

STAFF REPORT

SUBJECT: 2006 Regional Transportation Improvement Program

MEETING DATE: January 19, 2006

AGENDA ITEM: 5

CONTACT: Steve VanDenburgh, Deputy Director

RECOMMENDATION:

- A. Adopt the 2006 Regional Transportation Improvement Program for submittal to the California Transportation Commission.
- B. Adopt a programming policy to fund deleted rehabilitation projects with RSTP as a first priority and direct SBCAG staff to return with a RSTP programming recommendation for Board consideration.

SUMMARY:

The 2006 Regional Transportation Improvement Program (RTIP) covers fiscal years 2006-07 through 2010-11. It identifies projects selected by SBCAG that are to be funded with our statutory share of STIP funds. The RTIP—and all RTIP's being prepared throughout the state—are based on an optimistic scenario that assumes that all transportation revenues authorized in statute would be realized during this period. Upon adoption by the SBCAG Board, the RTIP will be submitted to the California Transportation Commission for their review, adoption and inclusion in the State Transportation Improvement Program, which the CTC adopts biennially. The RTIP is due to the CTC by January 30, 2006. The CTC is scheduled to adopt the 2006 STIP on April 27, 2006.

SBCAG has new STIP programming capacity of \$40 million over the five year period, which includes an unprogrammed balance of approximately \$20 million carried over from previous STIP cycles and new funding. Almost the entire amount of previously unused and new capacity is available in the last year of the STIP. SBCAG also has \$2.4 million in programming capacity for STIP-Transportation Enhancement (STIP-TE) projects, including a \$1.1 million unprogrammed reserve from previous programming cycles.

Over the past three years, transportation revenue has been diverted to the State's general fund to address state budget shortfalls. The California Transportation Commission has had to pick and choose which projects to fund with revenues that have come in under the estimates they developed based on state statute and provided to regional agencies. The CTC has given priority to funding capacity increasing projects, interregional projects and goods movement projects. It has given lowest priority to local roadway rehabilitation projects, ridesharing projects and non-capacity increasing projects. Many local STIP projects programmed in prior years by SBCAG have been delayed because they are a low priority for the State. The proposed 2006 RTIP deletes low priority projects and reprograms these funds to currently programmed STIP projects that are a higher priority to the CTC. Deleted road rehabilitation projects are proposed to be funded as a first

priority using SBCAG's annual apportionments of RSTP funds in future years. Other deleted projects would be funded through other sources as funds become available.

One major "New Start" project is included in the RTIP: environmental funding for the widening of Highway 101 from Milpas Street to the Ventura County line. The RTIP includes \$7 million in STIP funds programmed by the SBCAG Board. The RTIP requests that Caltrans and the CTC program an additional \$7 million in STIP funds controlled by Caltrans and reserved by statute for interregional purposes. Gaining the CTC's approval to fund a new project after years of funding delays on billions of dollars of currently programmed projects around the state is a longshot, but SBCAG has an advantage over other regional agencies: it has not had access to a \$20 million unprogrammed reserve of STIP funds since 2002, and it has deleted low priority programmed projects to create additional programming capacity.

The RTIP also includes 8 "New Start" STIP-TE projects. Most of the New Starts are projects transferred from state or federal funding programs that were discontinued before the projects were delivered.

The proposed 2006 RTIP was developed in close cooperation with Caltrans and local agencies. TTAC unanimously adopted a motion recommending approval of the RTIP at its January 5, 2006 meeting.

