTACHMENT D

Engineers Estimate

City of Santa Barbara

Pedestrian and Bicycle Improvements on Cabrillo Blvd

and Replacement of UPRR Bridge

Engineering Cost Estimate

Item	Description	Quantity	Unit	Unit Price	Price
	UPRR WORK				
1	CONSTRUCTION	1	LS	$766,400	$766,400
2	FLAGGING/ADMIN	1	LS	$705,960	$705,960
				CONSTRUCTION SUBTOTAL	$766,400
				MOBILIZATION (LS)	$180,000
				CONTINGENCY (30%)	$229,920
				ADMIN	$705,960
				TOTAL	$1,882,280
				SAY	$1,900,000
COST ESCALATION					
YEAR	Annual %	Cumulative		Estimated	Escalation
2025	0.00%	0.00%		$1,900,000	$0
2026	6.96%	6.96%		$2,032,240	$132,240
2027	3.04%	10.00%		$2,094,020	$194,020
2028	3.04%	13.04%		$2,157,678	$257,678
2029	3.04%	16.08%		$2,223,272	$323,272
				TOTAL COST ESCALATION	$323,272
				UPRR WORK COST IN YEAR OF EXPENDITURE DOLLARS	$2,223,272

City of Santa Barbara

Pedestrian and Bicycle Improvements on Cabrillo Blvd

and Replacement of UPRR Bridge

Engineering Cost Estimate

Item	Description	Quantity	Unit	Unit Price	Price
CITY CONTRACTOR WORK					
1	STRUCTURES (MAIN BRIDGE)	1	LS	$13,306,874	$13,306,874
2	TRACKWORK (MAIN BRIDGE)	1	LS	$184,420	$184,420
3	ROADWAY	1	LS	$5,698,713	$5,698,713
4	STRUCTURES (SHOOFLY BRIDGE)	1	LS	$2,923,286	$2,923,286
5	LOS PATOS BRIDGE REMOVAL	1	LS	$1,500,000	$1,500,000
6	TRACKWORK (SHOOFLY)	1	LS	$5,493,465	$5,493,465
7	ROADWAY (SHOOFLY PHASE)	1	LS	$67,570	$67,570
				CONSTRUCTION SUBTOTAL	$29,174,327
				MOBILIZATION (10%)	$2,917,433
				CONTINGENCY (30%)	$8,752,298
				ROW	$0
				TOTAL	$40,844,058
				SAY	$40,900,000
COST ESCALATION					
YEAR	Annual %	Cumulative		Estimated	Escalation
2025	0.00%	0.00%		$40,900,000	$0
2026	6.96%	6.96%		$43,746,640	$2,846,640
2027	3.04%	10.00%		$45,076,538	$4,176,538
2028	3.04%	13.04%		$46,446,865	$5,546,865
2029	3.04%	16.08%		$47,858,849	$6,958,849
				TOTAL COST ESCALATION	$6,958,849
				CONTRACTOR WORK COST IN YEAR OF EXPENDITURE DOLLARS	$47,858,849
PROJECT TOTAL (NO ROW NO FIBER OPTIC)					
				TOTAL PROJECT COST IN 2025 DOLLARS	$42,800,000
				TOTAL PROJECT COST IN YEAR OF EXPENDITURE DOLLARS	$50,082,121

ATTACHMENT E

Available preliminary-design plans

Link found here.

ATTACHMENT F

Outcomes

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	-105	0	-105
			VMT 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
	TCEP	Change in Daily Vehicle Hours of Delay	Hours	0	0	0
	TCEP	Change in Daily Truck Hours of Delay	Hours	0	0	0
Throughput (Freight)	TCEP	Change in Truck Volume	# of Trucks	0	0	0
	TCEP	Change in Rail Volume	# of Trailers	0	0	0
			# of Containers	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
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	0	0	0
	Optional	Truck Travel Time Reliability Index	Index	0	0	0
Velocity (Freight)	TCEP	Travel Time or Total Cargo Transport Time	Hours	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0.001	0	0.001
			PM 10 Tons	0.001	0	0.001
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	295.12	0	295.12
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	0.014	0	0.014
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0.003	0	0.003
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	0.834	0	0.834
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	0.04	0	0.04
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

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
	Optional	Number of Property Damage Only and Non-Serious Injury Collisions	Number	0.15	0.2	-0.05
	Optional	Accident Cost Savings	Dollars	93,403	0	93,403
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
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	1.79	0	1.79
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 05 – Santa Barbara County
Planning Program Number (PPNO) 3273
Solutions for Congested Corridors Program (SCCP)
November 2025

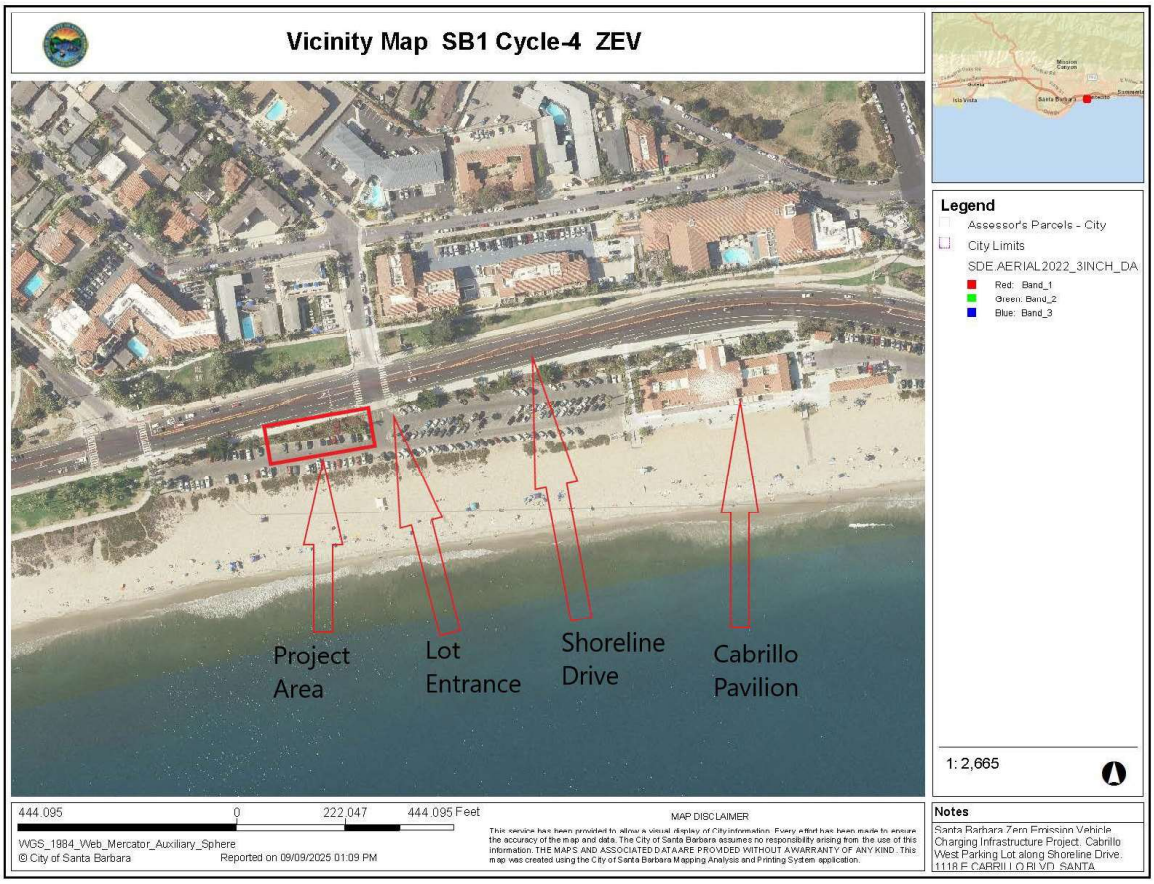
PROJECT REPORT EQUIVALENT

Project Title *Santa Barbara Zero Emission Vehicle Charging Infrastructure*

Project Location Description *(include route, postmiles, rail mile posts, address, intersections, etc.)*_____

The project will install Zero Emission Vehicle chargers in the City of Santa Barbara at the West Cabrillo Pavilion Lot (1118 E CABRILLO BLVD, SANTA BARBARA, CA).

Vicinity Map



District 05 – Santa Barbara County
Planning Program Number (PPNO) 3273
Solutions for Congested Corridors Program (SCCP)
November 2025

I, *Kristian Hoffland* have been given full authority by *City of Santa Barbara* to prepare this report. I certify that the information and data contained in this report are true to the best of my knowledge and belief and I understand that disciplinary action may be taken in the event that the following information are found to be falsified.

Kristian Hoffland — 11/13/25

Kristian Hoffland — Date

Building and Vehicle Decarbonization Program Coordinator

Title

City of Santa Barbara

I have reviewed the information contained in this report and find the data and information to be complete, current, and accurate

11/13/25

Jefferson Litten, Project Manager — Date

City of Santa Barbara, Energy and Climate Division

Agency

Table of Contents

1. INTRODUCTION

Detailed Project Description/Scope: Describe the proposed project in detail. This should be the alternative that was selected during the environmental process

The project will install Zero Emission Vehicle chargers in the City of Santa Barbara at the West Cabrillo Pavilion Lot (1118 E CABRILLO BLVD, SANTA BARBARA, CA). Eight DC Fast Chargers (DCFC) will be installed at this location.

Project Limit/Footprint	*District 05-Santa Barbara County* *Description of location with begin and end limits*
Total Project Cost	$1,777,000
Outputs	*8 DC charging ports*
Outcomes	*(See Attachment F)*
Environmental Determination or Document	Categorical Exemption (CE)

2. BACKGROUND

The Highway 101: Carpinteria to Santa Barbara HOV Lanes project is part of a multi-modal corridor approach to improve mobility in the corridor while providing options and improvements for pedestrians and bicyclists as well as new zero emission vehicle options for cars and transit. In the most recent funding application of Senate Bill 1 funding - Cycle 4 – for the multimodal corridor, Caltrans and SBCAG were awarded funding for installation of Electric Vehicle Charging Infrastructure. This project will be implemented by our partner agency, the City of Santa Barbara.

3. Purpose and NEED

A. Problem, Justification (purpose and need)

The purpose of this project is to help expand the network of publicly available electric vehicle chargers along the corridor. Implementing ZEV infrastructure is needed to sustain California's transition to electric vehicles by 2045, as per Governor Newsom's Executive Order N-79-20. The project will expand the Zero Emission Vehicle (ZEV) network to help accelerate the adoption of ZEV use among Californians. It will provide an additional option for transportation that promotes sustainability to reduce impacts on the environment. The project meets SB1 goals of improving mobility and mobility options for travel in the corridor and addressing climate change.

At a regional level, the project will continue to increase the number of available options for ZEV charging to meet future demands. The project location have been identified to provide synergy with other modal projects being implemented by SBCAG and its local partners.

B. Regional and System Planning

In 2023, The Santa Barbara County Association of Governments (SBCAG), San Luis Obispo Council of Governments (SLOCOG), and Association of Monterey Bay Area Governments (AMBAG) partnered to develop a Central Coast Zero Emission Vehicle Strategy (CCZEVS) that identified electric vehicle (EV) charging infrastructure needs in the Central Coast Counties (Santa Barbara, San Luis Obispo, Monterey, Santa Cruz, San Benito) as well as Ventura County. This report assessed existing EV infrastructure, identified key challenges, gaps, barriers and issues with this infrastructure and recommended appropriate policies and implementation strategies to advance ZEV adoption on the Central Coast.

Near the intersection of 101 and Coast Village road was identified as a top 20 recommended DC fast charging station locations. The areas directly adjacent to this 101 highway access were originally explored, primarily around Los Patos road and Coast Village Circle, and deemed infeasible for ZEV infrastructure installation. The Cabrillo Pavilion parking lot is less than 1 mile from this highway access point, and less than ½ mile from the Milpas St. highway access with direct route via major thoroughfares while providing restroom amenities offering a safe and secure location for patrons.

C. Traffic

N/A. This project is not a project whose outcomes will result in a direct safety or traffic operational benefit based on a current need. However, indirectly it will provide more available charging for electric vehicles to reduce incidents related to vehicles requiring assistance due to lack of charge.

The daily traffic volume along this section of Route 101 was calculated as over 20,000 daily per the CCZEVS. Major thoroughfares of Milpas Street and Cabrillo Blvd. offer direct access to and from highway 101 as well as being located 1 mile from Santa Barbara downtown core via major thoroughfare. Each DC fast charger is expected to serve up to 10 vehicles per day, resulting in negligible increased local traffic.

4. ENVIRONMENTAL CLEARANCE DESCRIPTION (attach full environmental documents. See Section 12. Attachments)

Provide summary of environmental clearance

The CEQA environmental document is Categorical Exemption (CE) and was completed on November 5, 2025.

5. CONSIDERATIONS REQUIRING DISCUSSION (if not appliable, state N/A and justification)

5A. Hazardous Waste

The site location will have limited ground disturbance and there are no known or recorded uses that would lead to knowledge of hazardous waste being encountered..

5B. Value Analysis

No formal value analysis was completed for this project result of both how the project is to be funded and the scale of the project **5C. Resource Conservation**
Discuss plan to conserve resources (e.g., salvage, recycle, etc.) during construction.
There are no foreseen opportunities to salvage or recycle resources due to the projects limited physical impact.

5D. Right-of-Way Issues

The Project will be built on both private property owned by the City as well as right of way currently owned by City of Santa Barbara. No railroad involvement or easements are required. Utility coordination will involve avoiding nearby high pressure gas lines, and having the electric IOU design and install electric power to the site and coordinate energizing the charging stations. The electric supply service and equipment is expected to require a easement, which is typical for EV infrastructure projects.

5E. Environmental Compliance

The project has been determined to not be a project as it relates to CEQA. The City of Santa Barbara is processing a formal letter stating that no Notice of Exemption (NOE) is required for this project.

5F. Air Quality Conformity

Was an air quality conformity analysis completed? If not, explain
No. The project is exempt.

5G. Title VI Considerations

Was Title VI taken into consideration? Explain
The implementing agency adheres to Title VI in its procurement practices.

5H. Noise Abatement Decision Report

Was a noise abatement decision report developed? Are noise impacts anticipated? If yes, what measures will be taken?
No. No noise impacts are anticipated as a result of this project.

6. FUNDING, PROGRAMMING AND ESTIMATE

Funding

It has been determined that this project is not eligible for Federal-aid funding.

Programming

All Funds Bellow are committed.

Fund Source	Project Component (in $1,000)						
	PA&ED	PS&E	Right-of-Way Support	Construction Support	Right-of-Way Capital	Construction	Total
RSTP Local	1	90			24		115
SB1 - SCCP						1,662	1,662
Total	1	90			24	1,662	1,777

Estimate

This project has Three main Project funding aspect.

1. Design: $125,000
    a. Coordination with the electric utility for power supply, configuration of equipment and access considering site constraints, building code and accessibility.
    b. Electrical and civil engineering and Landscape reconfiguration

2. Hardware: $850,000
    a. DC Fast Chargers dispensers, power modules and associated equipment are anticipated to be $80,000+ per charger.
3. Construction: $812,000
    a. This project significant construction costs include trenching, conduit, electrical conductors, concrete equipment pads, new ADA walkways and ramps.
    b. Onsite verification and coordination throughout the construction phase to ensure successful project delivery.

7. DELIVERY SCHEDULE

Project Milestones	Milestone Date (Month/Day/Year)	Milestone Designation (Target/Actual)
Project Study Report Approved	N/A	N/A
Begin Environmental (PA&ED) Phase	07/01/2025	Actual
Circulate Draft Environmental Document – Document Type (CE)	10/01/2025	Target
Draft Project Report	10/31/2025	Target
End Environmental Phase (PA&ED Milestone)	11/07/2025	Target
Begin Design (PS&E) Phase	10/01/2025	Target
End Design Phase (Ready to List for Advertisement Milestone)	04/01/2026	Target
Begin Right of Way Phase	10/01/2025	Target
End Right of Way Phase (Right of Way Certification Milestone)	03/01/2026	Target
Begin Construction Phase (Contract Award Milestone)	12/01/2026	Target
End Construction Phase (Construction Contract Acceptance Milestone)	06/30/2027	Target
Begin Closeout Phase	10/01/2027	Target
End Closeout Phase (Closeout Report)	03/01/2028	Target

8. RISKS

Are there any risks associated with this project? Include a summary of the mitigation measures.

There are no known risks with implementing these projects.

9. EXTERNAL AGENCY COORDINATION (anticipated agreements)

The project requires the following coordination:

If coordination is required between agencies, list the agency and agreement required.

The project team is working with Southern California Edison (SCE,) the electrical distribution utility serving the area, for supplying new electrical service to the site sufficient for this project. This will involve new utility infrastructure, including a new transformer, requiring a land use easement to be defined and processed.

10. ADDITIONAL INFORMATION

Include additional project specific information as needed (e.g., project seeking NEPA clearance, project split/combine, potential change to scope, cost, schedule, etc.)

This project is expecting a coastal zone exemption on the basis of the Repair or Maintenance Exemption for minor work done on an existing municipal site.

11. ATTACHMENTS (Number of Pages)

List attachments with the number of pages, such as:

A. Project Programming Request PPR (6)
B. Project Location Map (1)
C. Approved Environmental Document (1)
D. Engineers Estimate (1)
E. Available preliminary-design plans (1)
F. Outcomes (1)

ATTACHMENT A

Project Programming Request PPR

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6090-2024-0005 v0.1

Amendment (Existing Project) ☐ YES ☒ NO | Date 08/14/2025 13:40:36

Programs ☐ LPP-C ☐ LPP-F ☒ SCCP ☐ TCEP ☐ STIP ☐ Other

District	EA	Project ID	PPNO	Nominating Agency	
05			3273	Santa Barbara County Association of Governments	
County	**Route**	**PM Back**	**PM Ahead**	**Co-Nominating Agency**	
Santa Barbara Coun				Caltrans District 5	
				MPO	**Element**
				SBCAG	Local Assistance
Project Manager/Contact			**Phone**	**Email Address**	
Fred Luna			805-961-8926	fluna@sbcag.org	

Project Title

Santa Barbara Zero Emission Vehicle Charging Infrastructure

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

The project will install Zero Emission Vehicle chargers in the City of Santa Barbara at the West Cabrillo Pavilion Lot (1118 E CABRILLO BLVD, SANTA BARBARA, CA). Eight DC Fast Chargers (DCFC) will be installed at this location.

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:	19	Senate:	37	Congressional:	24

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		07/01/2025
Circulate Draft Environmental Document Document Type CE		10/01/2025
Draft Project Report		10/31/2025
End Environmental Phase (PA&ED Milestone)		11/07/2025
Begin Design (PS&E) Phase		10/01/2025
End Design Phase (Ready to List for Advertisement Milestone)		04/01/2026
Begin Right of Way Phase		10/01/2025
End Right of Way Phase (Right of Way Certification Milestone)		03/01/2026
Begin Construction Phase (Contract Award Milestone)		12/01/2026
End Construction Phase (Construction Contract Acceptance Milestone)		06/30/2027
Begin Closeout Phase		10/01/2027
End Closeout Phase (Closeout Report)		03/01/2028

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6090-2024-0005 v0.1

Date 08/14/2025 13:40:36

Purpose and Need

The purpose of this project is to help expand the network of publicly available electric vehicle chargers along the corridor. Implementing ZEV infrastructure is needed to sustain California's transition to electric vehicles by 2045, as per Governor Newsom's Executive Order N-79-20. The project will expand the Zero Emission Vehicle (ZEV) network to help accelerate the adoption of ZEV use among Californians. It will provide an additional option for transportation that promote sustainability to reduce impacts on the environment. The project meets SB1 goals of improving mobility and mobility options for travel in the corridor and addressing climate change.

At a regional level, the project will continue to increase the number of available options for ZEV charging to meet future demands. The project location have been identified to provide synergy with other modal projects being implemented by SBCAG and its local partners.

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
ZEV infrastructure	Number of DC charging ports	Each	8

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID

ePPR-6090-2024-0005 v0.1

Date 08/14/2025 13:40:36

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	0	0	0
			VMT 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	0	0	0
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0.01	0	0.01
			PM 10 Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	163.7	0	163.7
	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	0.92	0	0.92
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	0.09	0	0.09
Safety	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	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0	0	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	0	0	0
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	9.59	0	9.59
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

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6090-2024-0005 v0.1

District	County	Route	EA	Project ID	PPNO
05	Santa Barbara County				3273

Project Title

Santa Barbara Zero Emission Vehicle Charging Infrastructure

Existing Total Project Cost ($1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Implementing Agency
E&P (PA&ED)									City of Santa Barbara
PS&E									City of Santa Barbara
R/W SUP (CT)									City of Santa Barbara
CON SUP (CT)									City of Santa Barbara
R/W									City of Santa Barbara
CON									City of Santa Barbara
TOTAL									
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)			1					1	
PS&E			90					90	
R/W SUP (CT)									
CON SUP (CT)									
R/W			24					24	
CON			1,662					1,662	
TOTAL			1,777					1,777	

Fund #1:	RSTP - STP Local (Committed)								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)			1					1	RSTP State exchange
PS&E			90					90	
R/W SUP (CT)									
CON SUP (CT)									
R/W			24					24	
CON									
TOTAL			115					115	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6090-2024-0005 v0.1

Fund #2:	State SB1 SCCP - Solution for Congested Corridors Program (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)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									20.30.210.350
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,662					1,662	
TOTAL			1,662					1,662	

District 05 – Santa Barbara County
Planning Program Number (PPNO) 3273
Solutions for Congested Corridors Program (SCCP)
November 2025

ATTACHMENT B

Project Location Map

ATTACHMENT C

Approved Environmental Document

City of Santa Barbara
Public Works Department

Memorandum

DATE: November 5, 2025

TO: Kristian Hoffland, Building and Vehicle Decarbonization Program Coordinator, Sustainability & Resilience Department

FROM: Kaitlin Mamulski, Project Planner

SUBJECT: California Environmental Quality Act Applicability and Coastal Exemption Requirement - SB1 Cycle 4 Cabrillo West Parking Lot Electric Vehicle Charger Project

---

The SB1 Cycle 4 Cabrillo West Parking Lot Electric Vehicle (EV) Charger Project (Project) is proposed at the Cabrillo West Parking Lot and the adjacent public Right Of Way between South Milpas Street and Cabrillo Boulevard. The Project is located within the Appealable Jurisdiction of the Coastal Zone. The Project includes construction of eight Direct Current Fast Charging EV Supply Equipment chargers at the Cabrillo West Parking Lot. The work would include bringing new Southern California Edison electrical service to the site with the placement of a new transformer, switchgear, and meter enclosure to support four to eight power module dispensers. The new equipment would be installed in an existing landscaped area between the Parking Lot and Cabrillo Boulevard. The Project would also require compliance with the Americans with Disabilities Act requirements for charging spaces and an accessible path of travel.

The proposed Project qualifies as a ministerial action that does not have a significant impact on the environment and is exempt from California Environmental Quality Act (CEQA), pursuant to Public Resources Code § 21080(b)(1) and CEQA Guidelines § 15268. Additionally, the City of Santa Barbara's approval process for installation of electric vehicle charging equipment is limited to the issuance of a Ministerial Building Permit and will be reviewed for compliance with adopted health, safety, and building code standards. Staff exercises no discretion in approving or conditioning such permits.

Additionally, Government Code § 65850.7(b)(1) requires local agencies administratively approve an application to install EV charging stations through the issuance of a Building Permit or similar nondiscretionary permit. As such the Project is categorically exempt from CEQA.

The Project is in the Appealable Jurisdiction of the Coastal Zone and requires coastal review in compliance with the City's adopted Coastal Land Use Plan. Public Works staff met with Community Development staff on November 4, 2025, and determined that the

Project Repair or Maintenance Coastal Exemption. The applicant will pursue a Coastal Exemption approval with the City's Community Development Department.

This memo shall serve as the City's determination for CEQA and the necessary Coastal Exemption process for the Project record.

KM/sk

c: Jefferson Litten, Energy & Climate Program Manager, Sustainability & Resilience Department
Beth Anna Cornett, Senior Planner, Public Works Department

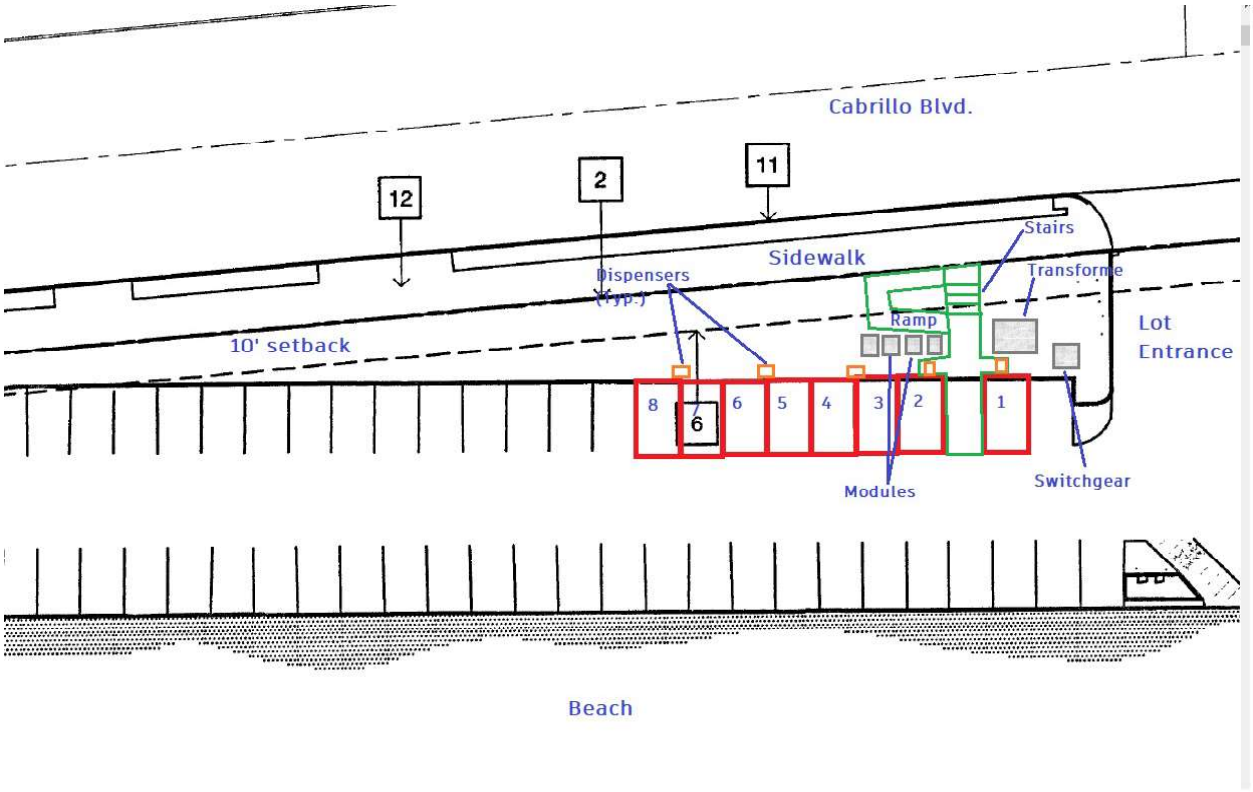
ATTACHMENT D

Engineers Estimate

SB1 Cycle-4 ZEV (Cabrillo E. parking Lot) EV Charger Install Estimate						
Funding Category	**sub-category**	**Item**	**Description**	**Cost per item**	**#**	**Sub-Total**
Design Phase	**E&P (PA&ED)**	CEQA and Coastal Commission approval/exemption	Environmental Studies and Permits/Project Approval and Environmental Documents	$600	1	$600
	PS&E	Design & Engineering & Permitting	Engineering and design services, permitting fees and submission.	$90,000	1	$90,000
	R/W SUP (CT)	Easements, ROW	Right-of-Way support-Easement, final design redesign	$24,000	1	$24,000
			Design sub-total	$114,600		**$114,600**
Construction Phase	**CON SUP (CT)**	in field verification and construction monitoring, coordination w/ City staff & engineers	Construction Support	$66,000	1	$66,000
	Construction	Equipment: EV charger & power cabinet	250 kW ABB or SK chargers and cabinets	$120,000	8	$960,000
		Equipment: Transformer & Switchgear	480v 1200amp transformer	$60,000	1	$60,000
		Installation: Civil costs	Installation labor and misc. Civil work including walkways, regrading, landscape reconfiguration	$120,000	1	$120,000
		Installation: Electrical Distribution & chargers	Installation labor and misc. parts for electrical infrastructure; Switchgear to charger stub-out, EV charger and power module install and misc. site work	$450,000	1	$450,000
		Signage		$6,000	1	$6,000
			Construction sub-total			**$1,662,000**
					Total	**$1,776,600**

ATTACHMENT E

Preliminary PreDesign Plans



ATTACHMENT F

Outcomes

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	0	0	0
			VMT 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	0	0	0
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0.01	0	0.01
			PM 10 Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	163.7	0	163.7
	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	0.92	0	0.92
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	0.09	0	0.09
Safety	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	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0	0	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	0	0	0
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	9.59	0	9.59
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 05 – Santa Barbara County
Planning Program Number (PPNO) **3274**
Solutions for Congested Corridors Program (SCCP)
November/2025

PROJECT REPORT EQUIVALENT

Project Title *Santa Barbara Eastside Active Transportation Improvements*

Project Location Description *(include route, postmiles, rail mile posts, address, intersections, etc.)*

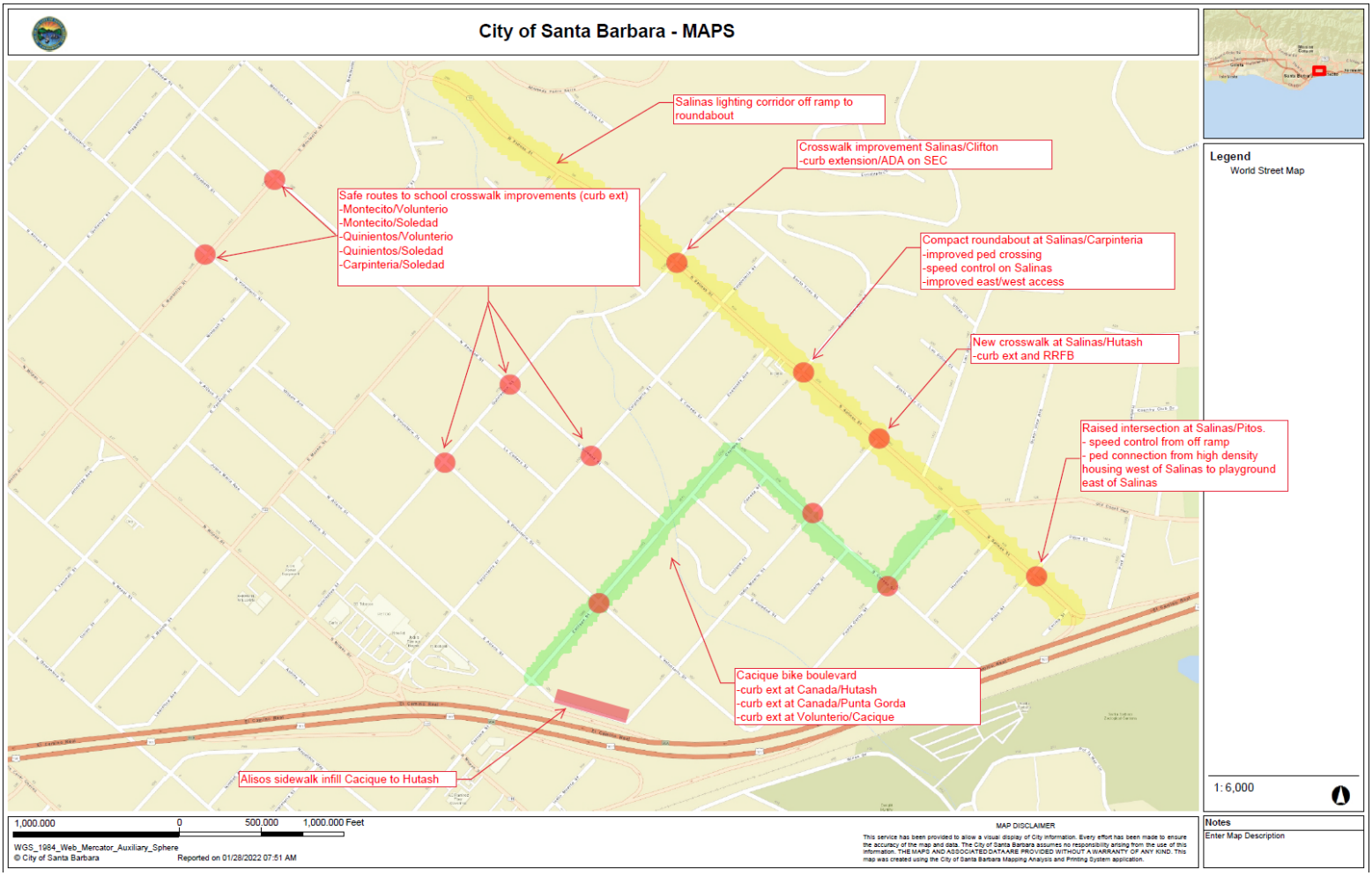
In the City of Santa Barbara's eastside neighborhood at the intersections of Montecito/ Voluntario, Montecito/Soledad, Quinientos/Voluntario, Quinientos/Soledad, Carpinteria/Soledad, Canada/Hutash, Canada/Punta Gorda, and Voluntario/Cacique. Sidewalk Infill on Alisos between Hutash and Cacique Streets. Salinas Street pedestrian and lighting safety enhancements from U.S. 101 Freeway off-ramp into the neighborhood.

District 05 – Santa Barbara County
Planning Program Number (PPNO) **3274**
Solutions for Congested Corridors Program (SCCP)
November/2025

Vicinity Map

Insert a vicinity map, showing:

- *Project limits*
- *Topographical features listed in report*
- *North arrow*



District 05 – Santa Barbara County
Planning Program Number (PPNO) **3274**
Solutions for Congested Corridors Program (SCCP)
November/2025

I, Benjamin Reinert have been given full authority by *City of Santa Barbara* to prepare this report. I certify that the information and data contained in this report are true to the best of my knowledge and belief and I understand that disciplinary action may be taken in the event that the following information are found to be falsified.

Benjamin Reinert
First Last Name

10/31/2025
Date

Project Engineer
Title

City of Santa Barbara
Agency

I have reviewed the information contained in this report and find the data and information to be complete, current, and accurate

Eric Goodall
Eric Goodall, Project Manager

10/31/2025
Date

City of Santa Barbara
Agency

Table of Contents

1. INTRODUCTION

The Project will provide enhanced pedestrian crossings at intersections, a bike boulevard and bike friendly street improvements for all road users serving neighborhood schools, parks, and services in the City's Eastside neighborhood (see Attachment 1 - Project Location Map):

Features of the Project include:

- *Safe Routes to School safety enhancements, including curb extensions, streetlighting and high visibility crosswalks at the following intersections:*
  - *Montecito and Voluntario Streets;*
  - *Montecito and Elizabeth Streets;*
  - *Montecito and Soledad Streets;*
  - *Yanonali and Soledad Streets;*
  - *Quinientos and Voluntario Streets;*
  - *Quinientos and Soledad Streets;*
  - *Carpinteria and Soledad Streets;*
  - *Hutash and Voluntario Streets;*
  - *Canada and Hutash Streets; and*
  - *Canada and Punta Gorda Streets.*

- *Cacique Street bike boulevard and bike friendly street improvements, including curb extensions, pavement markings, and streetlighting at Cacique and Canada Streets, and Cacique and Voluntario Streets.*

- *Salinas Street safety improvements, including a lighting corridor on Salinas Street from the five-points roundabout to the Highway 101 off ramp at Salinas Street, and curb extensions at the following intersections:*
  - *Salinas Street and Salinas Place;*
  - *Salinas and Clifton Streets;*
  - *Salinas and Carpinteria Streets;*
  - *Salinas and Hutash Streets; and*
  - *Salinas and Pitos Streets.*

- *Sidewalk infill and streetlighting on the 200 Block of South Alisos Street from Cacique Street to Hutash Street.*

Project Limit/Footprint	*District 05-Santa Barbara County* *Description of location with begin and end limits* *In the City of Santa Barbara's eastside neighborhood at the intersections of Montecito/ Voluntario, Montecito/Elizabeth, Montecito/Soledad, Yanonali/Soledad,*

	Quinientos/Voluntario, Quinientos/Soledad, Carpinteria/Soledad, Canada/Hutash, Canada/Punta Gorda, and Voluntario/Cacique. Sidewalk Infill on Alisos between Hutash and Cacique Streets. Salinas Street pedestrian and lighting safety enhancements from U.S. 101 Freeway off-ramp into the neighborhood.
Total Project Cost	$10,238,000
Outputs	*Output description and quantity (Insert separate table if necessary)* • *0.50 sidewalk miles* • *33 # Signs, lights, greenway, or other safety / beautification* • *46 crosswalks* • *1,650 linear feet new ADA crosswalks*
Outcomes	*(See Attachment F)*
Environmental Determination or Document	City Council determined that the Santa Barbara Eastside Active Transportation Improvements Project meets the criteria for categorical exemption under California Environmental Quality Act Guidelines Section 15301 Existing Facilities (c). A Notice of Exemption is filed in compliance with California Environmental Quality Act Guidelines 15062.

2. BACKGROUND

Highway 101 is a physical barrier to walking and bicycling, with approximately 1.25 miles between access points to cross it in the City's Eastside Neighborhood, a disadvantage community, to get to the Eastside's commercial corridor south of the freeway and to the Waterfront. Further, there is a lack of walking and bicycling infrastructure at some of the crossing locations, or within corridors leading to them.

3. Purpose and NEED

A. Problem, Justification (purpose and need)

Families face mobility challenges along existing routes to schools, parks, and neighborhood facilities largely due to cut-through traffic from residents in surrounding affluent neighborhoods. Eastside residents report speeding drivers and inadequate yielding, and while the City has constructed several enhanced crossings in the past decade, many intersections along existing routes still lack critical safety features. To rectify this, the project will enhance approximately eight intersections along routes to Franklin and Cleveland Elementary Schools, the Eastside Library, the Franklin Health/Neighborhood Center (health care center for underserved and Foodbank Distribution Center), the Eastside Neighborhood Park, and Sunflower Park. Measures include curb extensions, access ramps, and high-visibility crosswalks.

Salinas Street, a high-collision corridor bisecting the neighborhood, will also receive attention. Four intersections along Salinas will see improvements, such as curb extensions, crosswalks, and Rectangular Rapid Flashing Beacons (RRFBs). A compact roundabout at Salinas/Carpinteria will control speed, and a raised crossing with RRFBs at Salinas/Pitos will control speeds and improve access to the new overcrossing. These enhancements aim to enhance safety for students accessing Cleveland Elementary.

Lastly, the project will construct sidewalk infill on the 200 block of S. Alisos Street. This critical infrastructure gap will connect to an existing US 101 undercrossing at Cacique Street/US 101.

The Lower Eastside community primarily consists of disadvantaged residents, with 90.2% of Franklin Elementary students and 76.5% of Cleveland Elementary students qualifying for the Free and Reduced Lunch Program. This project plays a vital role in connecting students and families to schools, essential services, jobs, and recreational opportunities.

B. Regional and System Planning

The Project is listed in SBCAG's Regional Transportation Plan as the Lower Eastside Pedestrian/Bicycle Overcrossing, and it would also be considered a parallel project to the US Highway 101 HOV and Widening Project.

The Project was one of two projects that came out of the Council adopted Lower Eastside Connectivity Active Transportation Plan (February 2024). The Project is also consistent with the Santa Barbara Eastside Neighborhood Transportation Management Plan (2012), Pedestrian Master Plan (2006), Bicycle Master Plan (2016 with 2024 map updates) and the Vision Zero Strategy (2018).

C. Traffic

Per the City's Master Environmental Assessment Guideline for Transportation Analysis, the project is exempt from CEQA Analysis. The project includes critical safety enhancements within existing right of way and no additional roadway capacity is proposed.

4. ENVIRONMENTAL CLEARANCE DESCRIPTION (attach full environmental documents. See Section 12. Attachments)

The CEQA environmental document is a Categorical Exemption (CE) and will be filed with the State Clearinghouse on September 30, 2025. Clearance will be considered complete following the appeal period on October 20, 2025.

5. CONSIDERATIONS REQUIRING DISCUSSION (if not appliable, state N/A and justification)

5A. Hazardous Waste

The project site is not located on or adjacent to any known hazardous soil materials or hazardous waste sites designated by the Department of Toxic Substances Control. Should hazardous waste be discovered, the City's construction specifications direct the Contractor to report to the City for specialist evaluation.

5B. Value Analysis

Value analysis in terms of dollars was not conducted for the project. However, analysis of correctable collisions and integration of community feedback into project features highlight the value that it brings.

5C. Resource Conservation

Efforts will be made to salvage and reuse lighting fixtures and components of traffic devices. Contractors will be encouraged to recycle hardscape materials. Other opportunities for resource conservation and material reuse will be pursued as they arise.

5D. Right-of-Way Issues

No right-of-way acquisitions or easements are proposed or anticipated as part of this project. Minimal access to private property will be necessary during survey and construction; however, this is not expected to cause any issue.

5E. Environmental Compliance

The project is subject to the California Environmental Quality Act (CEQA). Under Santa Barbara Municipal Code (SBMC) § 22.100.070 and § 22.100.080, the Project is exempt under CEQA Guidelines § (15301). The Project was determined to qualify for an exemption under CEQA Guideline Section 15301 (also known as the "Class 1 Exemption") covers the operation, repair, maintenance, or minor alteration of existing facilities involving no or negligible expansion of existing or former use. A Notice of Exemption has been filed for the project. Additionally, the project has received a Coastal Exemption, as required by the Local Coastal Program.

5F. Air Quality Conformity

No air quality analysis was conducted. The project does not propose any source of

odors or other additions that would impact air quality.

5G. Title VI Considerations

Project outreach and consultation with diverse neighborhood groups ensured that all user groups were considered by the project. The project aims to benefit all user groups thereby complying with Title VI.

5H. Noise Abatement Decision Report

The Project intersects the following areas of noise greater than 65 dBA (A-weighted decibels): at the Pitos Street and Salinas Street Intersection, and the Voluntario Street and Hutash Street intersection, and greater than 70 dBA along a segment of Alisos Street (freeway adjacent). Nearby sensitive noise receptors: Franklin Elementary School, Franklin Neighborhood Center, and the Eastside Library are located adjacent to Project intersections that involve new intersection safety enhancements.

Additional noise impacts are only anticipated to occur during construction of the project. The City's Noise Ordinance (Chapter 9.16 of the SBMC) governs short-term or periodic noise, such as construction noise, operation of motorized equipment or amplified sound, or other sources of nuisance noise. The Project will comply with this Noise Ordinance, which restricts to permissible noise level at residential property lines during daytime hours. No additional Noise Abatement Reports are conducted.

6. FUNDING, PROGRAMMING AND ESTIMATE

Funding

It has been determined that this project is not eligible for Federal-aid funding.

Design phases of the project including PA&ED, PS&E, and Right-of-Way phases are funded locally through a combination of SBCAG Regional Surface Transportation Program (RSTP) funds and match by the City. Construction phases of the project are fully funded by an SB 1 state grant as part of the Solutions for Congested Corridors Program (SCCP).

Programming

Fund Source	Project Component (in $1,000)						
	PA&ED	PS&E	Right-of-Way Support	Construction Support	Right-of-Way Capital	Construction	Total
RSTP Local	700	273			50		1,023
Local City	300	250					550
SB1-SCCP						8,755	8,755
Total	**1,000**	**523**			**50**	**8,755**	**10,328**

Estimate

The preliminary, grant-stage estimate highlights major expense categories for the project include access ramps and lighting conduit, particularly along the Salinas corridor. Both are fundamental to achieve targeted project outcomes.

The estimate will be refined as the project enters the design stage and opportunities for cost efficiency will be assessed.

7. DELIVERY SCHEDULE

Project Milestones	Milestone Date (Month/Day/Year)	Milestone Designation (Target/Actual)
Project Study Report Approved	N/A	N/A
Begin Environmental (PA&ED) Phase	06/06/2025	Actual
Circulate Draft Environmental Document – Document Type (ND/MND)/FONSI	N/A	N/A
Draft Project Report	09/01/2025	Target
End Environmental Phase (PA&ED Milestone)	11/07/2025	Target
Begin Design (PS&E) Phase	08/01/2026	Target

End Design Phase (Ready to List for Advertisement Milestone)	04/01/2027	Target
Begin Right of Way Phase	12/01/2026	Target
End Right of Way Phase (Right of Way Certification Milestone)	04/01/2027	Target
Begin Construction Phase (Contract Award Milestone)	11/01/2027	Target
End Construction Phase (Construction Contract Acceptance Milestone)	06/01/2028	Target
Begin Closeout Phase	12/01/2028	Target
End Closeout Phase (Closeout Report)	03/30/2029	Target

8. RISKS

Risks associated with the project are insignificant and addressable. A few examples: omissions during surveys which could lead to design delays. However, the incremental delivery approach will largely mitigate this as design will occur in parallel to survey. Political pressure could alter scope of the project. However, robust community outreach largely aims to integrate feedback early on.

9. EXTERNAL AGENCY COORDINATION (anticipated agreements)

The project requires the following coordination:

A Memorandum of Understanding (MOU) will be established between the City of Santa Barbara (CITY) and the Santa Barbara County Association of Governments (SBCAG) to specify grand-awarded funds and project delivery obligations.

10. ADDITIONAL INFORMATION

Include additional project specific information as needed (e.g., project seeking NEPA clearance, project split/combine, potential change to scope, cost, schedule, etc.)

None.

11. ATTACHMENTS (Number of Pages)

List attachments with the number of pages, such as:

A. Project Programming Request PPR (6)

B. Project Location Map (1)
C. Approved Environmental Document (6)
    a. If necessary, provide link to downloadable document
D. Engineers Estimate (18)
E. Preliminary-design Plans (12)
F. Outcomes (1)

ATTACHMENT A

Project Programming Request PPR

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6090-2024-0003 v0.1

Amendment (Existing Project) ☐ YES ☒ NO | Date 08/14/2025 14:59:01

Programs ☐ LPP-C ☐ LPP-F ☒ SCCP ☐ TCEP ☐ STIP ☐ Other

District	EA	Project ID	PPNO	Nominating Agency	
05			3274	Santa Barbara County Association of Governments	
County	**Route**	**PM Back**	**PM Ahead**	**Co-Nominating Agency**	
Santa Barbara Coun				Caltrans District 5	
				MPO	**Element**
				SBCAG	Local Assistance

Project Manager/Contact	Phone	Email Address
Derrick Bailey	805-564-5544	dbailey@SantaBarbaraCA.gov

Project Title

Santa Barbara Eastside Active Transportation Improvements

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

In the City of Santa Barbara, construct a series of bicycle and pedestrian safety enhancements to the City's Eastside neighborhood to encourage active transportation modes:
A. Safe Routes to School Safety Enhancements, including curb extensions and high visibility crosswalks at the intersections of Montecito/ Voluntario,Montecito/Soledad, Quinientos/Voluntario, Quinientos/Soledad, and Carpinteria/Soledad.
B. Cacique Bike Boulevard/Bike Friendly Street improvements including curb extensions at Canada/Hutash, Canada/Punta Gorda, and Voluntario/Cacique.This route connects to the existing Cacique/US 101 undercrossing and would also connect pedestrians and cyclists to the future overcrossing at Canada/Pitos.
CONTINUED IN ADDITIONAL INFORMATION TAB.

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		06/06/2025
Circulate Draft Environmental Document Document Type CE		
Draft Project Report		09/01/2025
End Environmental Phase (PA&ED Milestone)		11/01/2025
Begin Design (PS&E) Phase		08/01/2026
End Design Phase (Ready to List for Advertisement Milestone)		04/01/2027
Begin Right of Way Phase		12/01/2026
End Right of Way Phase (Right of Way Certification Milestone)		04/01/2027
Begin Construction Phase (Contract Award Milestone)		11/01/2027
End Construction Phase (Construction Contract Acceptance Milestone)		06/01/2028
Begin Closeout Phase		12/01/2028
End Closeout Phase (Closeout Report)		03/30/2029

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6090-2024-0003 v0.1

Date 08/14/2025 14:59:01

Purpose and Need

Highway 101 is a physical barrier to walking and bicycling, with approximately 1.25 miles between access points to cross it in the City's Eastside Neighborhood, a disadvantage community, to get to the Eastside's commercial corridor south of the freeway and to the Waterfront. Further, there is a lack of walking and bicycling infrastructure at some of the crossing locations, or within corridors leading to them.

Families face mobility challenges along existing routes to schools, parks, and neighborhood facilities largely due to cut-through traffic from residents in surrounding affluent neighborhoods. Eastside residents report speeding drivers and inadequate yielding, and while the City has constructed several enhanced crossings in the past decade, many intersections along existing routes still lack critical safety features. To rectify this, the project will enhance approximately eight intersections along routes to Franklin and Cleveland Elementary Schools, the Eastside Library, the Franklin Health/Neighborhood Center (health care center for underserved and Foodbank Distribution Center), the Eastside Neighborhood Park, and Sunflower Park. Measures include curb extensions, access ramps, and high-visibility crosswalks.

Salinas Street, a high-collision corridor bisecting the neighborhood, will also receive attention. Four intersections along Salinas will see improvements, such as curb extensions, crosswalks, and Rectangular Rapid Flashing Beacons (RRFBs). A compact roundabout at Salinas/ Carpinteria will control speed, and a raised crossing with RRFBs at Salinas/Pitos will control speeds and improve access to the new overcrossing. These enhancements aim to enhance safety for students accessing Cleveland Elementary.

Lastly, the project will construct sidewalk infill on the 200 block of S. Alisos Street. This critical infrastructure gap will connect to an existing US 101 undercrossing at Cacique Street/US 101.

The Lower Eastside community primarily consists of disadvantaged residents, with 90.2% of Franklin Elementary students and 76.5% of Cleveland Elementary students qualifying for the Free and Reduced Lunch Program. This project plays a vital role in connecting students and families to schools, essential services, jobs, and recreational opportunities.

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
Active Transportation	Sidewalk miles	Miles	0.85
Active Transportation	# Signs, lights, greenway, or other safety / beautification	EA	33
Active Transportation	Crosswalk	EA	46
ADA Improvements	New crosswalk	LF	1,650

Date 08/14/2025 14:59:01

Additional Information

C. Sidewalk Infill on Alisos between Hutash and Cacique Streets. This would fill a missing link of sidewalk leading to the US 101 Undercrossing at CaciqueStreet, connecting pedestrians to and from commercial services along the Milpas Street and to the Waterfront.
D.Salinas Street pedestrian and lighting safety enhancements from US 101 Freeway off-ramp into the neighborhood. Includes additional lighting throughoutSalinas, a raised intersection for speed control from the highway off ramp at Pitos/Salinas, curb extensions and RRFBs at Hutash/ Salinas, a compactroundabout at Carpinteria/Salinas for speed control, and curb extensions at Clifton/Salinas.