RTIP Project Highlights

PPNO 7101, Widen Highway 101 s\o Milpas Street. This is a "New Start" project. The RTIP includes \$7 million in funding in FY 06/07 for SBCAG's share of environmental studies and preliminary engineering. If approved, this funding would allow Caltrans and SBCAG to begin project development work on widening the 4-lane segment of 101 south of Milpas to 6 lanes. The RTIP proposes that Caltrans program an additional \$7 million from its share of STIP funding; however, the first draft of Caltrans' ITIP does not program any funding for Caltrans' share of the environmental cost. Conversations with CTC staff indicate it is unlikely they would support this or any new start RTIP project that is not transit capital or STIP-TE. The CTC's adopted guidelines for the 2006 STIP state, however that the commission will give preference for programming of new projects in counties like Santa Barbara that have an unprogrammed county share balance (SBCAG has an unprogrammed RTIP "reserve" of about \$20 million). CTC staff encouraged SBCAG staff to submit the new start project in the RTIP but cautioned that SBCAG should also indicate how the funds proposed for the new start project should be programmed if this project is rejected by the CTC. If the funds are not programmed for the new start project, the RTIP requests that the funds be programmed to the Carpinteria Creek "Linden & Casitas Pass" Interchange Project to cover cost increases.

PPNO 4459, Highway 101 Santa Maria River Bridge Project. This project is being jointly funded by SBCAG, SLOCOG and Caltrans. The only new RIP funding shown is SBCAG's share of right of way capital and support costs (\$152,000). Costs for final design (PS&E) are assumed to be covered by a \$2.7 million federal earmark secured by SBCAG and SLOCOG (Note: since the federal earmark is not STIP funding, it is not shown in the RTIP) and by \$1.3 million from Caltrans ITIP funding. Caltrans and SLOCOG have indicated they will not be able to program ITIP and RIP funding, respectively, for their share of construction costs. Consequently, no funding for construction costs is shown in SBCAG's RTIP. SBCAG's share of construction (\$8 million) is currently included in the draft Measure D renewal expenditure plan or could be included in a future RTIP.

PPNO 478, Highway 101 Cabrillo-Milpas\Hot Springs “Operational Improvement” Project. \$17.2 million in new funding is programmed for construction cost increases related to general materials cost increases, Coastal Development Permit conditions placed on the project, additional funding for pedestrian improvements on Cabrillo Boulevard and Old Coast Highway, and widening of the Highway 101 northbound bridge. Including funding for the Milpas northbound bridge would extend the limits of the 101 northbound widening and would give relief to the merchants in the Milpas area that would otherwise have to endure a third ramp closure when the widening of 101 to six lanes occurs in this area (the Milpas roundabout project required an extended closure as will the operational project). Caltrans recently reported delays in the right of way acquisition process for the project of several months which will push the project’s programmed construction from FY 06/07 to FY 07/08. The board has determined that this project is its highest priority STIP project and the \$17.2 million in additional funding will cover the full cost of completing the project based on current estimates.

PPNO 482, Carpinteria Creek “Linden & Casitas Pass” Interchange Project. Completion of this project is a prerequisite for widening Highway 101 to six lanes. There is good news and bad news in the RTIP for this project. The bad news is funding for construction is delayed from FY 07/08 to 10/11, partly because the project is behind schedule, partly because of the fiscal year programming targets imposed by the CTC. The good news is that the RTIP includes \$30 million in new funding for the project which will make substantial progress in closing the project’s current shortfall of more than \$44 million. Funds are added to ROW, construction, construction support, PS&E, and environmental. If the New Start Highway 101 Widening s/o Milpas project is rejected by the CTC, the \$7 million would be added to the construction funding for this project. An additional \$7-14 million would still be needed to fully fund construction. SBCAG staff has assumed that the Caltrans SHOPP program would contribute funding to the project to replace the Highway 101 Carpinteria Creek Bridge and raise the profile of Highway 101 at that location above the 100 year flood plain level. But the SHOPP program is a competitive, statewide program managed by Caltrans. Funding is not guaranteed. Additional STIP funds could be contributed to the project in the 2008 or 2010 RTIP's if SHOPP funds do not materialize.

PPNO 4607, Carrillo NB On-ramp Ramp Meter Project. No changes are made to the project. Construction remains programmed in FY 06/07.

PPNO 4638, Highway 101 Union Valley Parkway Interchange. No changes are made to the project. Funding for construction is programmed in FY 07/08.

PPNO Highway 101 Las Positas, Zaca Station ITS Improvements. Due to cost increases reported by Caltrans, an additional \$210,000 is added to the project in FY 06/07 and an additional \$105,000 for construction and construction support in FY 07/08. No schedule changes are made the project.