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	0	492	-492
			VMT 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	0	0	0
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0.0003	0	0.0003
			PM 10 Tons	0.0004	0	0.0004
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	117.43	0	117.43
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	0.0048	0	0.0048
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0.0012	0	0.0012
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	0.3102	0	0.3102
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	0.013	0	0.013
Safety	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	1.56	3.02	-1.46
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0	0	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	106	0	106
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	3.05	0	3.05
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

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6090-2024-0003 v0.1

District	County	Route	EA	Project ID	PPNO
05	Santa Barbara County				3274

Project Title

Santa Barbara Eastside Active Transportation Improvements

Existing Total Project Cost ($1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Implementing Agency
E&P (PA&ED)									City of Santa Barbara
PS&E									City of Santa Barbara
R/W SUP (CT)									City of Santa Barbara
CON SUP (CT)									City of Santa Barbara
R/W									City of Santa Barbara
CON									City of Santa Barbara
TOTAL									
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)			1,000					1,000	
PS&E				523				523	
R/W SUP (CT)									
CON SUP (CT)									
R/W				50				50	
CON				8,755				8,755	
TOTAL			1,000	9,328				10,328	

Fund #1:	RSTP - STP Local (Committed)								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)			700					700	RSTP state exchange
PS&E				273				273	
R/W SUP (CT)									
CON SUP (CT)									
R/W				50				50	
CON									
TOTAL			700	323				1,023	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6090-2024-0003 v0.1

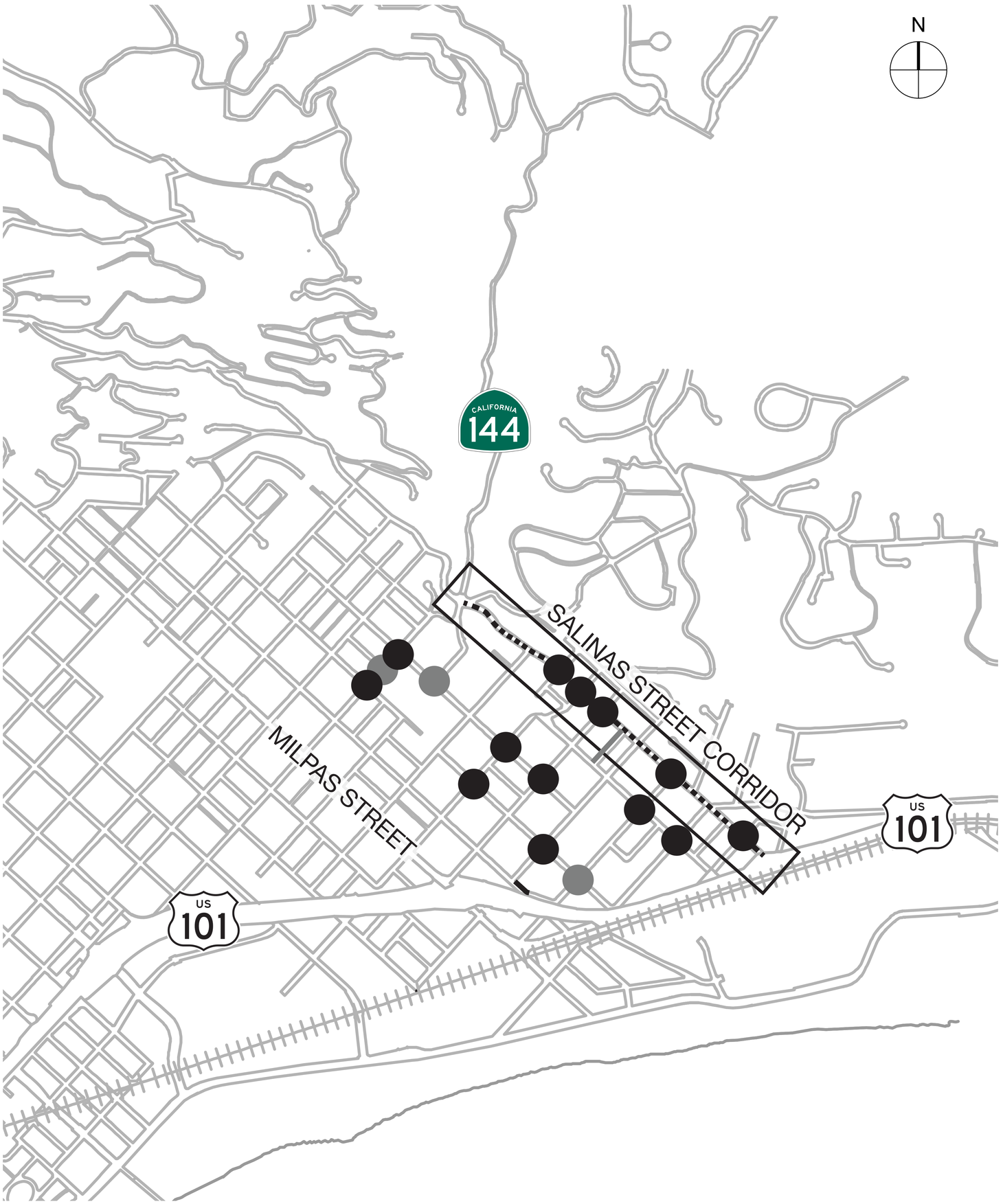
Fund #2:	State SB1 SCCP - Solution for Congested Corridors Program (Uncommitted)								Program Code
Existing Funding ($1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									20.30.210.350
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				8,755				8,755	
TOTAL				8,755				8,755	

Fund #3:	Local Funds - City Funds (Committed)								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)									City of Santa Barbara
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)			300					300	
PS&E				250				250	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			300	250				550	

ATTACHMENT B

Project Location Map

PROJECT LOCATION MAP



ATTACHMENT C

Approved Environmental Document

Posting Start Date (Above)

Posting End Date (Above)

County Clerk of the Board Signature_____

NOTICE OF EXEMPTION

TO: COUNTY CLERK OF THE BOARD
COUNTY OF SANTA BARBARA
105 E. ANAPAMU STREET
SANTA BARBARA, CA 93101

FROM: CITY OF SANTA BARBARA
PLANNING DIVISION
P.O. BOX 1990
SANTA BARBARA, CA 93102-1990

Project Title:	Eastside Active Transportation Improvements Project
Project Applicant:	City of Santa Barbara
MST Number:	N/A
Assessor's Parcel Number:	N/A, Public Right-Of-Way
Land Use Zone:	R-M, R-2, & C-R
Projection Location (Specific):	Various intersection locations in the Eastside Neighborhood
Project Location:	City of Santa Barbara

Project Description:

The Eastside Active Transportation Improvements Project (Project) will provide enhanced pedestrian crossings at intersections, a bike boulevard and bike friendly street improvements for all road users serving neighborhood schools, parks, and services in the City's Eastside neighborhood.

The areas of the Project includes:

- *Safe Routes to School safety enhancements, including curb extensions, streetlighting and high visibility crosswalks at ten intersections.*
- *Cacique Street bike boulevard and bike friendly street improvements, including curb extensions, pavement markings, and streetlighting at two intersections.*
- *Salinas Street safety improvements, including a lighting corridor on Salinas Street from the five-points roundabout to the Highway 101 off ramp at Salinas Street, and curb extensions.*
- *Sidewalk infill and streetlighting on the 200 Block of South Alisos Street from Cacique Street to Hutash Street.*

Name of Public Agency Approving Project:	City of Santa Barbara
Name of Person or Agency Carrying Out Project:	City of Santa Barbara

Lead Agency Contact: Kaitlin Mamulski Telephone: (805) 897-2685

Exempt Status: Exempt under CEQA Section § 15301 (c)

Reason Why Project is Exempt:

CEQA Categorical Exemption 15301 Existing Facilities. This Project meets the §15301 (c) Existing Facilities categorical exemption for streets, sidewalks, pedestrian crossings and bicycle lanes, because the Project involves minor alterations of existing facilities to improve safety and comply with Americans with Disabilities Act (ADA) standards and will not result in an expansion of use.

Archaeological. The City's Master Environmental Assessment (MEA) archaeological sensitivity map identifies that portions of the Project are within an area sensitive for potential subsurface prehistoric sites, within the Prehistoric Resources Period. All work associated with the Project is proposed within areas of the City's existing public roadway. Existing roadway development at depths of approximately 4 feet below surface is considered previously disturbed roadway, and the potential for discovery of archaeological resources is typically found at shallower depths, finding undiscovered archaeological resources is not anticipated. However, with some Project features anticipated to extend up to 6 feet in depth, an analysis of as-built roadway documents was conducted alongside the proposed depths of disturbance for each project area to determine prior depth of ground disturbance. All project areas with proposed ground disturbances have already been disturbed to depths which would not impact archaeological resources. Therefore, additional disturbances associated with the proposed Project are not anticipated.

The Project is subject to standard provisions per City Ordinance (Santa Barbara Municipal Code [SBMC] 22.12), MEA Guidelines (2025), and standard City permit conditions, specifying procedures in the event of unanticipated discovery of archeological resources during earthwork in order to protect any important resources encountered. Procedures provide for temporarily redirecting or suspending activities until a qualified archaeologist is retained to evaluate the find and consult with a qualified Barbareño Chumash representative, and as needed any measures are implemented to protect important resources (such as mapping or collecting resources, preserving in place, and/or monitoring further earthwork). In the event human remains are encountered, State regulations also apply. With adherence to the Ordinance, MEA Guidelines, and standard permit conditions, the effect on archaeological resources is considered less than significant.

Coastal Zone. A majority of the Project is outside of the Coastal Zone. The Salinas Street and Pitos Street intersection and a segment of Alisos Street is located within the Non-Appealable Jurisdiction of the Coastal Zone and will require a Coastal Exemption from the Community Development Department.

The Project proposes to add curb extensions, new Rectangular Rapid Flashing Beacon (RRFBs) and street lighting at the Salinas and Pitos Streets intersection, and new sidewalk and street lighting along a portion of Alisos Street. The work consists of excavations of approximately 18 to 24 inches depth for the new sidewalk and up to 6 feet for the RRFB foundations. The proposed scope of work is located within areas of previously disturbed public Right-of-Way (ROW). An application for a Coastal Exemption will be submitted for the work within the Coastal Zone. Given the limited work in the Coastal Zone and the Project's qualification for a Coastal Exemption, the effects on coastal resources are considered less than significant.

Flood Zone. The intersection at Canda Street at Punta Gorda Street is located within the AE Flood Zone a high-risk flood area. The Project largely consists of flatwork involving pedestrian, cyclist, and traffic safety infrastructure. The Project construction will be in compliance with required flood measures and therefore the Project impacts are considered less than significant.

Geology. The MEA maps indicate that portions of the Project site may be subject to potential geologic and soil hazards associated with expansive soils, soil erosion, and shallow ground water. The Project is limited to surface reconfigurations of existing roadway facilities, and soil conditions are feasibly addressed with standard

engineering design techniques to address any liquefaction or other seismic issues will be consistent with State standards for public safety. Best Management Practices (BMPs) included in the construction specifications will be implemented to minimize any potential erosion effects during construction. Therefore, with adherence to BMPs and standard engineering techniques, the effect on geological hazards is considered less than significant.

Historic Structures. The Project limits are adjacent to the Franklin Neighborhood Center, which is a designated historic site. The City's Architectural Historian has reviewed the proposal and concludes the Project as proposed would not compromise or significantly alter any of the contributing elements or setting of the adjacent historic site. Considering the Project's safety improvements are proposed within the public ROW, on streets and sidewalks that have existing modern materials, and the Project will not alter the historic site, the Project would not have a significant impact on important historic resources.

Given the minor nature of the Project's safety improvements, contained within the public ROW, the effect on the adjacent historic site is considered less than significant.

Noise. The Project intersects the following areas of noise greater than 65 dBA (A-weighted decibels): at the Pitos Street and Salinas Street Intersection, and the Voluntario Street and Hutash Street intersection, and greater than 70 dBA along a segment of Alisos Street (freeway adjacent). Nearby sensitive noise receptors: Franklin Elementary School, Franklin Neighborhood Center, and the Eastside Library are located adjacent to Project intersections that involve new intersection safety enhancements.

The Noise Ordinance (SBMC Chapter 9.16) governs short-term or periodic noise, such as construction noise, operation of motorized equipment or amplified sound, or other sources of nuisance noise. The ordinance establishes limitations on hours of construction and motorized equipment operations and provides criteria for defining nuisance noise in general. The Project will comply with Noise Ordinance regulations, therefore the short-term construction related noise impacts are considered less than significant.

Visual. The proposed Project contains aboveground features such as RRFBs, light fixtures, and signage. The visual changes are related to safety improvements, and the safety improvements are proposed within the public ROW, on streets and sidewalks that have existing modern materials. Given that the visual changes will improve safety, the effect on surrounding visual resources is considered less than significant.

In conclusion, the Project's proposed safety enhancements are not anticipated to result in any significant impacts towards the environmental resources, therefore, the Public Works Department recommends that the Case Planner consider this Project meet the exemption criteria, as defined in the CEQA review process classified under the 15301 (c) Existing Facilities categorical exemption per the CEQA Guidelines.

Environmental Analyst Signature:  Date: 9/30/2025

ATTACHMENT D

Engineer's Estimate

CITY OF SANTA BARBARA
DEPARTMENT OF PUBLIC WORKS

PROJECT: Eastside AT Improvments Project **LOCATION:** Eastside Neighborhood **DATE:** 9/16/2025

ENGINEERS COST ESTIMATE - SUMMARY SHEET

	ITEM ID	QTY	UNIT	UNIT PRICE	TOTAL COST
GENERAL					
1	Mobilization	1	L.S.	$387,533.28	$ 387,533.28
2	Traffic Control Plan & Implementation	1	L.S.	$290,649.96	$ 290,649.96
3	SWMP	1	L.S.	$65,000.00	$ 65,000.00
4	Bioretention Basin	1	L.S.	$122,500.00	$ 122,500.00
5	Landscape Maintenance	1	L.S.	$10,000.00	$ 10,000.00
6	Thermoplastic Markings	1	L.S.	$32,370.00	$ 32,370.00
STREETS IMPROVEMENTS					
7	Remove and Recycle Hardscape	62840	S.F.	$13.00	$ 816,920.00
8	Construct Sidewalk	10835	S.F.	$40.00	$ 433,400.00
9	Construct Curb & Gutter	4190	L.F.	$112.00	$ 469,280.00
10	Construct AC Conform	446	Ton	$500.00	$ 223,000.00
11	Construct Access Ramp	53	EA	$24,850.00	$ 1,317,050.00
12	Construct Median Island	1	EA	$30,000.00	$ 30,000.00
13	Finish Grading & Mulching	13330	S.F.	$3.00	$ 39,990.00
LIGHTING & TRAFFIC					
14	1x3" SL Conduit	6361	L.F.	$170.00	$ 1,081,370.00
15	#6 Pull Box	68	EA	$1,800.00	$ 122,400.00
16	F&I Type III BF (incl. Edison Design Fee)	3	EA	$21,490.00	$ 64,470.00
17	F&I Type III BF Foundation	3	EA	$13,410.00	$ 40,230.00
18	F&I RRFB System	2	EA	$32,170.00	$ 64,340.00
19	F&I PPB Post	4	EA	$6,280.00	$ 25,120.00
20	F&I B-16	50	EA	$13,410.00	$ 670,500.00
21	F&I B-08	3	EA	$18,770.00	$ 56,310.00
22	Relocate Existing Streetlight	2	EA	$6,710.00	$ 13,420.00
23	F&I APS	2	EA	$12,530.00	$ 25,060.00
STORM DRAIN & UTILITIES					
24	Remove & Reconstruct Drain Inlet	6	EA	$21,750.00	$ 130,500.00
25	Adjust Utility Box/Valve to Grade	49	EA	$3,541.00	$ 173,509.00
26	Adjust Sewer Manhole to Grade	20	EA	$2,430.00	$ 48,600.00
27	Relocate Fire Hydrant	11	EA	$21,120.00	$ 232,320.00
MISCELLANEOUS					
28	Remove Tree	12	EA	$3,110.00	$ 37,320.00
29	Install Tree	36	EA	$1,250.00	$ 45,000.00

TOTAL COST = $7,068,162.24

+20% CONTINGENCY = $1,413,632.45

GRAND TOTAL = $8,481,794.69

PROJECT: Eastside AT Improvments Project **LOCATION:** Eastside Neighborhood **DATE:** 9/16/2025

MONTECITO/VOLUNTARIO INTERSECTION

ITEM ID		QTY	UNIT	UNIT PRICE	TOTAL COST
STREETS IMPROVEMENTS					
7	Remove and Recycle Hardscape	4400	S.F.	$13.00	$ 57,200.00
8	Construct Sidewalk	375	S.F.	$40.00	$ 15,000.00
9	Construct Curb & Gutter	245	L.F.	$112.00	$ 27,440.00
10	Construct AC Conform	35	Ton	$500.00	$ 17,500.00
11	Construct Access Ramp	4	EA	$24,850.00	$ 99,400.00
12	Construct Median Island	0	EA	$30,000.00	$ -
13	Finish Grading & Mulching	850	S.F.	$3.00	$ 2,550.00
LIGHTING & TRAFFIC					
14	1x3" SL Conduit	0	L.F.	$170.00	$ -
15	#6 Pull Box	0	EA	$1,800.00	$ -
16	F&I Type III BF (incl. Edison Design Fee)	0	EA	$21,490.00	$ -
17	F&I Type III BF Foundation	0	EA	$13,410.00	$ -
18	F&I RRFB System	0	EA	$32,170.00	$ -
19	F&I PPB Post	0	EA	$6,280.00	$ -
20	F&I B-16	0	EA	$13,410.00	$ -
21	F&I B-08	0	EA	$18,770.00	$ -
22	Relocate Existing Streetlight	0	EA	$6,710.00	$ -
23	F&I APS	0	EA	$12,530.00	$ -
STORM DRAIN & UTILITIES					
24	Remove & Reconstruct Drain Inlet	0	EA	$21,750.00	$ -
25	Adjust Utility Box/Valve to Grade	3	EA	$3,541.00	$ 10,623.00
26	Adjust Sewer Manhole to Grade	1	EA	$2,430.00	$ 2,430.00
27	Relocate Fire Hydrant	1	EA	$21,120.00	$ 21,120.00
MISCELLANEOUS					
28	Remove Tree	1	EA	$3,110.00	$ 3,110.00
29	Install Tree	3	EA	$1,250.00	$ 3,750.00
				SUBTOTAL =	**$260,123.00**

PROJECT: Eastside AT Improvments Project **LOCATION:** Eastside Neighborhood **DATE:** 9/16/2025

MONTECITO/ELIZABETH INTERSECTION

ITEM ID		QTY	UNIT	UNIT PRICE	TOTAL COST
STREETS IMPROVEMENTS					
7	Remove and Recycle Hardscape	4400	S.F.	$13.00	$ 57,200.00
8	Construct Sidewalk	375	S.F.	$40.00	$ 15,000.00
9	Construct Curb & Gutter	245	L.F.	$112.00	$ 27,440.00
10	Construct AC Conform	35	Ton	$500.00	$ 17,500.00
11	Construct Access Ramp	4	EA	$24,850.00	$ 99,400.00
12	Construct Median Island	0	EA	$30,000.00	$ -
13	Finish Grading & Mulching	850	S.F.	$3.00	$ 2,550.00
LIGHTING & TRAFFIC					
14	1x3" SL Conduit	0	L.F.	$170.00	$ -
15	#6 Pull Box	0	EA	$1,800.00	$ -
16	F&I Type III BF (incl. Edison Design Fee)	0	EA	$21,490.00	$ -
17	F&I Type III BF Foundation	0	EA	$13,410.00	$ -
18	F&I RRFB System	0	EA	$32,170.00	$ -
19	F&I PPB Post	0	EA	$6,280.00	$ -
20	F&I B-16	0	EA	$13,410.00	$ -
21	F&I B-08	0	EA	$18,770.00	$ -
22	Relocate Existing Streetlight	1	EA	$6,710.00	$ 6,710.00
23	F&I APS	0	EA	$12,530.00	$ -
STORM DRAIN & UTILITIES					
24	Remove & Reconstruct Drain Inlet	0	EA	$21,750.00	$ -
25	Adjust Utility Box/Valve to Grade	3	EA	$3,541.00	$ 10,623.00
26	Adjust Sewer Manhole to Grade	1	EA	$2,430.00	$ 2,430.00
27	Relocate Fire Hydrant	0	EA	$21,120.00	$ -
MISCELLANEOUS					
28	Remove Tree	0	EA	$3,110.00	$ -
29	Install Tree	0	EA	$1,250.00	$ -

SUBTOTAL = $238,853.00

PROJECT: Eastside AT Improvments Project **LOCATION:** Eastside Neighborhood **DATE:** 9/16/2025

MONTECITO/SOLEDAD INTERSECTION

ITEM ID		QTY	UNIT	UNIT PRICE	TOTAL COST
STREETS IMPROVEMENTS					
7	Remove and Recycle Hardscape	4400	S.F.	$13.00	$ 57,200.00
8	Construct Sidewalk	375	S.F.	$40.00	$ 15,000.00
9	Construct Curb & Gutter	245	L.F.	$112.00	$ 27,440.00
10	Construct AC Conform	35	Ton	$500.00	$ 17,500.00
11	Construct Access Ramp	4	EA	$24,850.00	$ 99,400.00
12	Construct Median Island	0	EA	$30,000.00	$ -
13	Finish Grading & Mulching	850	S.F.	$3.00	$ 2,550.00
LIGHTING & TRAFFIC					
14	1x3" SL Conduit	0	L.F.	$170.00	$ -
15	#6 Pull Box	0	EA	$1,800.00	$ -
16	F&I Type III BF (incl. Edison Design Fee)	0	EA	$21,490.00	$ -
17	F&I Type III BF Foundation	0	EA	$13,410.00	$ -
18	F&I RRFB System	0	EA	$32,170.00	$ -
19	F&I PPB Post	0	EA	$6,280.00	$ -
20	F&I B-16	0	EA	$13,410.00	$ -
21	F&I B-08	0	EA	$18,770.00	$ -
22	Relocate Existing Streetlight	0	EA	$6,710.00	$ -
23	F&I APS	0	EA	$12,530.00	$ -
STORM DRAIN & UTILITIES					
24	Remove & Reconstruct Drain Inlet	0	EA	$21,750.00	$ -
25	Adjust Utility Box/Valve to Grade	3	EA	$3,541.00	$ 10,623.00
26	Adjust Sewer Manhole to Grade	1	EA	$2,430.00	$ 2,430.00
27	Relocate Fire Hydrant	1	EA	$21,120.00	$ 21,120.00
MISCELLANEOUS					
28	Remove Tree	1	EA	$3,110.00	$ 3,110.00
29	Install Tree	3	EA	$1,250.00	$ 3,750.00

SUBTOTAL = $260,123.00

PROJECT: Eastside AT Improvments Project **LOCATION:** Eastside Neighborhood **DATE:** 9/16/2025

YANONALI/SOLEDAD INTERSECTION

ITEM ID		QTY	UNIT	UNIT PRICE	TOTAL COST
STREETS IMPROVEMENTS					
7	Remove and Recycle Hardscape	4400	S.F.	$13.00	$ 57,200.00
8	Construct Sidewalk	375	S.F.	$40.00	$ 15,000.00
9	Construct Curb & Gutter	245	L.F.	$112.00	$ 27,440.00
10	Construct AC Conform	35	Ton	$500.00	$ 17,500.00
11	Construct Access Ramp	4	EA	$24,850.00	$ 99,400.00
12	Construct Median Island	0	EA	$30,000.00	$ -
13	Finish Grading & Mulching	850	S.F.	$3.00	$ 2,550.00
LIGHTING & TRAFFIC					
14	1x3" SL Conduit	0	L.F.	$170.00	$ -
15	#6 Pull Box	0	EA	$1,800.00	$ -
16	F&I Type III BF (incl. Edison Design Fee)	0	EA	$21,490.00	$ -
17	F&I Type III BF Foundation	0	EA	$13,410.00	$ -
18	F&I RRFB System	0	EA	$32,170.00	$ -
19	F&I PPB Post	0	EA	$6,280.00	$ -
20	F&I B-16	0	EA	$13,410.00	$ -
21	F&I B-08	0	EA	$18,770.00	$ -
22	Relocate Existing Streetlight	0	EA	$6,710.00	$ -
23	F&I APS	0	EA	$12,530.00	$ -
STORM DRAIN & UTILITIES					
24	Remove & Reconstruct Drain Inlet	1	EA	$21,750.00	$ 21,750.00
25	Adjust Utility Box/Valve to Grade	3	EA	$3,541.00	$ 10,623.00
26	Adjust Sewer Manhole to Grade	1	EA	$2,430.00	$ 2,430.00
27	Relocate Fire Hydrant	0	EA	$21,120.00	$ -
MISCELLANEOUS					
28	Remove Tree	1	EA	$3,110.00	$ 3,110.00
29	Install Tree	3	EA	$1,250.00	$ 3,750.00

SUBTOTAL = $260,753.00

PROJECT: Eastside AT Improvments Project **LOCATION:** Eastside Neighborhood **DATE:** 9/16/2025

QUINIENTOS/VOLUNTARIO INTERSECTION

ITEM ID		QTY	UNIT	UNIT PRICE	TOTAL COST
STREETS IMPROVEMENTS					
7	Remove and Recycle Hardscape	4400	S.F.	$13.00	$ 57,200.00
8	Construct Sidewalk	375	S.F.	$40.00	$ 15,000.00
9	Construct Curb & Gutter	245	L.F.	$112.00	$ 27,440.00
10	Construct AC Conform	35	Ton	$500.00	$ 17,500.00
11	Construct Access Ramp	4	EA	$24,850.00	$ 99,400.00
12	Construct Median Island	0	EA	$30,000.00	$ -
13	Finish Grading & Mulching	850	S.F.	$3.00	$ 2,550.00
LIGHTING & TRAFFIC					
14	1x3" SL Conduit	0	L.F.	$170.00	$ -
15	#6 Pull Box	0	EA	$1,800.00	$ -
16	F&I Type III BF (incl. Edison Design Fee)	0	EA	$21,490.00	$ -
17	F&I Type III BF Foundation	0	EA	$13,410.00	$ -
18	F&I RRFB System	0	EA	$32,170.00	$ -
19	F&I PPB Post	0	EA	$6,280.00	$ -
20	F&I B-16	0	EA	$13,410.00	$ -
21	F&I B-08	0	EA	$18,770.00	$ -
22	Relocate Existing Streetlight	0	EA	$6,710.00	$ -
23	F&I APS	0	EA	$12,530.00	$ -
STORM DRAIN & UTILITIES					
24	Remove & Reconstruct Drain Inlet	0	EA	$21,750.00	$ -
25	Adjust Utility Box/Valve to Grade	3	EA	$3,541.00	$ 10,623.00
26	Adjust Sewer Manhole to Grade	1	EA	$2,430.00	$ 2,430.00
27	Relocate Fire Hydrant	1	EA	$21,120.00	$ 21,120.00
MISCELLANEOUS					
28	Remove Tree	1	EA	$3,110.00	$ 3,110.00
29	Install Tree	3	EA	$1,250.00	$ 3,750.00
				SUBTOTAL =	**$260,123.00**

PROJECT: Eastside AT Improvments Project **LOCATION:** Eastside Neighborhood **DATE:** 9/16/2025

QUINIENTOS/SOLEDAD INTERSECTION

ITEM ID		QTY	UNIT	UNIT PRICE	TOTAL COST
STREETS IMPROVEMENTS					
7	Remove and Recycle Hardscape	4400	S.F.	$13.00	$ 57,200.00
8	Construct Sidewalk	375	S.F.	$40.00	$ 15,000.00
9	Construct Curb & Gutter	245	L.F.	$112.00	$ 27,440.00
10	Construct AC Conform	35	Ton	$500.00	$ 17,500.00
11	Construct Access Ramp	4	EA	$24,850.00	$ 99,400.00
12	Construct Median Island	0	EA	$30,000.00	$ -
13	Finish Grading & Mulching	850	S.F.	$3.00	$ 2,550.00
LIGHTING & TRAFFIC					
14	1x3" SL Conduit	0	L.F.	$170.00	$ -
15	#6 Pull Box	0	EA	$1,800.00	$ -
16	F&I Type III BF (incl. Edison Design Fee)	0	EA	$21,490.00	$ -
17	F&I Type III BF Foundation	0	EA	$13,410.00	$ -
18	F&I RRFB System	0	EA	$32,170.00	$ -
19	F&I PPB Post	0	EA	$6,280.00	$ -
20	F&I B-16	0	EA	$13,410.00	$ -
21	F&I B-08	0	EA	$18,770.00	$ -
22	Relocate Existing Streetlight	0	EA	$6,710.00	$ -
23	F&I APS	0	EA	$12,530.00	$ -
STORM DRAIN & UTILITIES					
24	Remove & Reconstruct Drain Inlet	0	EA	$21,750.00	$ -
25	Adjust Utility Box/Valve to Grade	4	EA	$3,541.00	$ 14,164.00
26	Adjust Sewer Manhole to Grade	1	EA	$2,430.00	$ 2,430.00
27	Relocate Fire Hydrant	1	EA	$21,120.00	$ 21,120.00
MISCELLANEOUS					
28	Remove Tree	1	EA	$3,110.00	$ 3,110.00
29	Install Tree	3	EA	$1,250.00	$ 3,750.00

SUBTOTAL = $263,664.00

PROJECT: Eastside AT Improvments Project **LOCATION:** Eastside Neighborhood **DATE:** 9/16/2025

CARPINTERIA/SOLEDAD INTERSECTION

ITEM ID		QTY	UNIT	UNIT PRICE	TOTAL COST
STREETS IMPROVEMENTS					
7	Remove and Recycle Hardscape	4400	S.F.	$13.00	$ 57,200.00
8	Construct Sidewalk	375	S.F.	$40.00	$ 15,000.00
9	Construct Curb & Gutter	245	L.F.	$112.00	$ 27,440.00
10	Construct AC Conform	35	Ton	$500.00	$ 17,500.00
11	Construct Access Ramp	4	EA	$24,850.00	$ 99,400.00
12	Construct Median Island	0	EA	$30,000.00	$ -
13	Finish Grading & Mulching	850	S.F.	$3.00	$ 2,550.00
LIGHTING & TRAFFIC					
14	1x3" SL Conduit	0	L.F.	$170.00	$ -
15	#6 Pull Box	0	EA	$1,800.00	$ -
16	F&I Type III BF (incl. Edison Design Fee)	0	EA	$21,490.00	$ -
17	F&I Type III BF Foundation	0	EA	$13,410.00	$ -
18	F&I RRFB System	0	EA	$32,170.00	$ -
19	F&I PPB Post	0	EA	$6,280.00	$ -
20	F&I B-16	0	EA	$13,410.00	$ -
21	F&I B-08	0	EA	$18,770.00	$ -
22	Relocate Existing Streetlight	0	EA	$6,710.00	$ -
23	F&I APS	0	EA	$12,530.00	$ -
STORM DRAIN & UTILITIES					
24	Remove & Reconstruct Drain Inlet	0	EA	$21,750.00	$ -
25	Adjust Utility Box/Valve to Grade	3	EA	$3,541.00	$ 10,623.00
26	Adjust Sewer Manhole to Grade	1	EA	$2,430.00	$ 2,430.00
27	Relocate Fire Hydrant	1	EA	$21,120.00	$ 21,120.00
MISCELLANEOUS					
28	Remove Tree	1	EA	$3,110.00	$ 3,110.00
29	Install Tree	3	EA	$1,250.00	$ 3,750.00

SUBTOTAL = $260,123.00

PROJECT: Eastside AT Improvments Project **LOCATION:** Eastside Neighborhood **DATE:** 9/16/2025

CACIQUE/VOLUNTARIO INTERSECTION

ITEM ID		QTY	UNIT	UNIT PRICE	TOTAL COST
STREETS IMPROVEMENTS					
7	Remove and Recycle Hardscape	4400	S.F.	$13.00	$ 57,200.00
8	Construct Sidewalk	375	S.F.	$40.00	$ 15,000.00
9	Construct Curb & Gutter	245	L.F.	$112.00	$ 27,440.00
10	Construct AC Conform	35	Ton	$500.00	$ 17,500.00
11	Construct Access Ramp	4	EA	$24,850.00	$ 99,400.00
12	Construct Median Island	0	EA	$30,000.00	$ -
13	Finish Grading & Mulching	850	S.F.	$3.00	$ 2,550.00
LIGHTING & TRAFFIC					
14	1x3" SL Conduit	0	L.F.	$170.00	$ -
15	#6 Pull Box	0	EA	$1,800.00	$ -
16	F&I Type III BF (incl. Edison Design Fee)	0	EA	$21,490.00	$ -
17	F&I Type III BF Foundation	0	EA	$13,410.00	$ -
18	F&I RRFB System	0	EA	$32,170.00	$ -
19	F&I PPB Post	0	EA	$6,280.00	$ -
20	F&I B-16	0	EA	$13,410.00	$ -
21	F&I B-08	0	EA	$18,770.00	$ -
22	Relocate Existing Streetlight	0	EA	$6,710.00	$ -
23	F&I APS	0	EA	$12,530.00	$ -
STORM DRAIN & UTILITIES					
24	Remove & Reconstruct Drain Inlet	0	EA	$21,750.00	$ -
25	Adjust Utility Box/Valve to Grade	6	EA	$3,541.00	$ 21,246.00
26	Adjust Sewer Manhole to Grade	2	EA	$2,430.00	$ 4,860.00
27	Relocate Fire Hydrant	1	EA	$21,120.00	$ 21,120.00
MISCELLANEOUS					
28	Remove Tree	1	EA	$3,110.00	$ 3,110.00
29	Install Tree	3	EA	$1,250.00	$ 3,750.00

SUBTOTAL = $273,176.00

PROJECT: Eastside AT Improvments Project **LOCATION:** Eastside Neighborhood **DATE:** 9/16/2025

HUTASH/CANADA INTERSECTION

ITEM ID		QTY	UNIT	UNIT PRICE	TOTAL COST
STREETS IMPROVEMENTS					
7	Remove and Recycle Hardscape	4400	S.F.	$13.00	$ 57,200.00
8	Construct Sidewalk	375	S.F.	$40.00	$ 15,000.00
9	Construct Curb & Gutter	245	L.F.	$112.00	$ 27,440.00
10	Construct AC Conform	35	Ton	$500.00	$ 17,500.00
11	Construct Access Ramp	4	EA	$24,850.00	$ 99,400.00
12	Construct Median Island	0	EA	$30,000.00	$ -
13	Finish Grading & Mulching	850	S.F.	$3.00	$ 2,550.00
LIGHTING & TRAFFIC					
14	1x3" SL Conduit	0	L.F.	$170.00	$ -
15	#6 Pull Box	0	EA	$1,800.00	$ -
16	F&I Type III BF (incl. Edison Design Fee)	0	EA	$21,490.00	$ -
17	F&I Type III BF Foundation	0	EA	$13,410.00	$ -
18	F&I RRFB System	0	EA	$32,170.00	$ -
19	F&I PPB Post	0	EA	$6,280.00	$ -
20	F&I B-16	0	EA	$13,410.00	$ -
21	F&I B-08	0	EA	$18,770.00	$ -
22	Relocate Existing Streetlight	0	EA	$6,710.00	$ -
23	F&I APS	0	EA	$12,530.00	$ -
STORM DRAIN & UTILITIES					
24	Remove & Reconstruct Drain Inlet	0	EA	$21,750.00	$ -
25	Adjust Utility Box/Valve to Grade	4	EA	$3,541.00	$ 14,164.00
26	Adjust Sewer Manhole to Grade	1	EA	$2,430.00	$ 2,430.00
27	Relocate Fire Hydrant	1	EA	$21,120.00	$ 21,120.00
MISCELLANEOUS					
28	Remove Tree	1	EA	$3,110.00	$ 3,110.00
29	Install Tree	3	EA	$1,250.00	$ 3,750.00
				SUBTOTAL =	**$263,664.00**

PROJECT: Eastside AT Improvments Project **LOCATION:** Eastside Neighborhood **DATE:** 9/16/2025

PUNTA GORDA/CANADA INTERSECTION

ITEM ID		QTY	UNIT	UNIT PRICE	TOTAL COST
STREETS IMPROVEMENTS					
7	Remove and Recycle Hardscape	4400	S.F.	$13.00	$ 57,200.00
8	Construct Sidewalk	375	S.F.	$40.00	$ 15,000.00
9	Construct Curb & Gutter	245	L.F.	$112.00	$ 27,440.00
10	Construct AC Conform	35	Ton	$500.00	$ 17,500.00
11	Construct Access Ramp	4	EA	$24,850.00	$ 99,400.00
12	Construct Median Island	0	EA	$30,000.00	$ -
13	Finish Grading & Mulching	850	S.F.	$3.00	$ 2,550.00
LIGHTING & TRAFFIC					
14	1x3" SL Conduit	0	L.F.	$170.00	$ -
15	#6 Pull Box	0	EA	$1,800.00	$ -
16	F&I Type III BF (incl. Edison Design Fee)	0	EA	$21,490.00	$ -
17	F&I Type III BF Foundation	0	EA	$13,410.00	$ -
18	F&I RRFB System	0	EA	$32,170.00	$ -
19	F&I PPB Post	0	EA	$6,280.00	$ -
20	F&I B-16	0	EA	$13,410.00	$ -
21	F&I B-08	0	EA	$18,770.00	$ -
22	Relocate Existing Streetlight	0	EA	$6,710.00	$ -
23	F&I APS	0	EA	$12,530.00	$ -
STORM DRAIN & UTILITIES					
24	Remove & Reconstruct Drain Inlet	0	EA	$21,750.00	$ -
25	Adjust Utility Box/Valve to Grade	4	EA	$3,541.00	$ 14,164.00
26	Adjust Sewer Manhole to Grade	1	EA	$2,430.00	$ 2,430.00
27	Relocate Fire Hydrant	1	EA	$21,120.00	$ 21,120.00
MISCELLANEOUS					
28	Remove Tree	1	EA	$3,110.00	$ 3,110.00
29	Install Tree	3	EA	$1,250.00	$ 3,750.00

SUBTOTAL = $263,664.00

PROJECT: Eastside AT Improvments Project **LOCATION:** Eastside Neighborhood **DATE:** 9/16/2025

SALINAS/PITOS INTERSECTION

ITEM ID		QTY	UNIT	UNIT PRICE	TOTAL COST
STREETS IMPROVEMENTS					
7	Remove and Recycle Hardscape	4400	S.F.	$13.00	$ 57,200.00
8	Construct Sidewalk	375	S.F.	$40.00	$ 15,000.00
9	Construct Curb & Gutter	245	L.F.	$112.00	$ 27,440.00
10	Construct AC Conform	35	Ton	$500.00	$ 17,500.00
11	Construct Access Ramp	4	EA	$24,850.00	$ 99,400.00
12	Construct Median Island	0	EA	$30,000.00	$ -
13	Finish Grading & Mulching	850	S.F.	$3.00	$ 2,550.00
LIGHTING & TRAFFIC					
14	1x3" SL Conduit	1	L.F.	$170.00	$ 170.00
15	#6 Pull Box	0	EA	$1,800.00	$ -
16	F&I Type III BF (incl. Edison Design Fee)	0	EA	$21,490.00	$ -
17	F&I Type III BF Foundation	0	EA	$13,410.00	$ -
18	F&I RRFB System	0	EA	$32,170.00	$ -
19	F&I PPB Post	0	EA	$6,280.00	$ -
20	F&I B-16	0	EA	$13,410.00	$ -
21	F&I B-08	0	EA	$18,770.00	$ -
22	Relocate Existing Streetlight	0	EA	$6,710.00	$ -
23	F&I APS	0	EA	$12,530.00	$ -
STORM DRAIN & UTILITIES					
24	Remove & Reconstruct Drain Inlet	4	EA	$21,750.00	$ 87,000.00
25	Adjust Utility Box/Valve to Grade	3	EA	$3,541.00	$ 10,623.00
26	Adjust Sewer Manhole to Grade	1	EA	$2,430.00	$ 2,430.00
27	Relocate Fire Hydrant	1	EA	$21,120.00	$ 21,120.00
MISCELLANEOUS					
28	Remove Tree	1	EA	$3,110.00	$ 3,110.00
29	Install Tree	3	EA	$1,250.00	$ 3,750.00
				SUBTOTAL =	**$347,293.00**

PROJECT: Eastside AT Improvments Project **LOCATION:** Eastside Neighborhood **DATE:** 9/16/2025

SALINAS/HUTASH INTERSECTION

ITEM ID		QTY	UNIT	UNIT PRICE	TOTAL COST
STREETS IMPROVEMENTS					
7	Remove and Recycle Hardscape	3240	S.F.	$13.00	$ 42,120.00
8	Construct Sidewalk	550	S.F.	$40.00	$ 22,000.00
9	Construct Curb & Gutter	240	L.F.	$112.00	$ 26,880.00
10	Construct AC Conform	19	Ton	$500.00	$ 9,500.00
11	Construct Access Ramp	4	EA	$24,850.00	$ 99,400.00
12	Construct Median Island	0	EA	$30,000.00	$ -
13	Finish Grading & Mulching	1535	S.F.	$3.00	$ 4,605.00
LIGHTING & TRAFFIC					
14	1x3" SL Conduit	1	L.F.	$170.00	$ 170.00
15	#6 Pull Box	0	EA	$1,800.00	$ -
16	F&I Type III BF (incl. Edison Design Fee)	0	EA	$21,490.00	$ -
17	F&I Type III BF Foundation	0	EA	$13,410.00	$ -
18	F&I RRFB System	0	EA	$32,170.00	$ -
19	F&I PPB Post	0	EA	$6,280.00	$ -
20	F&I B-16	0	EA	$13,410.00	$ -
21	F&I B-08	0	EA	$18,770.00	$ -
22	Relocate Existing Streetlight	0	EA	$6,710.00	$ -
23	F&I APS	0	EA	$12,530.00	$ -
STORM DRAIN & UTILITIES					
24	Remove & Reconstruct Drain Inlet	1	EA	$21,750.00	$ 21,750.00
25	Adjust Utility Box/Valve to Grade	2	EA	$3,541.00	$ 7,082.00
26	Adjust Sewer Manhole to Grade	2	EA	$2,430.00	$ 4,860.00
27	Relocate Fire Hydrant	1	EA	$21,120.00	$ 21,120.00
MISCELLANEOUS					
28	Remove Tree	1	EA	$3,110.00	$ 3,110.00
29	Install Tree	3	EA	$1,250.00	$ 3,750.00

SUBTOTAL = $266,347.00

PROJECT: Eastside AT Improvments Project **LOCATION:** Eastside Neighborhood **DATE:** 9/16/2025

SALINAS/CARPINTERIA INTERSECTION

ITEM ID		QTY	UNIT	UNIT PRICE	TOTAL COST
STREETS IMPROVEMENTS					
7	Remove and Recycle Hardscape	4400	S.F.	$13.00	$ 57,200.00
8	Construct Sidewalk	375	S.F.	$40.00	$ 15,000.00
9	Construct Curb & Gutter	245	L.F.	$112.00	$ 27,440.00
10	Construct AC Conform	35	Ton	$500.00	$ 17,500.00
11	Construct Access Ramp	4	EA	$24,850.00	$ 99,400.00
12	Construct Median Island	1	EA	$30,000.00	$ 30,000.00
13	Finish Grading & Mulching	850	S.F.	$3.00	$ 2,550.00
LIGHTING & TRAFFIC					
14	1x3" SL Conduit	1	L.F.	$170.00	$ 170.00
15	#6 Pull Box	0	EA	$1,800.00	$ -
16	F&I Type III BF (incl. Edison Design Fee)	0	EA	$21,490.00	$ -
17	F&I Type III BF Foundation	0	EA	$13,410.00	$ -
18	F&I RRFB System	0	EA	$32,170.00	$ -
19	F&I PPB Post	0	EA	$6,280.00	$ -
20	F&I B-16	0	EA	$13,410.00	$ -
21	F&I B-08	0	EA	$18,770.00	$ -
22	Relocate Existing Streetlight	0	EA	$6,710.00	$ -
23	F&I APS	0	EA	$12,530.00	$ -
STORM DRAIN & UTILITIES					
24	Remove & Reconstruct Drain Inlet	0	EA	$21,750.00	$ -
25	Adjust Utility Box/Valve to Grade	4	EA	$3,541.00	$ 14,164.00
26	Adjust Sewer Manhole to Grade	2	EA	$2,430.00	$ 4,860.00
27	Relocate Fire Hydrant	1	EA	$21,120.00	$ 21,120.00
MISCELLANEOUS					
28	Remove Tree	1	EA	$3,110.00	$ 3,110.00
29	Install Tree	3	EA	$1,250.00	$ 3,750.00
				SUBTOTAL =	**$296,264.00**

PROJECT: Eastside AT Improvments Project **LOCATION:** Eastside Neighborhood **DATE:** 9/16/2025

SALINAS/CLIFTON INTERSECTION

ITEM ID		QTY	UNIT	UNIT PRICE	TOTAL COST
STREETS IMPROVEMENTS					
7	Remove and Recycle Hardscape	1100	S.F.	$13.00	$ 14,300.00
8	Construct Sidewalk	85	S.F.	$40.00	$ 3,400.00
9	Construct Curb & Gutter	60	L.F.	$112.00	$ 6,720.00
10	Construct AC Conform	7	Ton	$500.00	$ 3,500.00
11	Construct Access Ramp	1	EA	$24,850.00	$ 24,850.00
12	Construct Median Island	0	EA	$30,000.00	$ -
13	Finish Grading & Mulching	215	S.F.	$3.00	$ 645.00
LIGHTING & TRAFFIC					
14	1x3" SL Conduit	1	L.F.	$170.00	$ 170.00
15	#6 Pull Box	0	EA	$1,800.00	$ -
16	F&I Type III BF (incl. Edison Design Fee)	0	EA	$21,490.00	$ -
17	F&I Type III BF Foundation	0	EA	$13,410.00	$ -
18	F&I RRFB System	0	EA	$32,170.00	$ -
19	F&I PPB Post	0	EA	$6,280.00	$ -
20	F&I B-16	0	EA	$13,410.00	$ -
21	F&I B-08	0	EA	$18,770.00	$ -
22	Relocate Existing Streetlight	0	EA	$6,710.00	$ -
23	F&I APS	0	EA	$12,530.00	$ -
STORM DRAIN & UTILITIES					
24	Remove & Reconstruct Drain Inlet	0	EA	$21,750.00	$ -
25	Adjust Utility Box/Valve to Grade	1	EA	$3,541.00	$ 3,541.00
26	Adjust Sewer Manhole to Grade	1	EA	$2,430.00	$ 2,430.00
27	Relocate Fire Hydrant	0	EA	$21,120.00	$ -
MISCELLANEOUS					
28	Remove Tree	0	EA	$3,110.00	$ -
29	Install Tree	0	EA	$1,250.00	$ -

SUBTOTAL = $59,556.00

PROJECT: Eastside AT Improvments Project **LOCATION:** Eastside Neighborhood **DATE:** 9/16/2025

SALINAS CORRIDOR

	ITEM ID	QTY	UNIT	UNIT PRICE	TOTAL COST
STREETS IMPROVEMENTS					
7	Remove and Recycle Hardscape	0	S.F.	$13.00	$ -
8	Construct Sidewalk	0	S.F.	$40.00	$ -
9	Construct Curb & Gutter	0	L.F.	$112.00	$ -
10	Construct AC Conform	0	Ton	$500.00	$ -
11	Construct Access Ramp	0	EA	$24,850.00	$ -
12	Construct Median Island	0	EA	$30,000.00	$ -
13	Finish Grading & Mulching	0	S.F.	$3.00	$ -
LIGHTING & TRAFFIC					
14	1x3" SL Conduit	4917	L.F.	$170.00	$ 835,890.00
15	#6 Pull Box	36	EA	$1,800.00	$ 64,800.00
16	F&I Type III BF (incl. Edison Design Fee)	0	EA	$21,490.00	$ -
17	F&I Type III BF Foundation	0	EA	$13,410.00	$ -
18	F&I RRFB System	2	EA	$32,170.00	$ 64,340.00
19	F&I PPB Post	4	EA	$6,280.00	$ 25,120.00
20	F&I B-16	34	EA	$13,410.00	$ 455,940.00
21	F&I B-08	0	EA	$18,770.00	$ -
22	Relocate Existing Streetlight	1	EA	$6,710.00	$ 6,710.00
23	F&I APS	2	EA	$12,530.00	$ 25,060.00
STORM DRAIN & UTILITIES					
24	Remove & Reconstruct Drain Inlet	0	EA	$21,750.00	$ -
25	Adjust Utility Box/Valve to Grade	1	EA	$3,541.00	$ 3,541.00
26	Adjust Sewer Manhole to Grade	1	EA	$2,430.00	$ 2,430.00
27	Relocate Fire Hydrant	0	EA	$21,120.00	$ -
MISCELLANEOUS					
28	Remove Tree	0	EA	$3,110.00	$ -
29	Install Tree	0	EA	$1,250.00	$ -

SUBTOTAL = $1,483,831.00

PROJECT: Eastside AT Improvments Project **LOCATION:** Eastside Neighborhood **DATE:** 9/16/2025

ALISOS WALK INFILL

ITEM ID		QTY	UNIT	UNIT PRICE	TOTAL COST
STREETS IMPROVEMENTS					
7	Remove and Recycle Hardscape	2850	S.F.	$13.00	$ 37,050.00
8	Construct Sidewalk	2850	S.F.	$40.00	$ 114,000.00
9	Construct Curb & Gutter	475	L.F.	$112.00	$ 53,200.00
10	Construct AC Conform	0	Ton	$500.00	$ -
11	Construct Access Ramp	0	EA	$24,850.00	$ -
12	Construct Median Island	0	EA	$30,000.00	$ -
13	Finish Grading & Mulching	690	S.F.	$3.00	$ 2,070.00
LIGHTING & TRAFFIC					
14	1x3" SL Conduit	0	L.F.	$170.00	$ -
15	#6 Pull Box	0	EA	$1,800.00	$ -
16	F&I Type III BF (incl. Edison Design Fee)	0	EA	$21,490.00	$ -
17	F&I Type III BF Foundation	0	EA	$13,410.00	$ -
18	F&I RRFB System	0	EA	$32,170.00	$ -
19	F&I PPB Post	0	EA	$6,280.00	$ -
20	F&I B-16	0	EA	$13,410.00	$ -
21	F&I B-08	0	EA	$18,770.00	$ -
22	Relocate Existing Streetlight	0	EA	$6,710.00	$ -
23	F&I APS	0	EA	$12,530.00	$ -
STORM DRAIN & UTILITIES					
24	Remove & Reconstruct Drain Inlet	0	EA	$21,750.00	$ -
25	Adjust Utility Box/Valve to Grade	1	EA	$3,541.00	$ 3,541.00
26	Adjust Sewer Manhole to Grade	1	EA	$2,430.00	$ 2,430.00
27	Relocate Fire Hydrant	0	EA	$21,120.00	$ -
MISCELLANEOUS					
28	Remove Tree	0	EA	$3,110.00	$ -
29	Install Tree	0	EA	$1,250.00	$ -

SUBTOTAL = $212,291.00

PROJECT: Eastside AT Improvments Project **LOCATION:** Eastside Neighborhood **DATE:** 9/16/2025

OTHER LIGHTING

ITEM ID		QTY	UNIT	UNIT PRICE	TOTAL COST
STREETS IMPROVEMENTS					
7	Remove and Recycle Hardscape	2850	S.F.	$13.00	$ 37,050.00
8	Construct Sidewalk	2850	S.F.	$40.00	$ 114,000.00
9	Construct Curb & Gutter	475	L.F.	$112.00	$ 53,200.00
10	Construct AC Conform	0	Ton	$500.00	$ -
11	Construct Access Ramp	0	EA	$24,850.00	$ -
12	Construct Median Island	0	EA	$30,000.00	$ -
13	Finish Grading & Mulching	690	S.F.	$3.00	$ 2,070.00
LIGHTING & TRAFFIC					
14	1x3" SL Conduit	1440	L.F.	$170.00	$ 244,800.00
15	#6 Pull Box	32	EA	$1,800.00	$ 57,600.00
16	F&I Type III BF (incl. Edison Design Fee)	3	EA	$21,490.00	$ 64,470.00
17	F&I Type III BF Foundation	3	EA	$13,410.00	$ 40,230.00
18	F&I RRFB System	0	EA	$32,170.00	$ -
19	F&I PPB Post	0	EA	$6,280.00	$ -
20	F&I B-16	16	EA	$13,410.00	$ 214,560.00
21	F&I B-08	3	EA	$18,770.00	$ 56,310.00
22	Relocate Existing Streetlight	0	EA	$6,710.00	$ -
23	F&I APS	0	EA	$12,530.00	$ -
STORM DRAIN & UTILITIES					
24	Remove & Reconstruct Drain Inlet	0	EA	$21,750.00	$ -
25	Adjust Utility Box/Valve to Grade	1	EA	$3,541.00	$ 3,541.00
26	Adjust Sewer Manhole to Grade	1	EA	$2,430.00	$ 2,430.00
27	Relocate Fire Hydrant	0	EA	$21,120.00	$ -
MISCELLANEOUS					
28	Remove Tree	0	EA	$3,110.00	$ -
29	Install Tree	0	EA	$1,250.00	$ -

SUBTOTAL = $890,261.00

ATTACHMENT E

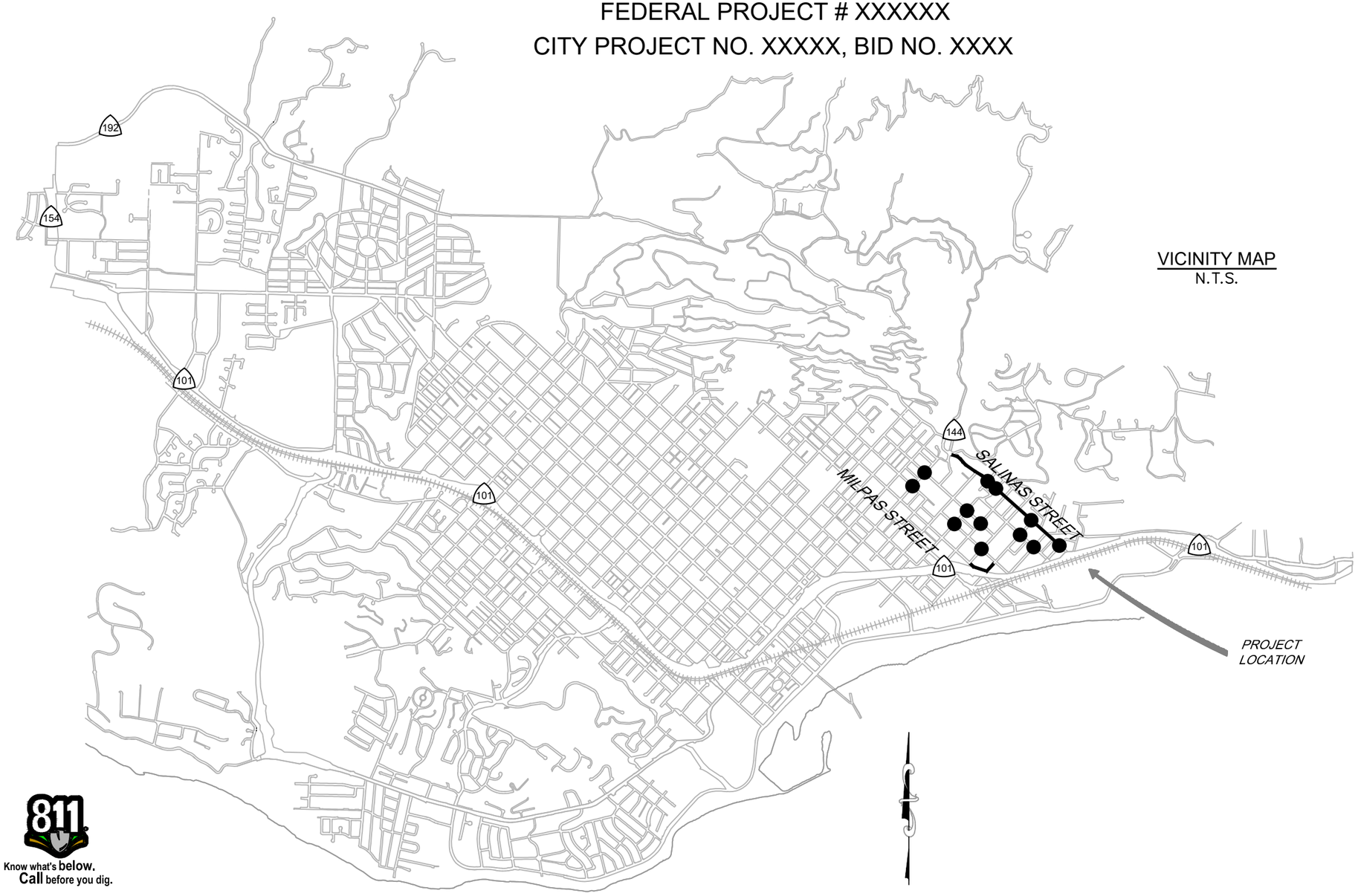
Preliminary Design Plans

CITY OF SANTA BARBARA

ACTIVE TRANSPORTATION PROGRAM
LOWER EASTSIDE SAFETY IMPROVEMENTS

FEDERAL PROJECT # XXXXXX

CITY PROJECT NO. XXXXX, BID NO. XXXX



VICINITY MAP
N.T.S.

811
Know what's below.
Call before you dig.

FUND MANAGER DATE

SUPERVISING CIVIL ENGINEER DATE

PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION

APPROVED: CITY ENGINEER DATE

ORIGINAL SIGNED DATE

DESIGN
DRAWN
CHECKED

DATE	APPROVED	REVISIONS	NO.

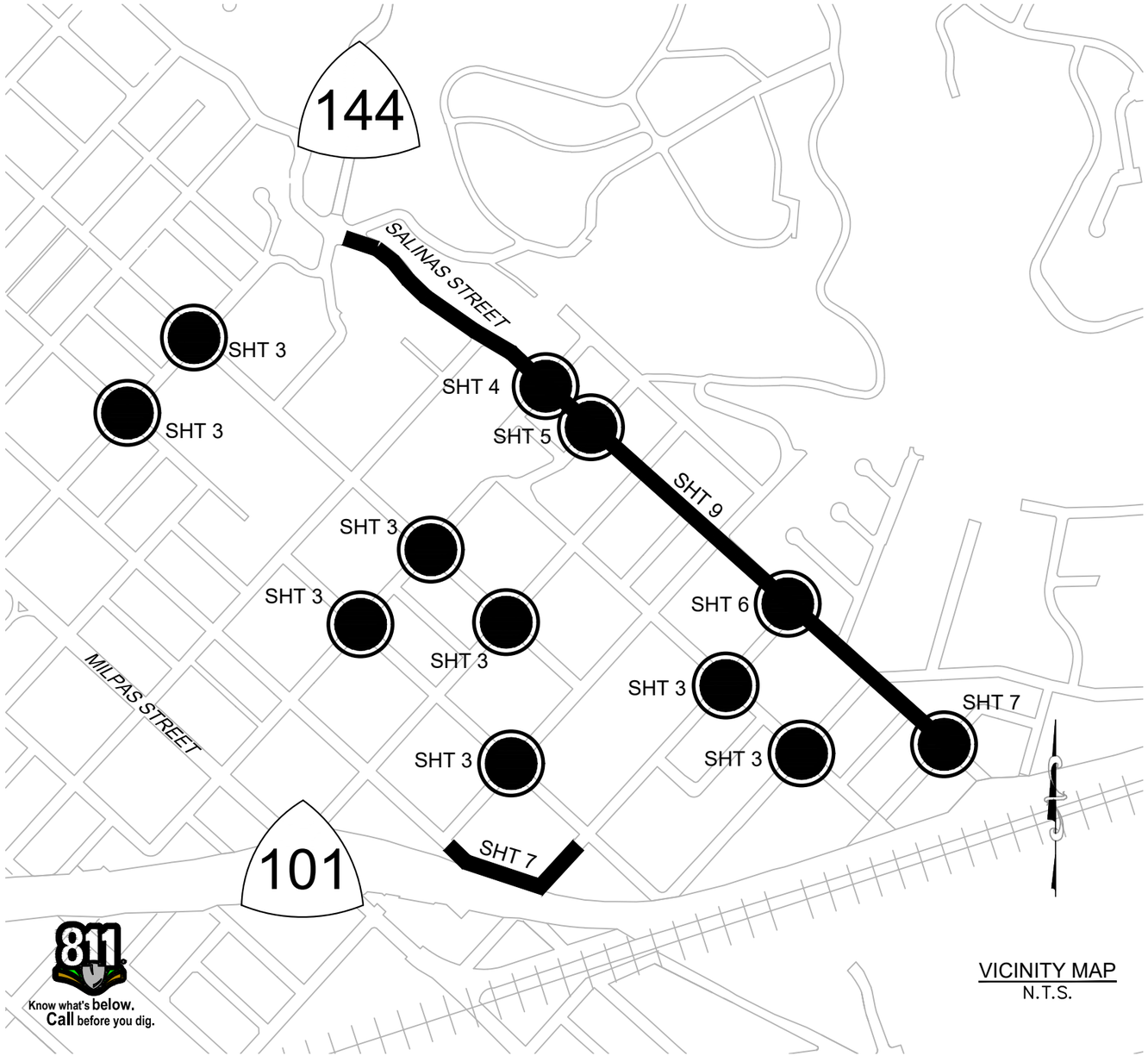
LOWER EASTSIDE SAFETY IMPROVEMENTS

COVER SHEET

2024-XXXXX PBW. NO.	
XXXX BID NO.	G1 SHT. DES.
C-1-XXXX DWG. NO.	

SHT. 1 OF 12

SHEET INDEX AND MAP



VICINITY MAP
N.T.S.

SHEET INDEX	
SHEET NUMBER	TITLE
1	TITLE SHEET
2	SHEET MAP
3	FOUR-WAY CURB EXTENSION INTERSECTION
4	CLIFTON AND SALINAS INTERSECTION
5	CARPINTERIA AND SALINAS INTERSECTION
6	HUTASH AND SALINAS INTERSECTION
7	PITOS AND SALINAS INTERSECTION
8	ALISOS SIDEWALK INFILL
9	SALINAS LIGHTING CORRIDOR
10-11	CROSS SECTIONS
12	STANDARD DETAILS

811 Know what's below. Call before you dig.

FUND MANAGER DATE

SUPERVISING CIVIL ENGINEER DATE

PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION

APPROVED: CITY ENGINEER DATE
ORIGINAL SIGNED DATE

DESIGN
DRAWN
CHECKED

DATE APPROVED

NO. REVISIONS

LOWER EASTSIDE SAFETY IMPROVEMENTS

SHEET INDEX

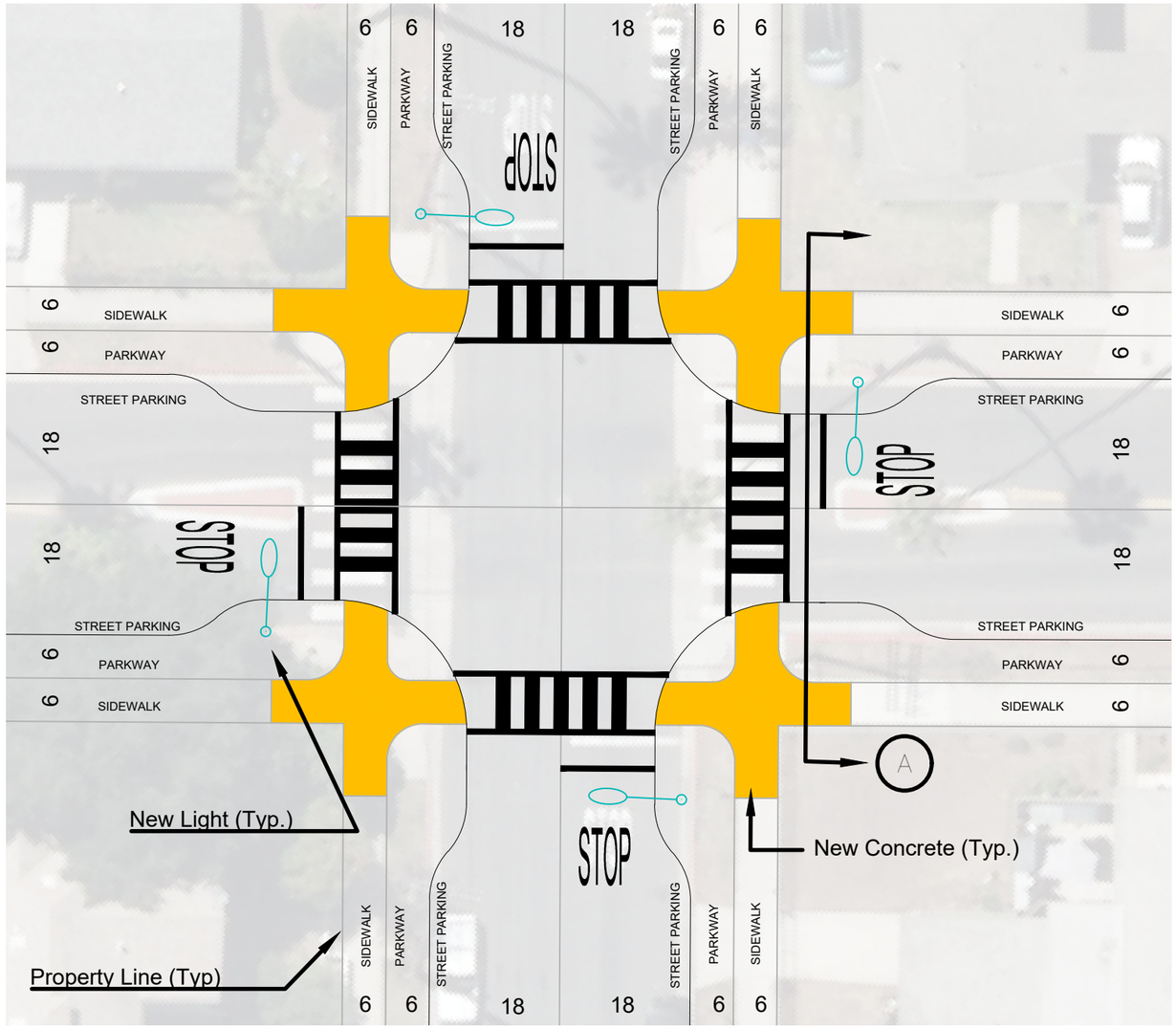
2022-XXXXX
PBW. NO.

XXXX BID NO. | G2 SHT. DES.

C-1-XXXX
DWG. NO.

SHT. 2 OF 12

FOUR-WAY CURB EXTENSIONS (TYPICAL LAYOUT, EIGHT LOCATIONS)



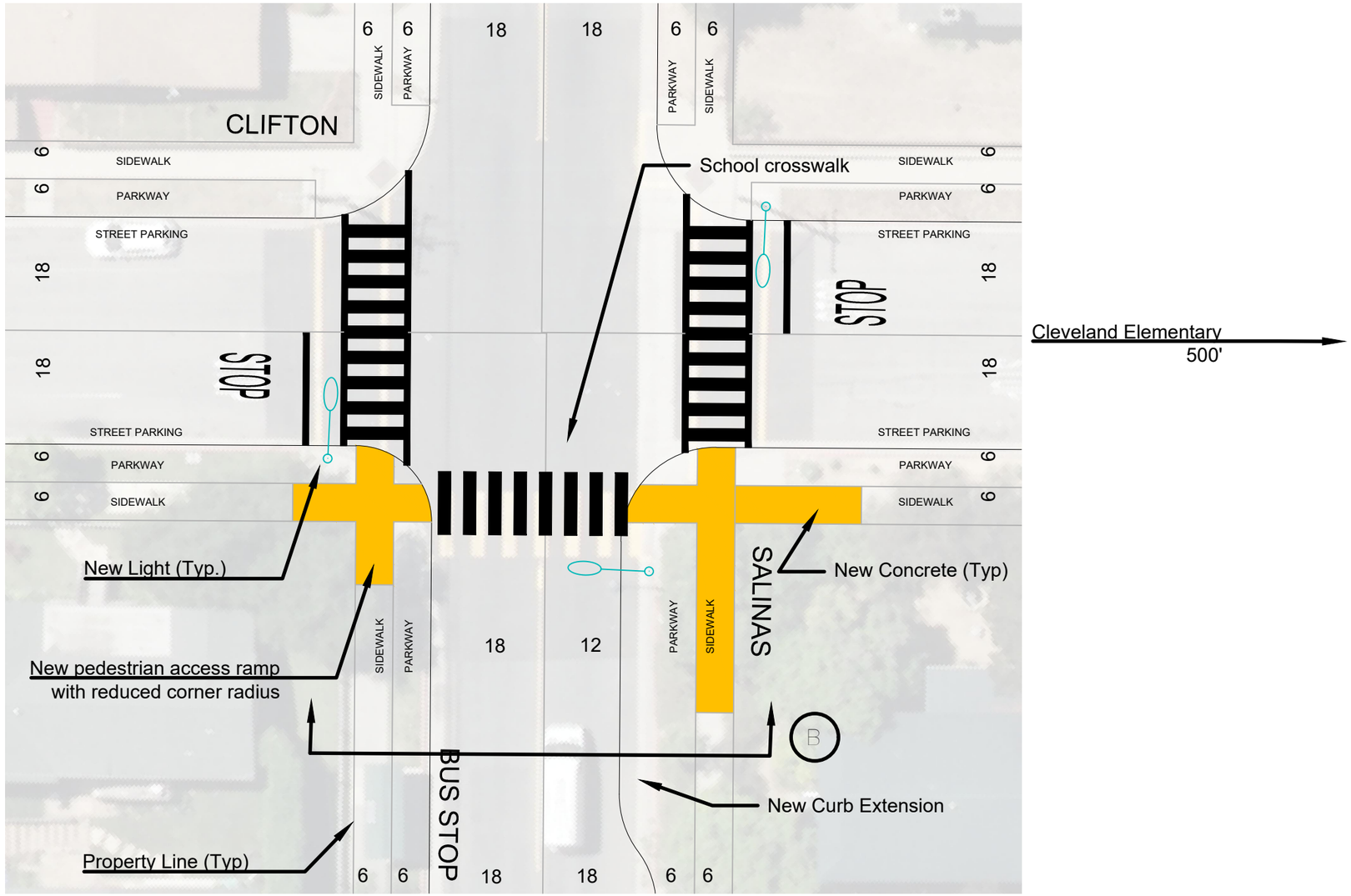
CITY OF SANTA BARBARA

LOWER EASTSIDE SAFETY IMPROVEMENTS

ALIGNMENT PLANS

DATE	04/2024
DRAWN	DVB
BID NO.	XXXX
SCALE	NTS
SHEET	3 OF 12

CLIFTON AND SALINAS SCHOOL CROSSWALK SAFETY UPGRADES



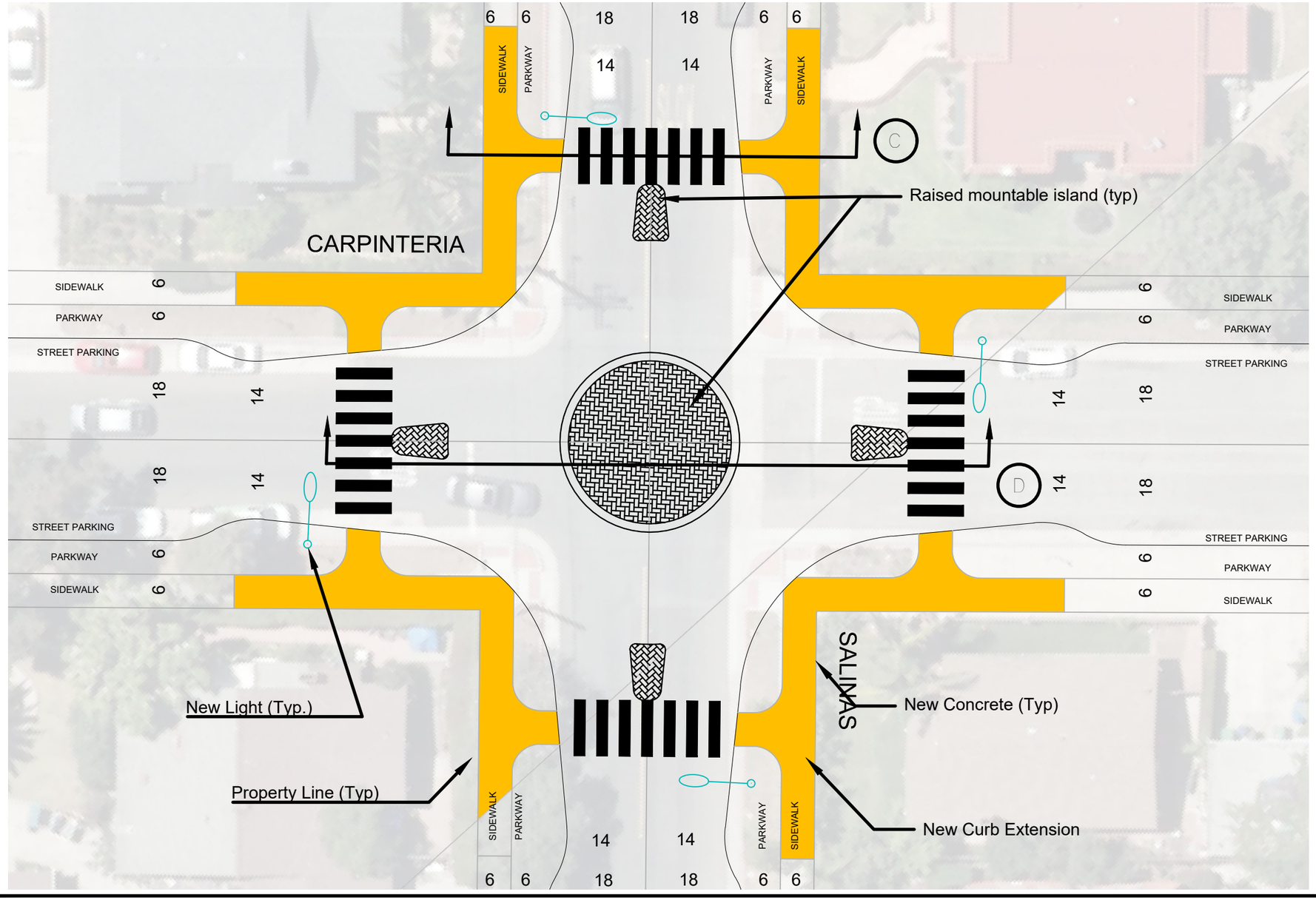
CITY OF SANTA BARBARA

LOWER EASTSIDE SAFETY IMPROVEMENTS

ALIGNMENT PLANS

DATE	04/2024
DRAWN	DVB
BID NO.	XXXX
SCALE	NTS
SHEET	4 OF 12

CARPINTERIA AND SALINAS TRAFFIC CALMING



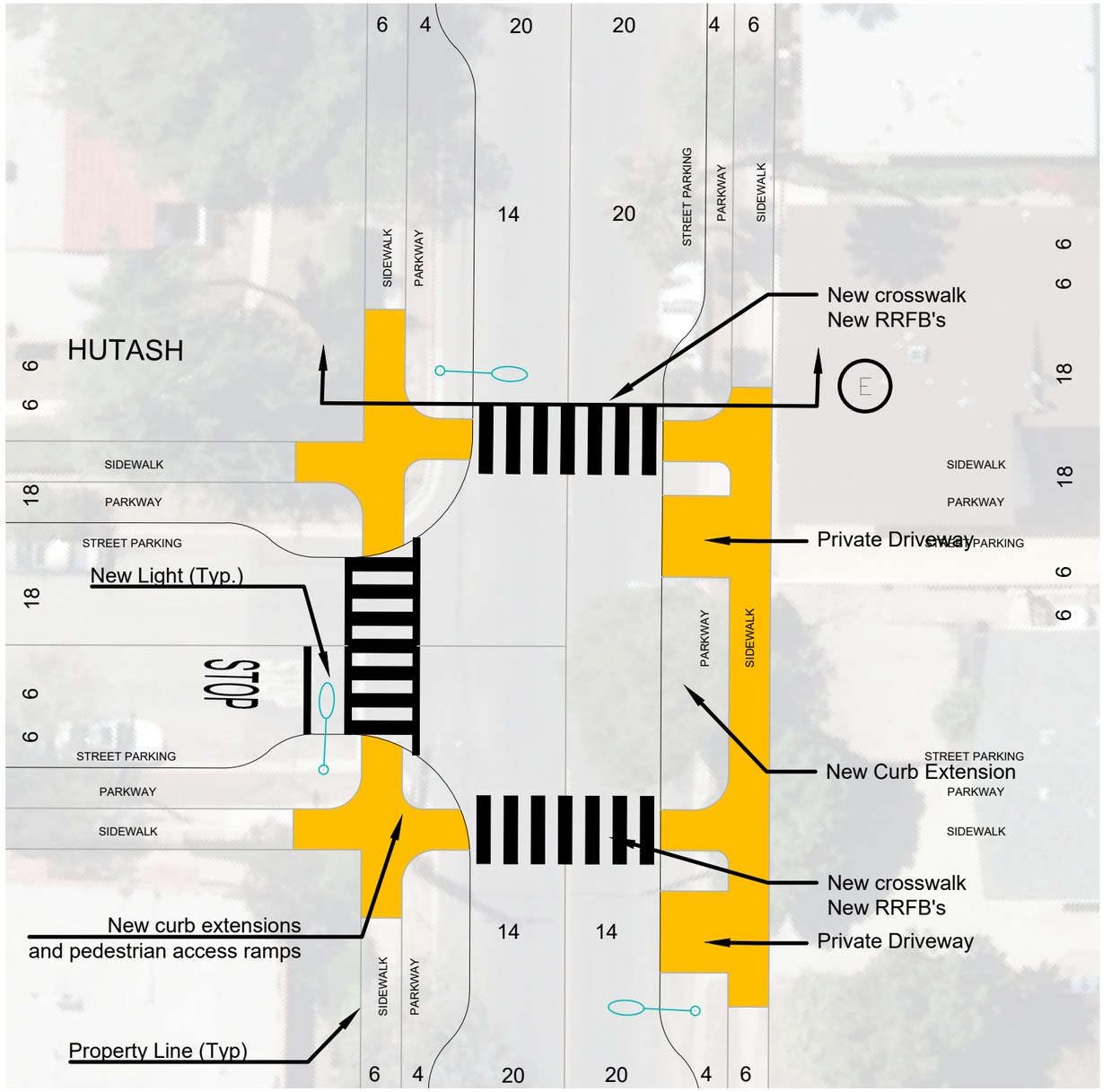
CITY OF SANTA BARBARA

LOWER EASTSIDE SAFETY IMPROVEMENTS

ALIGNMENT PLANS

DATE 04/2024
DRAWN DVB
BID NO. XXXX
SCALE NTS
SHEET 5 OF 12

HUTASH AND SALINAS NEW CROSSWALK



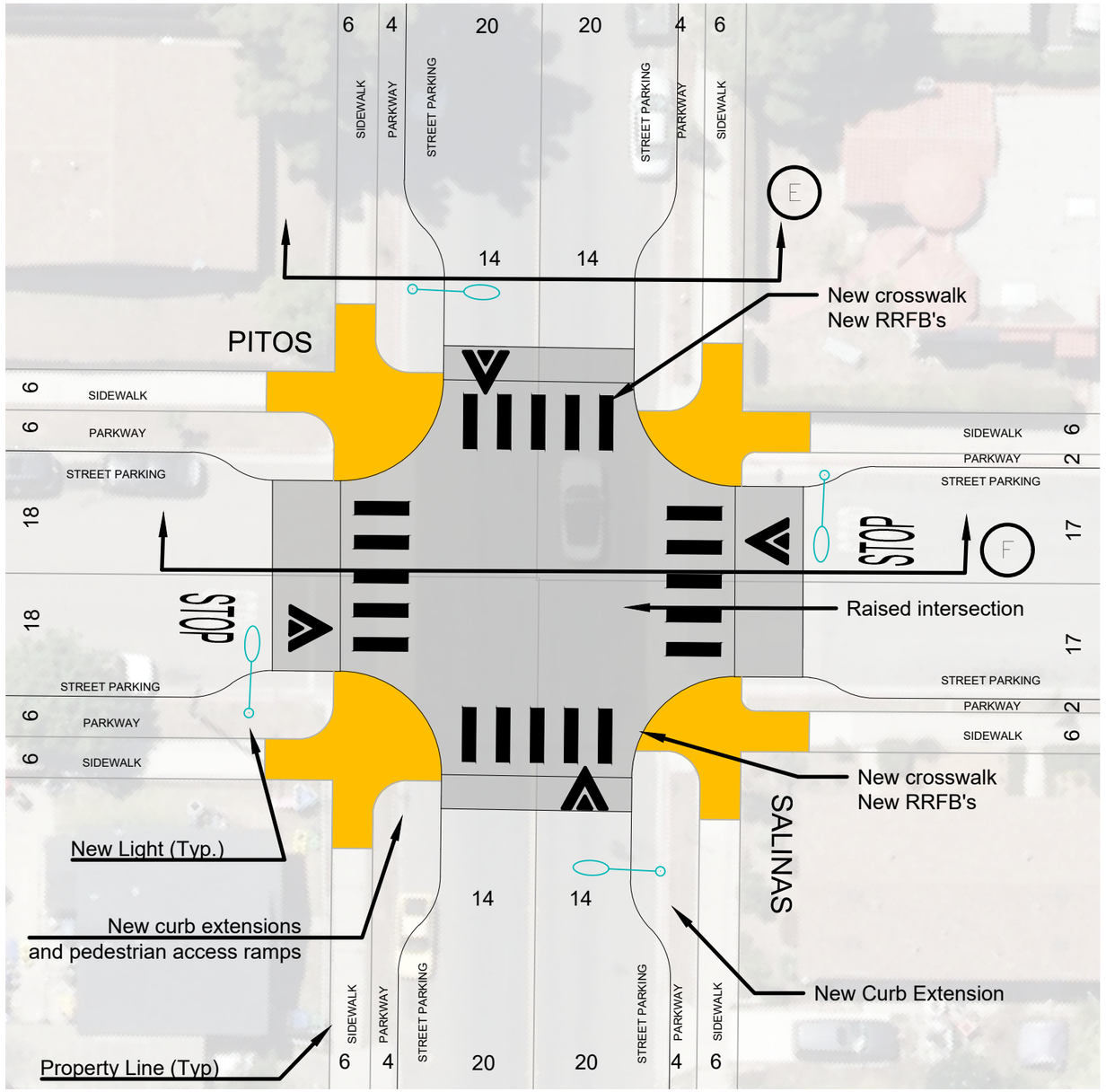
CITY OF SANTA BARBARA

LOWER EASTSIDE SAFETY IMPROVEMENTS

ALIGNMENT PLANS

DATE 04/2024
DRAWN DVB
BID NO. XXXX
SCALE NTS
SHEET 6 OF 12

PITOS AND SALINAS NEW CROSSWALK AND TRAFFIC CALMING



Proposed Pedestrian Overpass 500'

Tennis Courts, Playground 500'

Highway 101 On/Off Ramp 300'

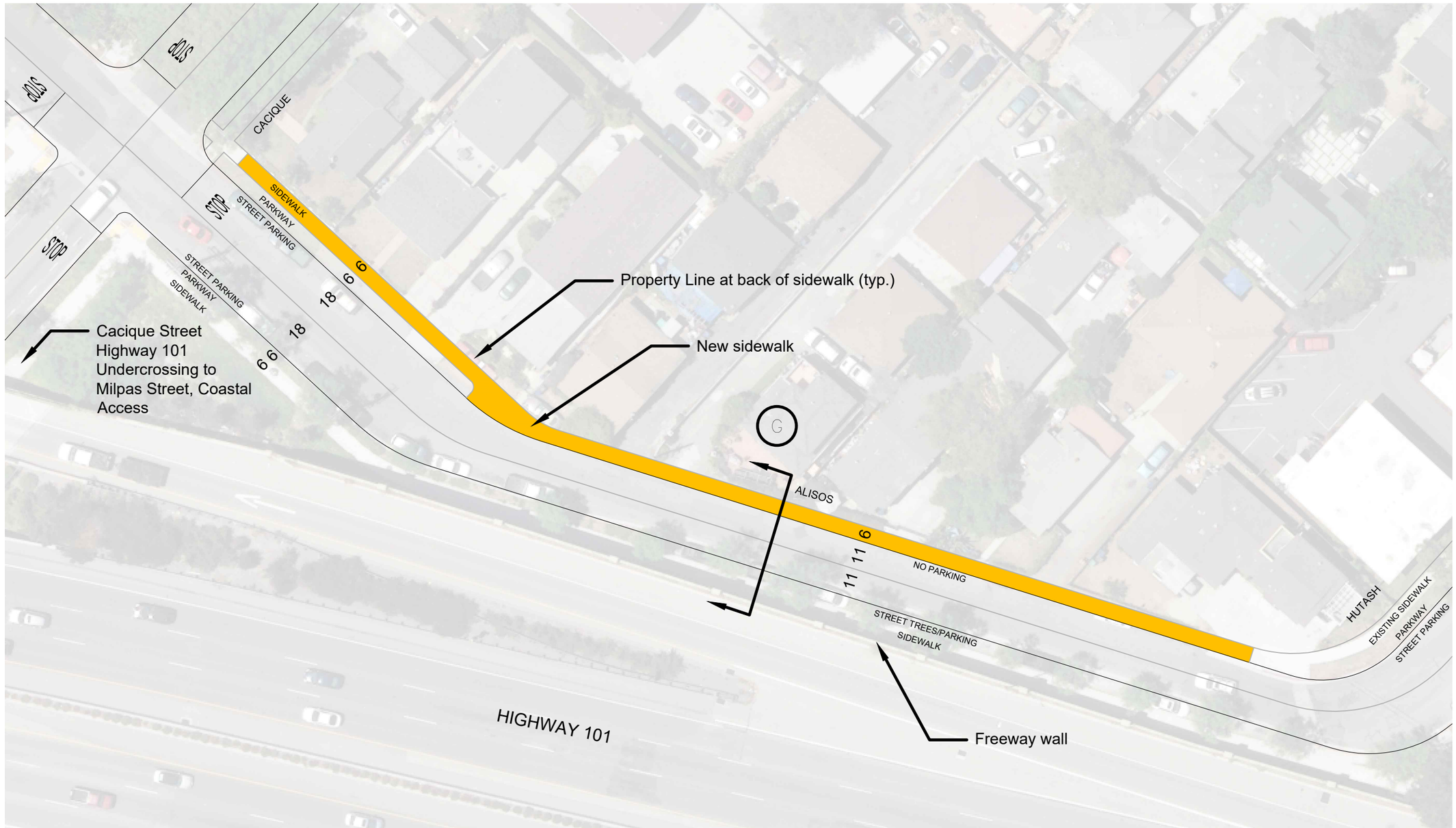
CITY OF SANTA BARBARA

LOWER EASTSIDE SAFETY IMPROVEMENTS

ALIGNMENT PLANS

DATE	04/2024
DRAWN	DVB
BID NO.	XXXX
SCALE	NTS
SHEET	7 OF 12

ALISOS STREET SIDEWALK INFILL



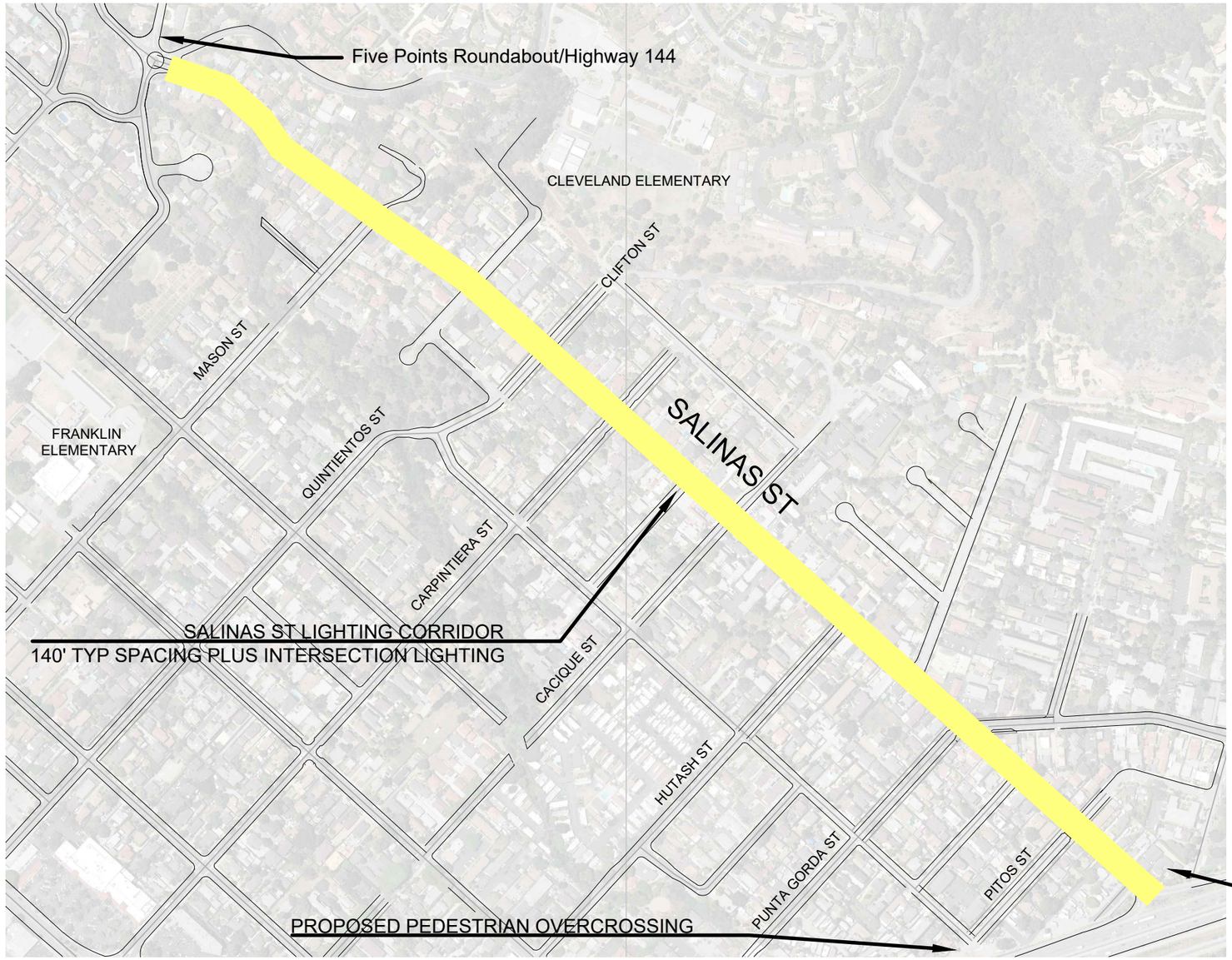
CITY OF SANTA BARBARA

LOWER EASTSIDE SAFETY IMPROVEMENTS

ALIGNMENT PLANS

DATE	04/2024
DRAWN	DVB
BID NO.	XXXX
SCALE	NTS
SHEET	8 OF 12

SALINAS STREET LIGHTING CORRIDOR



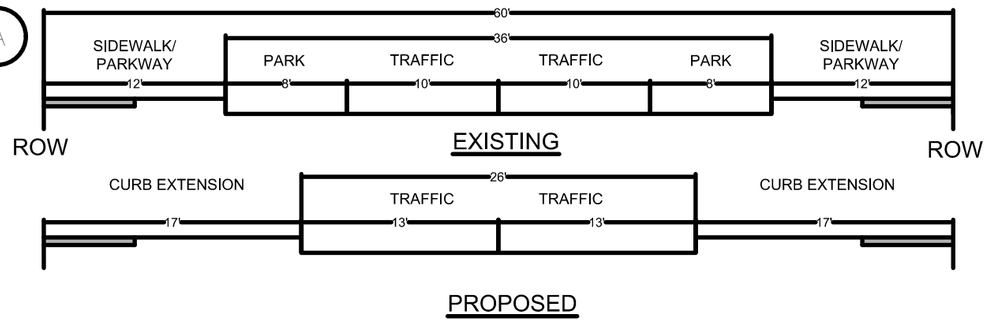
CITY OF SANTA BARBARA

LOWER EASTSIDE SAFETY IMPROVEMENTS

ALIGNMENT PLANS

DATE	04/2024
DRAWN	DVB
BID NO.	XXXX
SCALE	NTS
SHEET	9 OF 11

A



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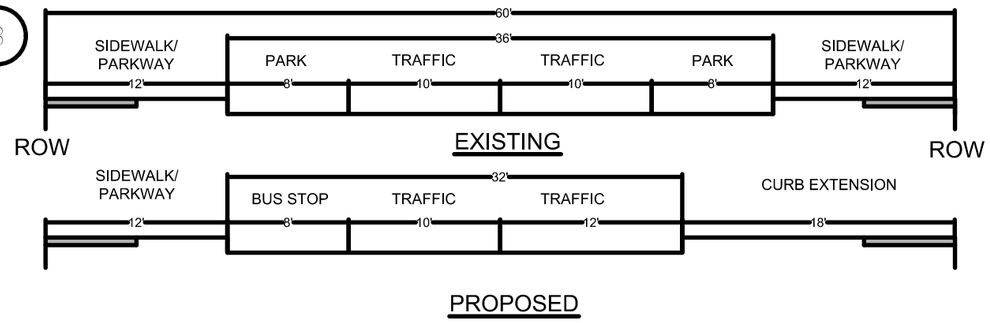

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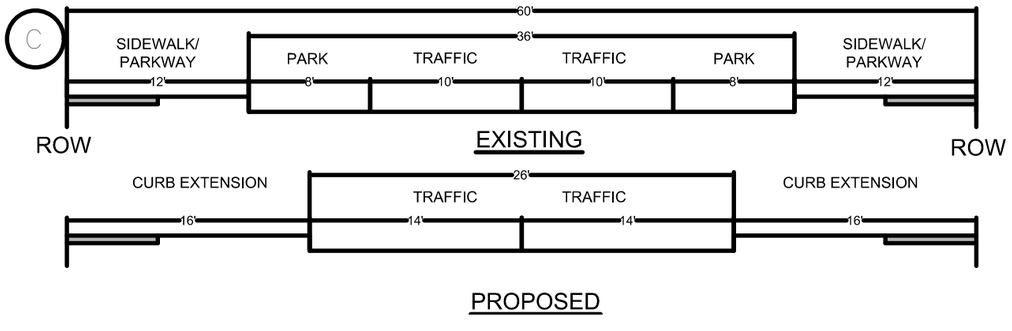

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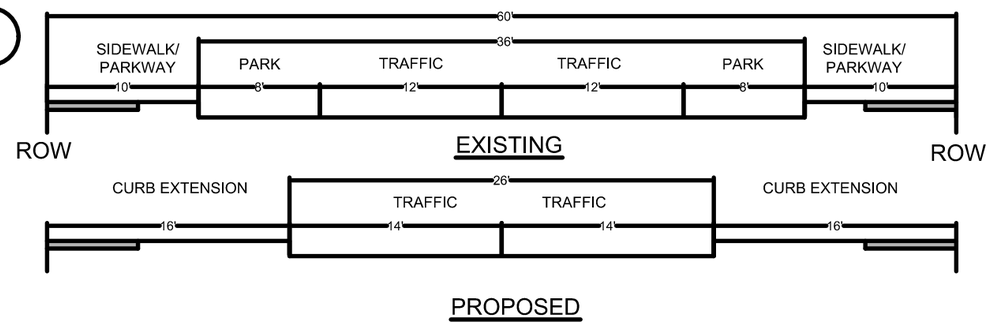

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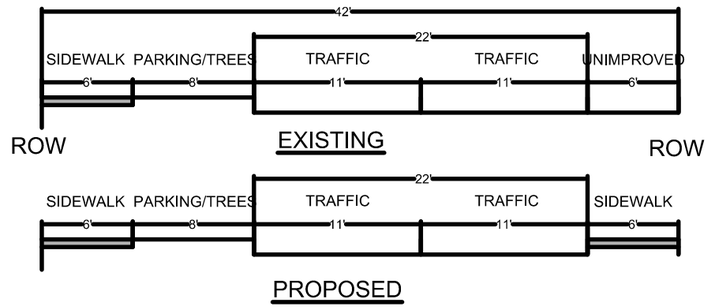


CITY OF SANTA BARBARA

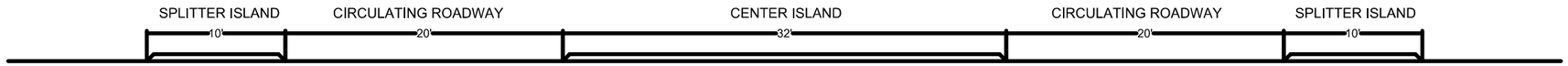
LOWER EASTSIDE SAFETY IMPROVEMENTS

CROSS SECTIONS

DATE 04/2024
DRAWN DVB
BID NO. XXXX
SCALE NTS
SHEET 10 OF 11

D

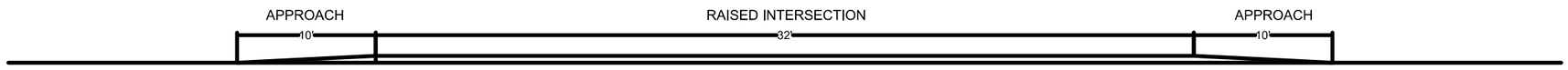
EXISTING



PROPOSED

F

EXISTING



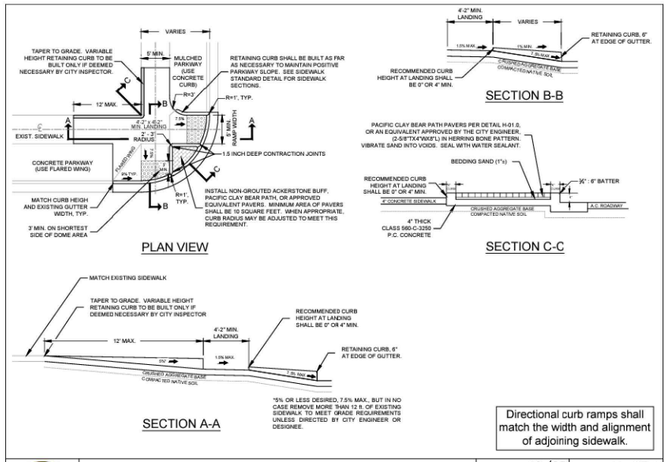
PROPOSED

CITY OF SANTA BARBARA

LOWER EASTSIDE SAFETY IMPROVEMENTS

CROSS SECTIONS

DATE 04/2024
DRAWN DVB
BID NO. XXXX
SCALE NTS
SHEET 11 OF 12



Directional curb ramps shall match the width and alignment of adjoining sidewalk.

ACCESS RAMP DETAILS

DUAL DIRECTIONAL

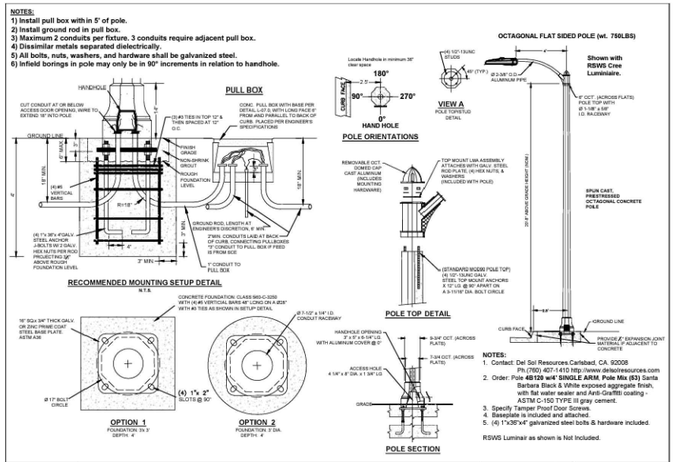
REV. DATE: 12/23 | DETAIL: H-07.1

APPROVED: Brian D'Amico

CITY ENGINEER

12/20/23

DATE



POLE STANDARD

TYPE B-16

REV. DATE: 12/23 | DETAIL: L-03.1

APPROVED: Brian D'Amico

CITY ENGINEER

12/20/23

DATE

GENERAL CONCRETE NOTES:

1. Improvements constructed under this Standard shall conform to applicable provisions of the Standard Specifications for Public Works Construction (latest edition of Green Book).
2. Concrete shall be minimum of 520-C-2500 or greater where specified, per Standard Specifications for Public Works Construction (Greenbook).
3. Concrete shall have a light broom finish, except as noted. Broom direction shall be perpendicular to path of travel. All exposed edges shall be tool finished with a ½ inch radius.
4. Compact native soil 8 inches deep to 90% relative compaction. Under all concrete improvements except sidewalk, place crushed aggregate base 6 inches compacted to 95% relative compaction before placing concrete. Under sidewalk, place minimum of 4" crushed aggregate base compacted to 95% relative compaction. At City Engineer or designee's discretion, 2" of sand may be allowed under sidewalk in place of crushed aggregate base. Crushed miscellaneous base may be substituted for crushed aggregate base at City Engineer or designee's discretion.
5. Clear drying fugitive dye curing compound shall be applied to all exposed concrete surfaces immediately after finishing.
6. Calcium chloride shall not be added to concrete unless approved by the City Engineer or designee.
7. Sawcut and remove a 24" minimum width or more of existing asphalt concrete pavement adjacent to all new concrete as directed by the City Engineer or designee. After constructing new concrete, replace pavement with asphalt concrete and aggregate base to match existing, but not less than 3 inch asphalt concrete over 8 inch aggregate base. Where concrete section exists, replace to match existing, overlaid with 2 inch minimum asphalt concrete. Tack coat all vertical surfaces with SS-1h emulsion where asphalt is to be placed.
8. All concrete shall be placed within forms except where it is poured directly against existing sawcut concrete.
9. Survey monuments within the limits of work shall be referenced, tied out, and have a corner record filed prior to construction by a licensed land surveyor. Monuments lost or disturbed shall be replaced and have a corner record filed by a licensed land surveyor or civil engineer in accordance with the State of California Professional Land Surveyors' Act, Section 8771.
10. Asphalt concrete shall be laid in courses not exceeding 4 inches in thickness. Asphalt concrete shall be Class C2 Grade PG 64-10 for finish courses, Class D1 Grade PG 64-10 for leveling courses, and Class B Grade PG 64-10 for base courses.
11. State Street brick paver sidewalks from Cabrillo Blvd. to Victoria Street shall be a Pacific Clay Bear Path Red Flashed paver. Contact the City Engineer or designee for details.

GENERAL CONCRETE

NOTES

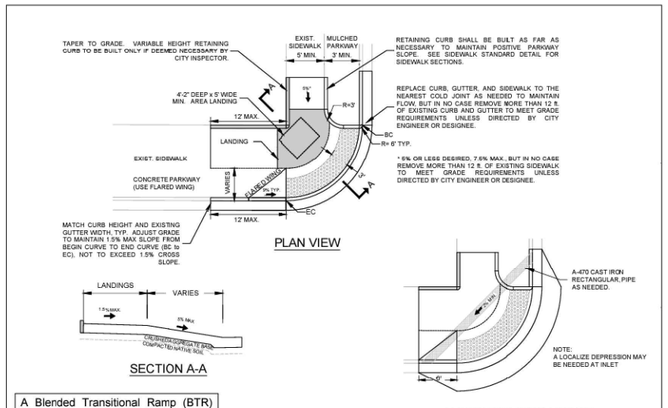
REV. DATE: 12/23 | DETAIL: H-01.0

APPROVED: Brian D'Amico

CITY ENGINEER

12/20/23

DATE



A Blended Transitional Ramp (BTR) must be approved by City Engineer or designee, and be accompanied with a full survey of the impacted area.

ACCESS RAMP DETAILS

BLENDED TRANSITION

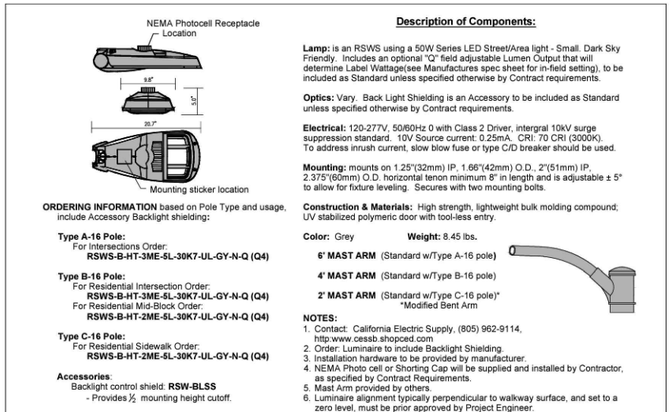
REV. DATE: 12/23 | DETAIL: H-07.4

APPROVED: Brian D'Amico

CITY ENGINEER

12/20/23

DATE



LUMINAIRE STANDARD

TYPE A-16, B-16, & C-16

REV. DATE: 12/23 | DETAIL: L-03.3

APPROVED: Brian D'Amico

CITY ENGINEER

12/20/23

DATE

CITY OF SANTA BARBARA

LOWER EASTSIDE SAFETY IMPROVEMENTS

STANDARD DETALIS

DATE 04/2024

DRAWN DVB

BID NO. XXXX

SCALE NTS

SHEET 12 OF 12

ATTACHMENT F

Outcomes

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	0	492	-492
			VMT 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	0	0	0
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0.0003	0	0.0003
			PM 10 Tons	0.0004	0	0.0004
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	117.43	0	117.43
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	0.0048	0	0.0048
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0.0012	0	0.0012
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	0.3102	0	0.3102
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	0.013	0	0.013
Safety	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	1.56	3.02	-1.46
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0	0	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	106	0	106
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	3.05	0	3.05
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 05 - Santa Barbara County
Planning Program Number (PPNO) **3275**
Solutions for Congested Corridors Program (SCCP)
November/2025

PROJECT REPORT EQUIVALENT

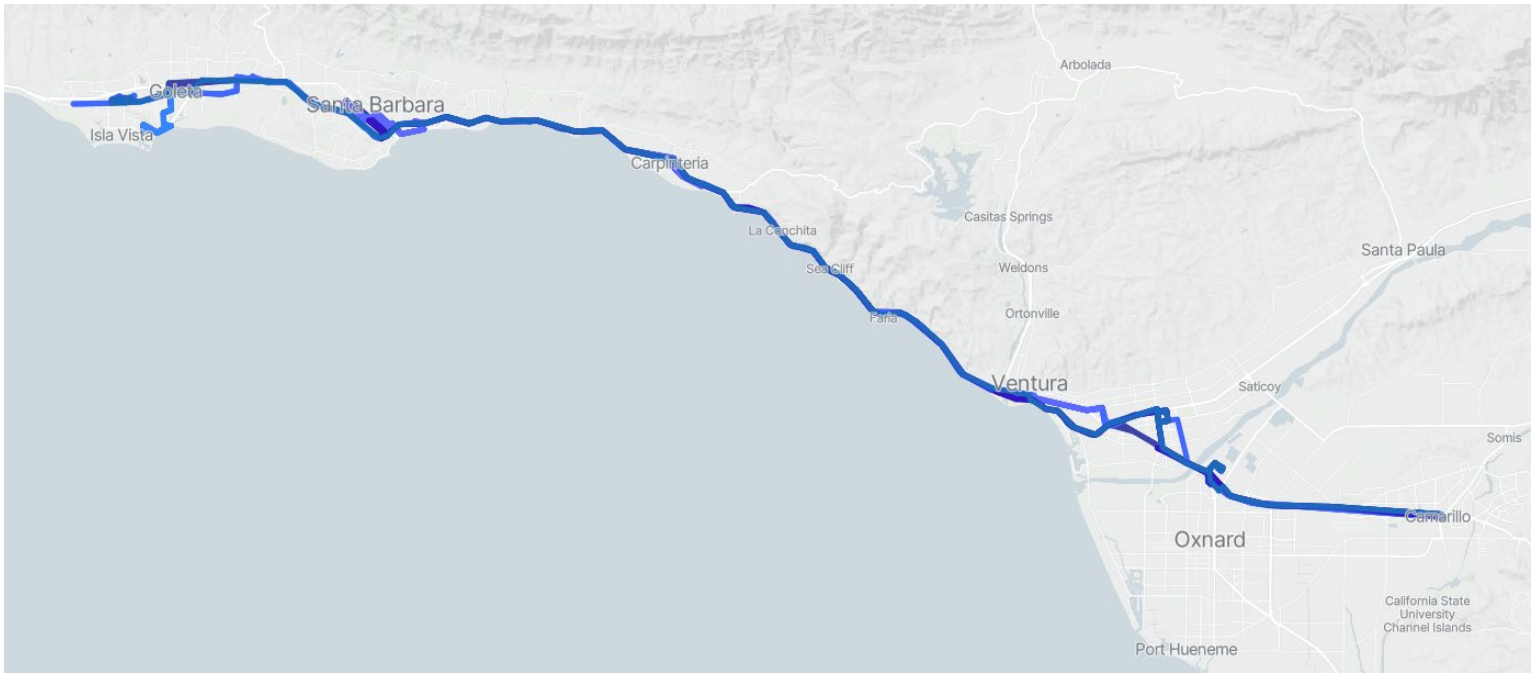
Project Title_ *VCTC Coastal Express zero-emission buses*_____

Project Location Description *(include route, postmiles, rail mile posts, address, intersections, etc.)*_____

The Coastal Express line travels between residential communities in Ventura County, such as in the cities of Camarillo, Oxnard and Ventura, to education, leisure, and work sites in Santa Barbara County, including to Santa Barbara, Goleta and UCSB. VCTC is located at 240 S Glenn Dr, Camarillo, CA 93010.

District 05 - Santa Barbara County
Planning Program Number (PPNO) **3275**
Solutions for Congested Corridors Program (SCCP)
November/2025

Vicinity Map



District 05 - Santa Barbara County
Planning Program Number (PPNO) **3275**
Solutions for Congested Corridors Program (SCCP)
November/2025

I, Matt Miller, Program Manager, have been given full authority by *Ventura County Transportation Commission* to prepare this report. I certify that the information and data contained in this report are true to the best of my knowledge and belief and I understand that disciplinary action may be taken in the event that the following information are found to be falsified.

Matt Miller, Program Manager — Date: 11/13/2025

Ventura County Transportation Commission (VCTC)

I have reviewed the information contained in this report and find the data and information to be complete, current, and accurate.

Aaron Bonfilio, Project Manager — Date: 11/13/25

Santa Barbara County Association of Governments

Table of Contents

1. INTRODUCTION

Detailed Project Description/Scope:

This project is for the purchase of three (3) 45' zero-emission transit replacement buses for VCTC Coastal Express route.

Project Limit/Footprint	*District 5-Santa Barbara County* *Description of location with begin and end limits* *VCTC Coastal Express route connects Ventura and Santa Barbara counties: Beginning in Camarillo, Ventura County to the south (at the Camarillo Metrolink Station) and ending in Goleta, Santa Barbara County (near UCSB/Winchester Canyon) to the north. Approximately 58 miles.*
Total Project Cost	$6,000,000
Outputs	*3 zero emission buses*
Outcomes	*See Attachment E*
Environmental Determination or Document	Categorical Exemption (CE)

2. BACKGROUND

The Highway 101: Carpinteria to Santa Barbara HOV Lanes project is part of a multi-modal corridor approach to improve mobility in the corridor while providing options and improvements for pedestrians and bicyclists as well as new zero emission infrastructure through zero-emission bus purchases. In the most recent funding application of Senate Bill 1 funding - Cycle 4 – for the multimodal corridor, Caltrans and SBCAG were awarded funding for three zero-emission buses for a regional bus service on the 101 corridor between Ventura and Santa Barbara counites. This project will be implemented by our partner agency, the Ventura County Transportation Commission (VCTC). Zero-emission buses are replacing diesel buses to reduce GHG emissions and meet climate protection goals.

3. Purpose and NEED

A. *Problem, Justification (purpose and need)*

SBCAG and VCTC wish to replace three aging diesel motor coaches with zero-emission motor coaches to increase reliability and reduce GHG emissions in line with CARB's ICT rule and VCTC's zero emission transition plan. VCTC has 31 aging diesel over-the-road motor coaches that experience frequent mechanical breakdowns mid trip that are disrupting passengers' long commutes, reducing reliability, and damaging VCTC and SBCAG's efforts at attracting more users to the transit network. Replacing these buses will increase reliability, increase VCTC's operating capacity and lead to more transit use, as these buses have reached their useful life and due to be replaced.

B. Regional and System Planning
Discuss if this project was included in regional plans and how this project impacts regional and system planning in the region,

Zero-emission bus fleet conversion plans are included in the Southeran California Association of Governments' (SCAG) 2024 Regional Transportation Plan.

C. Traffic
Discuss current and forecasted traffic impacts and collision rates. Explain how the project will help/address the issue. If N/A, please explain.

Traffic on the 101 corridor between Ventura and Santa Barbara Counties is heavily congested during peak am and pm commute times and is becoming increasingly utilized during midday. Traffic is forecasted to grow 5% in the coming years with current crash rate at 0.97 crashes per million VMT. VCTC and SBCAG's Coastal Express route is one of the most efficient ways that the traffic congestion can be mitigated since the service has trips between the counties all day and utilizes over the road commuter buses capable of carrying over 50 passengers each trip. Replacing three aging diesel vehicles with zero-emission vehicles will increase reliability, increase VCTC's operating capacity and lead to more transit use.

4. ENVIRONMENTAL CLEARANCE DESCRIPTION (attach full environmental documents. See Section 12. Attachments)
Provide summary of environmental clearance

The CEQA environmental document is a Categorical Exemption (CE) and was completed on October 9, 2025.

5. CONSIDERATIONS REQUIRING DISCUSSION (if not appliable, state N/A and justification)

5A. Hazardous Waste
Discuss hazardous waste at project site and disposal methods.
N/A – Old buses will be retired and auctioned.

5B. Value Analysis
Discuss the value analysis conducted. If not conducted, explain why

No value analysis was conducted as this is a bus-related purchase.

5C. Resource Conservation
Discuss plan to conserve resources (e.g., salvage, recycle, etc.) during construction
N/A – Old buses will be retired and auctioned.

5D. Right-of-Way Issues
Discuss Right-of-Way including utilities, railroad involvement, acquisition of property, temporary easements, etc.
No utility or railroad involvement or easements are required.

5E. Environmental Compliance
Summarize environmental compliance required for project including CEQA, NEPA, categorical exemption. Include Environmental Document as an attachment
As noted above, the project has been determined to be exempt from CEQA and VCTC has processed a Notice of Exemption. The replacement and use of zero-emission buses instead of diesel buses will result in a reduction of greenhouse gas emissions from diesel buses.

5F. Air Quality Conformity
Was an air quality conformity analysis completed? If not, explain
No. The project is exempt.

5G. Title VI Considerations
Was Title VI taken into consideration? Explain
The implementing agency adheres to Title VI in its procurement practices.

5H. Noise Abatement Decision Report
Was a noise abatement decision report developed? Are noise impacts anticipated? If yes, what measures will be taken?
No. No noise impacts are anticipated as a result of this project.

6. FUNDING, PROGRAMMING AND ESTIMATE

Funding

Discuss the project funding and include one of the following statements:

It has been determined that this project is not eligible for Federal-aid funding.

Programming

Fund Source	Project Component (in $1,000)						
	PA&ED	PS&E	Right-of-Way Support	Construction Support	Right-of-Way Capital	Construction	Total
SB1-SCCP						6,000	6,000
Total						6,000	6,000

Estimate

Discuss significant aspects of the construction estimate. Refer to attachment as needed.

The estimated cost per bus is $1,501,920 and is based on the purchasing cooperative available to members of the California Association for Coordinated Transportation (CALACT). See Attachment D for estimate with contingency included for each bus. As members VCTC can purchase a variety of transit vehicles from the CALACT purchasing cooperative. The cooperative provides a federal and California State compliant purchasing solution that allows VCTC to select from a list of vehicles that best suits the needs of the Intercity passengers.

7. DELIVERY SCHEDULE

Project Milestones	Milestone Date (Month/Day/Year)	Milestone Designation (Target/Actual)
Project Study Report Approved	N/A	N/A

Begin Environmental (PA&ED) Phase	07/01/2025	Actual
Circulate Draft Environmental Document – Document Type (ND/MND)/FONSI	07/01/2025	Actual
Draft Project Report	11/03/2025	Target
End Environmental Phase (PA&ED Milestone)	11/03/2025	Target
Begin Design (PS&E) Phase	01/01/2027	Target
End Design Phase (Ready to List for Advertisement Milestone)	04/01/2027	Target
Begin Right of Way Phase	N/A	N/A
End Right of Way Phase (Right of Way Certification Milestone)	N/A	N/A
Begin Construction Phase (Contract Award Milestone)	12/01/2027	Target
End Construction Phase (Construction Contract Acceptance Milestone)	06/30/2028	Target
Begin Closeout Phase	08/01/2028	Target
End Closeout Phase (Closeout Report)	08/01/2029	Target

8. RISKS

Are there any risks associated with this project? Include a summary of the mitigation measures.

No risks are anticipated with the project.

9. EXTERNAL AGENCY COORDINATION (anticipated agreements)

The project requires the following coordination:

If coordination is required between agencies, list the agency and agreement required.

The project requires coordination between VCTC and SBCAG. A Memorandum of Understanding between SBCAG and VCTC has been completed.

10. ADDITIONAL INFORMATION

None.

11. ATTACHMENTS (Number of Pages)

List attachments with the number of pages, such as:

A. Project Programming Request PPR (9)
B. Project Location Map (1)
C. Approved Environmental Document (1)
D. Engineers Estimate (1)
E. Available project schematics or preliminary-design plans (1)
F. Outcomes

ATTACHMENT A

Project Programming Request PPR

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6090-2024-0004 v0.1

Amendment (Existing Project) ☐ YES ☒ NO						Date	08/14/2025 12:42:14
Programs ☐ LPP-C ☐ LPP-F ☒ SCCP ☐ TCEP ☐ STIP ☐ Other							
District	EA	Project ID	PPNO	Nominating Agency			
05			3275	Santa Barbara County Association of Governments			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
Santa Barbara Coun				Caltrans District 5			
				MPO		Element	
				SBCAG		Mass Transit (MT)	
Project Manager/Contact			Phone	Email Address			
Aaron Bonfilio			805-961-8920	abonfilio@sbcag.org			

Project Title

VCTC Coastal Express zero-emission buses

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

This project is for the purchase of three (3) 45' zero-emission transit replacement buses for VCTC Coastal Express route connecting Ventura and Santa Barbara counties. The project will improve travel time reliability, facilitating service expansion.

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

Legislative Districts

Assembly:	19	Senate:	37	Congressional:	24

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		07/01/2025
Circulate Draft Environmental Document Document Type CE		07/01/2025
Draft Project Report		11/03/2025
End Environmental Phase (PA&ED Milestone)		11/03/2025
Begin Design (PS&E) Phase		01/01/2027
End Design Phase (Ready to List for Advertisement Milestone)		04/01/2027
Begin Right of Way Phase		
End Right of Way Phase (Right of Way Certification Milestone)		
Begin Construction Phase (Contract Award Milestone)		12/01/2027
End Construction Phase (Construction Contract Acceptance Milestone)		06/30/2028
Begin Closeout Phase		08/01/2028
End Closeout Phase (Closeout Report)		08/01/2029

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6090-2024-0004 v0.1

Date 08/14/2025 12:42:14

Purpose and Need

SBCAG and VCTC wish to replace three aging diesel vehicles with zero emissions vehicles to increase reliability and reduce GHG emissions in line with CARB's ICT rule and VCTC's zero emission transition plan. VCTC has 31 aging diesel over the road coaches that experience frequent mechanical breakdowns mid trip that are disrupting passengers' long commutes, reducing reliability, and damaging VCTC and SBCAG's efforts at attracting more users to the transit network. Replacing these buses will increase reliability, increase VCTC's operating capacity and lead to more transit use.

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
Rail/ Multi-Modal	Rail cars/ transit vehicles	EA	3

Date 08/14/2025 12:42:14

Additional Information

The outputs are 3 zero-emission buses.

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	0	0	0
			VMT 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	0	0	0
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0	0	0
			PM 10 Tons	2	0	2
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	49	0	49
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	1	0	1
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	4	0	4
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	8,380	0	8,380
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	64	0	64
Safety	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	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0	0	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	78	0	78
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	1.42	0	1.42
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

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6090-2024-0004 v0.1

District	County	Route	EA	Project ID	PPNO
05	Santa Barbara County				3275

Project Title

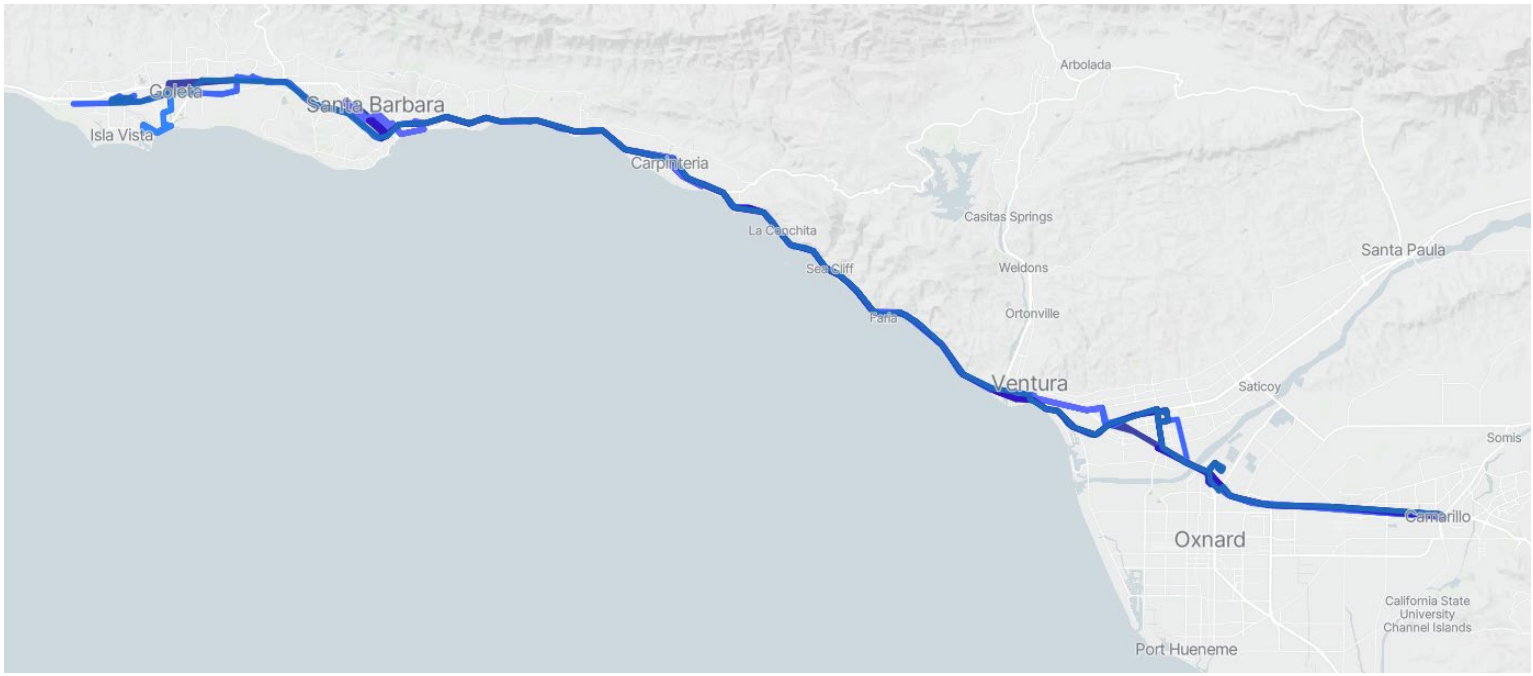
VCTC Coastal Express zero-emission buses

Existing Total Project Cost ($1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Implementing Agency
E&P (PA&ED)									Santa Barbara County Association of
PS&E									Santa Barbara County Association of
R/W SUP (CT)									Santa Barbara County Association of
CON SUP (CT)									Santa Barbara County Association of
R/W									Santa Barbara County Association of
CON									Santa Barbara County Association of
TOTAL									
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				6,000				6,000	
TOTAL				6,000				6,000	

Fund #1:	State SB1 SCCP - Solution for Congested Corridors Program (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)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									30.10.030.100
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				6,000				6,000	
TOTAL				6,000				6,000	

ATTACHMENT B

Project Location Map



ATTACHMENT C

Approved Environmental Document

10/09/2025 09:17 AM PDT

VENTURA COUNTY RECORDER
800 SOUTH VICTORIA AVENUE
VENTURA, CA 93009

TERMINAL NAME: E2530706

ORDER# 209883797

PAYMENT

RECORDING FEES	$50.00
AGENCY SUBTOTAL:	$50.00
LEXISNEXIS SERVICE FEE:	$2.50
TOTAL USD:	$52.50

CARD #: 4312	MASTERCARD
PAYMENT: CREDITCHIP READ-CONTACT	ISSUER
MODE:	06123J
AUTH CODE:	MASTERCARD
APP LABEL:	NO SIG REQUIRED
CVM:	A0000000041010
AID:	7D5492609EF45CE6
ARQC:	$52.50
AMOUNT:	

*** CARD APPROVED ***

AMOUNT PAID: $52.50

CUSTOMER COPY

Ventura County
Ascencion , County Clerk-Recorder & Registrar of Voters
800 S. Victoria Ave.
Ventura, CA 93009
(805) 654-2263 (Clerk/Vitals)
(805) 654-3665 (Recorder)

ame	Extended
SH AND WILDLIFE FILING	$50.00
# Pages	1
Document #	2025100011788
ument Info:	VENTURA COUNTY TRANSPORATION COMMISSION (VCTC)
Filing Type	NOE
ev Charged	false
andling Fee	false
	$50.00
	$50.00

ORDER
TRANSPORATION COMMISSION (VCTC)

Comments PROJECT TITLE: VCTC COASTAL EXPRESS ZERO-EMISSION BUSES

Thank you for your order.

Note: If payment was by credit card with Vital Check, balance shown is for internal purposes only.

10/9/25, 9:19 AM PST TELLELIZ
VENTURA

State of California - Department of Fish and Wildlife

2024 ENVIRONMENTAL DOCUMENT FILING FEE CASH RECEIPT

DFW 753.5a (REV. 01/01/24) Previously DFG 753.5a

Print | StartOver | Save

RECEIPT NUMBER: — —

STATE CLEARINGHOUSE NUMBER *(If applicable)*

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY.

LEAD AGENCY	LEAD AGENCY EMAIL	DATE
Ventura County Transportation Commission (VCTC)	mmiller@goventura.org	10/8/25

COUNTY/STATE AGENCY OF FILING	DOCUMENT NUMBER
Ventura County Transportation Commission (VCTC)	

PROJECT TITLE

VCTC Coastal Express zero-emission buses

PROJECT APPLICANT NAME	PROJECT APPLICANT EMAIL	PHONE NUMBER
Ventura County Transportation Commission (VCTC)	mmiller@goventura.org	(805) 642-1591 x121

PROJECT APPLICANT ADDRESS	CITY	STATE	ZIP CODE
751 E. Daily Drive, Suite 420	Camarillo	CA	93010

PROJECT APPLICANT *(Check appropriate box)*

☐ Local Public Agency ☐ School District ☑ Other Special District ☐ State Agency ☐ Private Entity

CHECK APPLICABLE FEES:

☐ Environmental Impact Report (EIR)	$4,051.25	$
☐ Mitigated/Negative Declaration (MND)(ND)	$2,916.75	$
☐ Certified Regulatory Program (CRP) document - payment due directly to CDFW	$1,377.25	$

☑ Exempt from fee

☑ Notice of Exemption (attach)

☐ CDFW No Effect Determination (attach)

☐ Fee previously paid (attach previously issued cash receipt copy)

☐ Water Right Application or Petition Fee (State Water Resources Control Board only)	$850.00	$
☒ County documentary handling fee		$ 50.00
☐ Other		$

PAYMENT METHOD:

☐ Cash ☑ Credit ☐ Check ☐ Other **TOTAL RECEIVED** $ 50.00

SIGNATURE	AGENCY OF FILING PRINTED NAME AND TITLE
X	Ventura County Transportation Commission, Matt Miller, Progam Mgr.

FILED
DATE: OCT 09 2025
MICHELLE ASCENCION
Ventura County Clerk-Recorder
By: Lizeth Ley, Deputy

POSTED
OCT 09 2025
MICHELLE ASCENCION
Ventura County Clerk and Recorder
By: _____, Deputy

Filed in County Clerk's Office
Michelle Ascencion
Ventura County Clerk-Recorder

202510001178 8

10/09/2025
09:19 AM
VEN
DocType: FISH
TELLELIZ

Pages: 2
Fees: $50.00

ORIGINAL - PROJECT APPLICANT COPY - CDFW/ASB COPY - LEAD AGENCY

Print Form

Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

County Clerk
County of: Ventura
800 S. Victoria
Ventura, CA 93009

From: (Public Agency): Ventura County Transportation Commission
751 E. Daily Dr., Suite 420 Camarillo, CA 93010
(Address)

Project Title: VCTC Coastal Express Zero-Emission Buses

Project Applicant: Ventura County Transportation Commission (VCTC)

Project Location - Specific:
240 S. Glenn Dr., Camarillo, CA 93010

Project Location - City: Camarillo Project Location - County: Ventura

Description of Nature, Purpose and Beneficiaries of Project:
SBCAG and VCTC wish to replace three aging diesel vehicles with zero emissions vehicles to increase reliability and reduce GHG emissions in line with CARB's ICT rule and VCTC's zero emission transition plan. VCTC has 31 aging diesel over the road coaches that experience frequent mechanical breakdowns mid trip that are disrupting passengers' long commutes, reducing reliability, and damaging VCTC and SBCAG's efforts at attracting more users to the transit network. Replacing these buses will increase reliability, increase VCTC's operating capacity and lead to more transit use.

Name of Public Agency Approving Project: Ventura County Transportation Commission (VCTC)

Name of Person or Agency Carrying Out Project: Ventura County Transportation Commission (VCTC)

Exempt Status: **(check one):**

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☒ Categorical Exemption. State type and section number: Section 15301 (Class 1)
- ☐ Statutory Exemptions. State code number: _____

Reasons why project is exempt:
The purchase and use of zero-emissions buses will result in the increased use of transit to travel between Ventura and Santa Barbara County and a reduction of greenhouse gas emissions from diesel buses. As such, it constitutes actions by VCTC meant to enhance and protect the environment in the South COast

Lead Agency
Contact Person: Matt Miller Area Code/Telephone/Extension: 805-642-1591 x121

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? Yes No

Signature: _____ Date: 10/8/25 Title: Program Manager

Signed by Lead Agency Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: _____

Revised 2011

☐

ATTACHMENT D

Engineers Estimate

Item No.	Description	Unit	Quantity	Price	Total
1.	Zero emission bus	EA	3	$1,501,920	$4,505,760
Contingency		EA	3	$498,080	$1,494,240
Total					$6,000,000

ATTACHMENT E

Available project schematics/brochures

D45 CRT CHARGE™ + D45 CRT LE CHARGE™

Zero-emission battery-electric commuter coaches

The D45 CRT CHARGE™ and the all-accessible D45 CRT LE CHARGE™ battery-electric highway coaches offer long range, high capacity, real-time performance analytics and unparalleled accessibility.

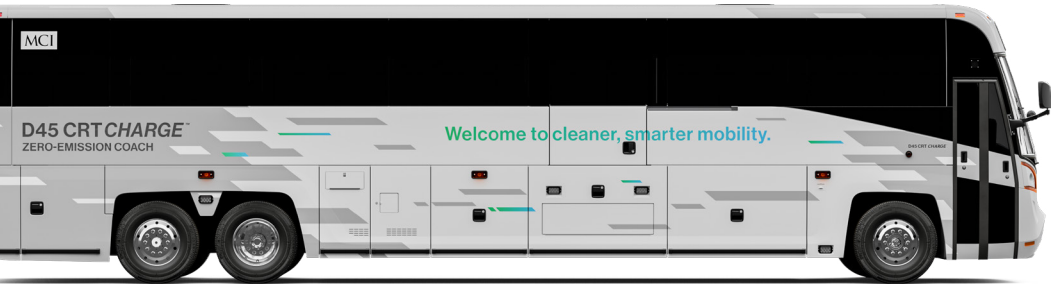
With electrically driven components and MCI's smooth riding suspension, passengers will experience a clean, quiet, and comfortable ride while powering through the steepest road grades.

MCIcoach.com/electric

Models.

Two models to choose from to meet your needs.

Both models share the same electric platform supported by New Flyer's 50 years of zero-emission propulsion experience and NFI Infrastructure Solutions™, a service dedicated to providing safe, sustainable, and reliable charging solutions.



D45 CRT *CHARGE*™

Brings all-electric capability to the legendary high-floor commuter transit workhorse, now modernized with next generation innovation and style.

D45 CRT LE *CHARGE*™

Features a revolutionary patented low-entry (LE) vestibule with a seating area and ramp that significantly improves dwell times as well as the boarding and ride experience for all passengers, including those with mobility challenges.

The leader in green transportation.

80+

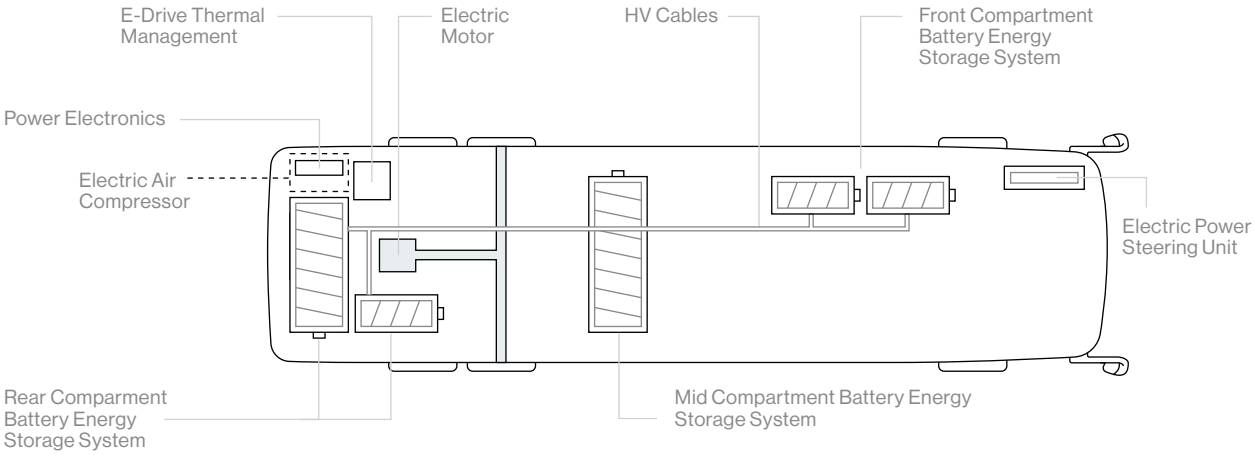
A 45-foot electric coach can avoid 80+ metric tons of greenhouse gas (GHG) annually.

In the last two decades alone, New Flyer has expanded in three categories of zero-emission buses — battery-electric, trolley-electric, and hydrogen fuel cell-electric — along with the widest range of charging options.

As part of NFI, MCI has leveraged this impressive history of electric-driven innovation and expertise into our electric coach product line, which makes us your best partner in battery-electric propulsion.

How it works.

The D45 CRT CHARGE™ and D45 CRT LE CHARGE™ use an electric motor powered by energy stored in rechargeable batteries.



Benefits

- A high-torque electric drive system delivering 90% energy recovery and designed to handle long-distance applications and highway speeds.
- Next generation, high-energy, long-range batteries with plug-in battery charging to 100 percent in less than 4 hours.
- Range of 225+ miles with 520 kWh.
- Regenerative braking, capturing kinetic energy to recharge the battery system, making for highly efficient driving in start-stop traffic conditions.

High tech safety systems.

- Optional Tire Pressure Monitoring System (TPMS) with integrated Patented Digital Wheel End Sensing (DWES) system that monitors individual wheel ends for potential issues.
- Optional next-generation 360° camera that provides a birds-eye view around the entire coach to significantly aid vision while maneuvering at low speeds.

NFI Infrastructure Solutions™

NFI Infrastructure Solutions™ is a service dedicated to delivering safe, reliable project management for smart, sustainable, zero-emission mobility. Learn what NFI Infrastructure Solutions™ can do for you at **mcicoach.net/IS**

What our Infrastructure Solutions team provides.

Project management of zero-emission mobility projects.

Infrastructure planning and development.

Maximization of energy and fuel transfer and usage

Support for all NFI North American electric bus deployments.

Charging.

MCI battery-electric models comply with SAE J1772 standards.

The D45 CRT CHARGE™ and D45 CRT LE CHARGE™ are interoperable with charging systems available from: Power Electronics, ABB, Chargepoint, Heliox.

POWER ELECTRONICS ABB heliox chargepoint.

Plug-In Charging

Depot charging reduces infrastructure cost, complexity, and battery degradation. Plug-in chargers can be used for overnight, mid-day, and on-route charging.

The D45 CRT CHARGE™ and D45 CRT LE CHARGE™ have a range of 225+ miles (520 kWh)* on a single charge. *Range is dependent on duty cycle

Bottom Charge	Top Charge	Charge Time
0%	100%	< 4 hrs
30%	80%	> 2 hrs

CONNECT 360™

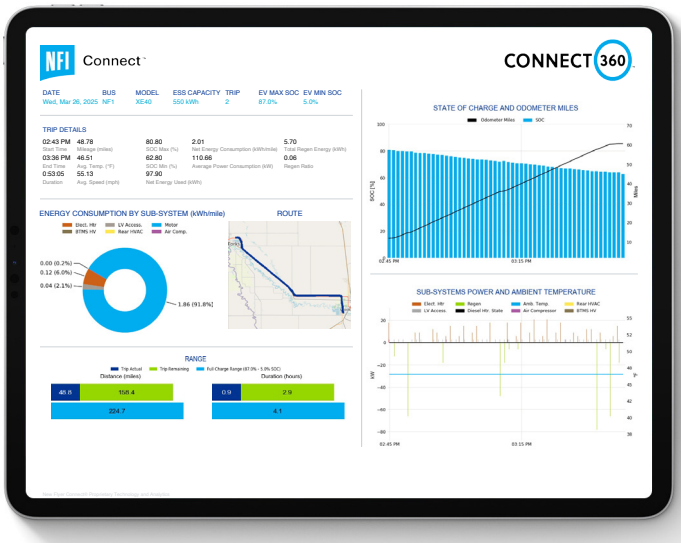
Connect 360™, operated by NFI Connect™, is a customizable performance dashboard that provides smart analytic reporting to expand insight and intelligence for managing your battery-electric coaches.

Additional range capability with improved driver performance.

Intelligence on how to preserve battery energy throughout the day.

Decision-making information to optimize charging strategies.

Reduced operating cost and maximum fleet utilization.



Connect 360™ is included on every new battery-electric coach. Learn more at **mcicoach.com/connect**

MCIcoach.com/electric

Reliable service and support.

MCI service and support delivers a relationship-driven and responsive approach to customer care.

Comprehensive support that includes in-field expertise, technical call center and 24/7 roadside assistance.

Ongoing technical training from the industry's only Automotive Service Excellence (ASE) accredited MCI Academy technician training center.

Customizable programs to fit your financial needs through NFI Financial Solutions™.

Aftermarket parts support from NFI Parts™, the industry's largest parts supplier.

MCI Service Center - from routine maintenance and warranty to complex troubleshooting, you'll find all the help you need.

Accessibility at a whole new level.

Developed with accessibility in mind, the electric D45 CRT LE CHARGE™ features a revolutionary patented low-entry vestibule, and a seating area and ramp that significantly improve the boarding and ride experience for passengers with mobility needs.

Benefits

Easy
Rapid entry and exit via two doors decreasing dwell time.

Safe
Level boarding, improved wheelchair securement, and a comfortable riding experience for passengers with varying mobility.

Efficient
Ramp that provides loading times comparable to low-floor transit buses with flip ramps.

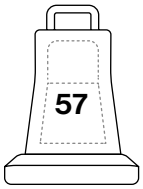
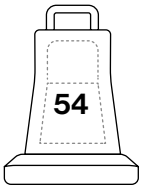
Standard Mid-Coach Lift

The D45 CRT CHARGE™ comes standard with a mid-coach Braun wheelchair lift.

MCI model specification highlights.

	D45 CRT CHARGE™		D45 CRT LE CHARGE™	
Body				
Length	45.82'	13.72m	45.82'	13.72m
Width	102"	2.59m	102"	2.59m
Roof Height	138.6"	3.51m	138.6"	3.51m
Tire Size	315/80 R22.5		315/80 R22.5	
Approach Angle	7.5°		7.5°	
Breakover Angle	8.2°		8.2°	
Construction	Semi-monocoque low-corrosion stainless-steel frame		Semi-monocoque low-corrosion stainless-steel frame	
Body Material	Fiberglass composite		Fiberglass composite	
Propulsion System				
Motor	Accelera™ by Cummins		Accelera™ by Cummins	
Rated Power	320 kW		320 kW	
Maximum Torque	4800 Nm		4800 Nm	
Transmission/Gearbox	4.7 gear ratio direct drive		4.7 gear ratio direct drive	
Energy Storage System				
Battery Type	NMC lithium ion Ultra-high energy		NMC lithium ion Ultra-high energy	
Battery Capacity	520 kWh		520 kWh	
Usable SoC	89%		89%	
Battery Recycling Available	Yes		Yes	
Charging Plug-In				
Charge Rate (kW)	150+		150+	
Charge Time (7% to 94%)	< 4 hrs		< 4 hrs	
Plug / Adapter / Interface	CCS 1		CCS 1	
Number of Charge Ports	1		1	
Location(s) of Charge Ports	Rear curbside		Rear curbside	
EVSE Type (AC or DC)	DC		DC	
EVSE Supply Voltage	150 - 850 VDC		150 - 850 VDC	
EVSE Maximum Charge Current	200 A		200 A	

MCI model specification highlights.

	D45 CRT CHARGE™		D45 CRT LE CHARGE™	
Performance				
Nominal Range (estimated low to heavy usage)	156 - 250 miles	251 - 402 miles	156 - 250 miles	251 - 402 km
Top Speed	72 mph	116 kph	72 mph	116 kph
Meets or exceeds APTA gradeability requirement	**10% Grade:** 30 mph	48 kph	**10% Grade:** 30 mph	48 kph
	2.5% Grade: 55 mph	88 kph	**2.5% Grade:** 55 mph	88 kph
Weight				
Curb Weight (estimated)	43,000 lbs	19,500 kg	44,500 lbs	20,200 kg
Gross Vehicle Weight Rating	54,000 lbs	24,494 kg	54,000 lbs	24,494 kg
Gross Axle Weight Rating – Front	17,000 lbs	7,711 kg	17,000 lbs	7,711 kg
Gross Axel Weight Rating – Rear	**Drive:** 23,000 lbs **Tag:** 16,500 lbs	10,432 kg 7,484 kg	**Drive:** 23,000 lbs **Tag:** 16,500 lbs	10,432 kg 7,484 kg
Passenger Capacity				
Warranty				
Vehicle	24-month limited warranty		24-month limited warranty	

D45 CRT CHARGE™ + D45 CRT LE CHARGE™

MCIcoach.com/electric

VIC | VEHICLE INNOVATION CENTER

Learn more about this technology at the Vehicle Innovation Center
newflyer.com/vic

MCIcoach.com/electric

ATTACHMENT F

Outcomes

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	0	0	0
			VMT 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	0	0	0
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	0	0	0
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0	0	0
			PM 10 Tons	2	0	2
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	49	0	49
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	1	0	1
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	4	0	4
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	8,380	0	8,380
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	64	0	64
Safety	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	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0	0	0
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	78	0	78
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	1.42	0	1.42
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

Existing Average Annual Vehicle Volume on Project Segment	PPNO 7101H - 4E North
Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	

Measure	Metric	Project Type	Build	Future No Build	Change	Increase/ Decrease
Congestion Reduction	Change in Daily Vehicle Miles Traveled (VMT)	All	23,798	22,643	1,155	
	Person Hours of Travel Time Saved		0	1,369,703	-1,369,703	Decrease
	(Optional) Change in Daily Vehicle Hours of Delay	Highway	0	3,748	-3,748	Decrease
	(Optional) Percent Change in Non-Single Occupancy Vehicle Travel	Local Road, Highway	25	5	20	Increase
	(Optional) Per Capita and Total Person Hours of Delay per Year					
	(Optional) Other Information	All				
Throughput	(Optional) Peak Period Person Throughput – by applicable mode	All				
	(Optional) Passengers Per Vehicle Service Hour	Transit Rail and Transit Bus				
	(Optional) Other Information	All				
System Reliability	Peak Period Travel Time Reliability Index (“No Build” Number Only)	National and State Highway System Only	1	1.5	-0.5	Decrease
	Level of Transit Delay	Transit Rail and Transit Bus	0	0	0	
	(Optional) Other Information	All				

Measure	Metric	Project Type	Build	Future No Build	Change	Increase/ Decrease
Safety	Number of Fatalities	All	0.17	0.2	-0.03	Decrease
	Rate of Fatalities per 100 Million VMT		2	2.2	-0.2	Decrease
	Number of Serious Injuries		9.52	11.2	-1.68	Decrease
	Rate of Serious Injuries per 100 Million VMT		110	136	-26	Decrease
	(Optional) Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries					
	(Optional) Other Information					
	(Optional) Number or Rate of Property Damage Only Collisions	Local Road, Highway				
	(Optional) Number or Rate of Non-Serious Injury Collisions					
	(Optional) Accident Cost Savings		0	53,800,000	-53,800,000	Decrease
Economic Development	Jobs Created	All	1,430	0	1,430	Increase
	(Optional) Other Information					
Air Quality and Greenhouse Gases	Particulate Matter (PM 10)	All	0	0	0	
	Particulate Matter (PM 2.5)		0	0	0	
	Carbon Dioxide (CO2)		0	2,209	-2,209	Decrease
	Volatile Organic Compounds (VOC)		0	2	-2	Decrease
	Sulphur Oxides (SOx)		0	0	0	
	Carbon Monoxide (CO)		0.57	1	-0.43	Decrease
	Nitrogen Oxides (NOx)		1	0	1	Increase

Measure	Metric	Project Type	Build	Future No Build	Change	Increase/ Decrease
Accessibility	(Optional) Number of Jobs Accessible by Mode	All				
	(Optional) Access to Key Destinations by Mode	All				
	(Optional) Percentage of Population Defined as Low Income or Disadvantaged within ½ mile of a rail station, ferry terminal, or high-frequency bus stop	Transit Rail and Transit Bus				
	(Optional) Other Information	All				
Cost Effectiveness	Cost-Benefit Ratio	All	1.51	0	1.51	Increase
	(Optional) Other Information					

Existing Average Annual Vehicle Volume on Project Segment	
Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	

Measure	Metric	Project Type	Build	Future No Build	Change	Increase/ Decrease
Congestion Reduction	Change in Daily Vehicle Miles Traveled (VMT)	All	-105	0	-105	
	Person Hours of Travel Time Saved		0	0	0	
	(Optional) Change in Daily Vehicle Hours of Delay	Highway				
	(Optional) Percent Change in Non-Single Occupancy Vehicle Travel	Local Road, Highway				
	(Optional) Per Capita and Total Person Hours of Delay per Year					
	(Optional) Other Information	All				
Throughput	(Optional) Peak Period Person Throughput – by applicable mode	All				
	(Optional) Passengers Per Vehicle Service Hour	Transit Rail and Transit Bus				
	(Optional) Other Information	All				
System Reliability	Peak Period Travel Time Reliability Index (“No Build” Number Only)	National and State Highway System Only	1	1.5	-0.5	
	Level of Transit Delay	Transit Rail and Transit Bus	0	0	0	
	(Optional) Other Information	All				

Measure	Metric	Project Type	Build	Future No Build	Change	Increase/ Decrease
Safety	Number of Fatalities	All	0	0	0	
	Rate of Fatalities per 100 Million VMT		0	0	0	
	Number of Serious Injuries		0.75	1	-0.25	
	Rate of Serious Injuries per 100 Million VMT		0	0	0	
	(Optional) Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries		1.05	1.4	-0.35	
	(Optional) Other Information					
	(Optional) Number or Rate of Property Damage Only Collisions	Local Road, Highway				
	(Optional) Number or Rate of Non-Serious Injury Collisions					
	(Optional) Accident Cost Savings					
Economic Development	Jobs Created	All	593	0	593	
	(Optional) Other Information					
Air Quality and Greenhouse Gases	Particulate Matter (PM 10)	All	0.001	0	0.001	
	Particulate Matter (PM 2.5)		0.001	0	0.001	
	Carbon Dioxide (CO2)		295.12	0	295.12	
	Volatile Organic Compounds (VOC)		0.014	0	0.014	
	Sulphur Oxides (SOx)		0.003	0	0.003	
	Carbon Monoxide (CO)		0.834	0	0.834	
	Nitrogen Oxides (NOx)		0.04	0	0.04	

Measure	Metric	Project Type	Build	Future No Build	Change	Increase/ Decrease
Accessibility	(Optional) Number of Jobs Accessible by Mode	All	56,203	0	56,203	
	(Optional) Access to Key Destinations by Mode	All	12	0	12	
	(Optional) Percentage of Population Defined as Low Income or Disadvantaged within ½ mile of a rail station, ferry terminal, or high-frequency bus stop	Transit Rail and Transit Bus				
	(Optional) Other Information	All				
Cost Effectiveness	Cost-Benefit Ratio	All	1.79	0	1.79	
	(Optional) Other Information					

Existing Average Annual Vehicle Volume on Project Segment	
Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	

Measure	Metric	Project Type	Build	Future No Build	Change	Increase/ Decrease
Congestion Reduction	Change in Daily Vehicle Miles Traveled (VMT)	All	0	0	0	
	Person Hours of Travel Time Saved		0	0	0	
	(Optional) Change in Daily Vehicle Hours of Delay	Highway				
	(Optional) Percent Change in Non-Single Occupancy Vehicle Travel	Local Road, Highway				
	(Optional) Per Capita and Total Person Hours of Delay per Year					
	(Optional) Other Information	All				
Throughput	(Optional) Peak Period Person Throughput – by applicable mode	All				
	(Optional) Passengers Per Vehicle Service Hour	Transit Rail and Transit Bus				
	(Optional) Other Information	All				
System Reliability	Peak Period Travel Time Reliability Index (“No Build” Number Only)	National and State Highway System Only	0	0	0	
	Level of Transit Delay	Transit Rail and Transit Bus	0	0	0	
	(Optional) Other Information	All				

Measure	Metric	Project Type	Build	Future No Build	Change	Increase/ Decrease
Safety	Number of Fatalities	All	0	0	0	
	Rate of Fatalities per 100 Million VMT		0	0	0	
	Number of Serious Injuries		0	0	0	
	Rate of Serious Injuries per 100 Million VMT		0	0	0	
	(Optional) Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries					
	(Optional) Other Information					
	(Optional) Number or Rate of Property Damage Only Collisions	Local Road, Highway				
	(Optional) Number or Rate of Non-Serious Injury Collisions					
	(Optional) Accident Cost Savings					
Economic Development	Jobs Created	All	0	0	0	
	(Optional) Other Information					
Air Quality and Greenhouse Gases	Particulate Matter (PM 10)	All	0.01	0	0.01	
	Particulate Matter (PM 2.5)		0	0	0	
	Carbon Dioxide (CO2)		163.7	0	163.7	
	Volatile Organic Compounds (VOC)		0	0	0	
	Sulphur Oxides (SOx)		0	0	0	
	Carbon Monoxide (CO)		0.92	0	0.92	
	Nitrogen Oxides (NOx)		0.09	0	0.09	

Measure	Metric	Project Type	Build	Future No Build	Change	Increase/ Decrease
Accessibility	(Optional) Number of Jobs Accessible by Mode	All				
	(Optional) Access to Key Destinations by Mode	All				
	(Optional) Percentage of Population Defined as Low Income or Disadvantaged within ½ mile of a rail station, ferry terminal, or high-frequency bus stop	Transit Rail and Transit Bus				
	(Optional) Other Information	All				
Cost Effectiveness	Cost-Benefit Ratio	All	9.59	0	9.59	
	(Optional) Other Information					

Existing Average Annual Vehicle Volume on Project Segment	
Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	

Measure	Metric	Project Type	Build	Future No Build	Change	Increase/ Decrease
Congestion Reduction	Change in Daily Vehicle Miles Traveled (VMT)	All	0	492	-492	
	Person Hours of Travel Time Saved		0	0	0	
	(Optional) Change in Daily Vehicle Hours of Delay	Highway				
	(Optional) Percent Change in Non-Single Occupancy Vehicle Travel	Local Road, Highway				
	(Optional) Per Capita and Total Person Hours of Delay per Year					
	(Optional) Other Information	All				
Throughput	(Optional) Peak Period Person Throughput – by applicable mode	All				
	(Optional) Passengers Per Vehicle Service Hour	Transit Rail and Transit Bus				
	(Optional) Other Information	All				
System Reliability	Peak Period Travel Time Reliability Index (“No Build” Number Only)	National and State Highway System Only	0	0	0	
	Level of Transit Delay	Transit Rail and Transit Bus	0	0	0	
	(Optional) Other Information	All				

Measure	Metric	Project Type	Build	Future No Build	Change	Increase/ Decrease
Safety	Number of Fatalities	All	0	0	0	
	Rate of Fatalities per 100 Million VMT		0	0	0	
	Number of Serious Injuries		1.56	3.02	-1.46	
	Rate of Serious Injuries per 100 Million VMT		0	0	0	
	(Optional) Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries					
	(Optional) Other Information					
	(Optional) Number or Rate of Property Damage Only Collisions	Local Road, Highway				
	(Optional) Number or Rate of Non-Serious Injury Collisions					
	(Optional) Accident Cost Savings					
Economic Development	Jobs Created	All	106	0	106	
	(Optional) Other Information					
Air Quality and Greenhouse Gases	Particulate Matter (PM 10)	All	0.0003	0	0.0003	
	Particulate Matter (PM 2.5)		0.0004	0	0.0004	
	Carbon Dioxide (CO2)		117.43	0	117.43	
	Volatile Organic Compounds (VOC)		0.0048	0	0.0048	
	Sulphur Oxides (SOx)		0.0012	0	0.0012	
	Carbon Monoxide (CO)		0.3102	0	0.3102	
	Nitrogen Oxides (NOx)		0.013	0	0.013	

Measure	Metric	Project Type	Build	Future No Build	Change	Increase/ Decrease
Accessibility	(Optional) Number of Jobs Accessible by Mode	All				
	(Optional) Access to Key Destinations by Mode	All				
	(Optional) Percentage of Population Defined as Low Income or Disadvantaged within ½ mile of a rail station, ferry terminal, or high-frequency bus stop	Transit Rail and Transit Bus				
	(Optional) Other Information	All				
Cost Effectiveness	Cost-Benefit Ratio	All	3.05	0	3.05	
	(Optional) Other Information					

Existing Average Annual Vehicle Volume on Project Segment	
Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	

Measure	Metric	Project Type	Build	Future No Build	Change	Increase/ Decrease
Congestion Reduction	Change in Daily Vehicle Miles Traveled (VMT)	All	0	0	0	
	Person Hours of Travel Time Saved		0	0	0	
	(Optional) Change in Daily Vehicle Hours of Delay	Highway				
	(Optional) Percent Change in Non-Single Occupancy Vehicle Travel	Local Road, Highway				
	(Optional) Per Capita and Total Person Hours of Delay per Year					
	(Optional) Other Information	All				
Throughput	(Optional) Peak Period Person Throughput – by applicable mode	All				
	(Optional) Passengers Per Vehicle Service Hour	Transit Rail and Transit Bus				
	(Optional) Other Information	All				
System Reliability	Peak Period Travel Time Reliability Index (“No Build” Number Only)	National and State Highway System Only	0	0	0	
	Level of Transit Delay	Transit Rail and Transit Bus	0	0	0	
	(Optional) Other Information	All				

Measure	Metric	Project Type	Build	Future No Build	Change	Increase/ Decrease
Safety	Number of Fatalities	All	0	0	0	
	Rate of Fatalities per 100 Million VMT		0	0	0	
	Number of Serious Injuries		0	0	0	
	Rate of Serious Injuries per 100 Million VMT		0	0	0	
	(Optional) Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries					
	(Optional) Other Information					
	(Optional) Number or Rate of Property Damage Only Collisions	Local Road, Highway				
	(Optional) Number or Rate of Non-Serious Injury Collisions					
	(Optional) Accident Cost Savings					
Economic Development	Jobs Created	All	78	0	78	
	(Optional) Other Information					
Air Quality and Greenhouse Gases	Particulate Matter (PM 10)	All	0	0	0	
	Particulate Matter (PM 2.5)		2	0	2	
	Carbon Dioxide (CO2)		49	0	49	
	Volatile Organic Compounds (VOC)		1	1	1	
	Sulphur Oxides (SOx)		4	0	4	
	Carbon Monoxide (CO)		8380	0	8380	
	Nitrogen Oxides (NOx)		64	0	64	

Measure	Metric	Project Type	Build	Future No Build	Change	Increase/ Decrease
Accessibility	(Optional) Number of Jobs Accessible by Mode	All				
	(Optional) Access to Key Destinations by Mode	All				
	(Optional) Percentage of Population Defined as Low Income or Disadvantaged within ½ mile of a rail station, ferry terminal, or high-frequency bus stop	Transit Rail and Transit Bus				
	(Optional) Other Information	All				
Cost Effectiveness	Cost-Benefit Ratio	All	1.42	0	1.42	
	(Optional) Other Information					