PPNO 6400, Highway 246, Widen to Four Lanes, East of Lompoc, Purisma-Domingos. The RTIP adds \$674,000 in new funding for environmental to the project and delays PS&E funding one year to FY 08/09. Caltrans suspended work on the project, at SBCAG’s request, after the 2004 RTIP was adopted because of it was unclear when construction funds would be available and there was a risk the environmental document would go stale. Partial funding for project construction is included in the draft Measure D renewal expenditure plan. SBCAG would recommend that Caltrans resume work on this project after adoption of the 2006 RTIP and adoption of a draft Measure D expenditure plan which includes this project.

PPNO 4611 Fowler and Ekwil Street Extensions. The RTIP delays right of way and construction funding, to FYs 07/08 and 08/09 respectively.

PPNO 1840, Ellwood (UPRR) Overhead Bridge Project \ Highway 101 Cathedral Oaks Interchange Project. \$500,000 in state-only funding is requested in the RTIP for the project, in the

07/08 fiscal year. The funds would leverage federal HBRR funds to the bridge, allowing for a complete reconstruction of the interchange on a new alignment and new railroad bridge for the City of Goleta.

PPNO 1206, Ortega Hill Rd., Ortega Ridge Road (Summerland) Project. No changes are made to the project. Construction funding remains programmed in FY 06/07.

PPNO 1203, Hummel Dr. Extension. Construction funding is delayed from 06/07 to 07/08 and state-only STIP funds are requested because Hummel is not a federal aid eligible route.

PPNO 820, Las Positas & Cliff Drive Intersection. No changes are made to the project. Construction funding stays programmed in FY 07/08.

PPNO 1807, Betteravia Rd. Widening. No changes are made to the project. Construction funding remains in FY 06/07.

PPNO 0919, Planning, Programming, Monitoring. PPM funding is in the CTC's highest priority category for STIP funding allocations. This provides funding for SBCAG to assist the CTC in managing STIP programming in the region and provides required matching funds for SBCAG's federal planning grant funds. State statute provides 1% of each regional agency's county share amount for PPM and this amount is included in the RTIP spread over the 5 year period.

STIP-TE Projects in the RTIP

Because the State must spend a specified amount of its annual federal gas tax apportionments on Transportation Enhancement projects, STIP-TE funds are a reliable source of funding. The CTC has continued to make allocations to STIP-TE projects when funding shortfalls were delaying major highway projects. The proposed RTIP uses all \$2.4 million in STIP-TE programming capacity to add new projects or projects that had been funded by SBCAG from programs that have expired.

Four projects new to the STIP-TE program are transferred from the regional TE program which expired before they could be delivered.

- * Railroad Bikeway Phase II (Santa Maria)
- * Union Valley Parkway Landscaping (Santa Maria)
- * Los Carneros Interchange Landscaping (Goleta)
- * Riverbend Park Bikeway (Lompoc)

One undelivered project is transferred to the STIP-TE program from the expired CMAQ program.

- * Pershing Park Multipurpose Pathway (Santa Barbara)

One project is reclassified from a STIP project to a STIP-TE project. The project's chances of being funded are improved by being in the STIP-TE program. As a STIP project competing against capacity increasing, goods movement, and interregional projects, it was a low priority for funding.

- * San Jose Creek Bikeway Environmental (Goleta)

Two new projects proposed during a Spring 2005 programming process are able to be added to the STIP-TE program at this time:

- * Alan Hancock Bike Path, environmental and construction (Lompoc)

* River Oaks Multi Purpose Trail, construction (Santa Maria)

Projects to Be Removed from the STIP

PPNO 620, Highway 166 widening to four lanes, Guadalupe to Santa Maria.

Environmental work by Caltrans to widen Highway 166 from 2 to 4 lanes has been suspended since 2004 at SBCAG's request because it was unclear when \$45 million for construction and right of way acquisition would be available and there was a risk that if Caltrans finished the environmental document it would go stale before construction could be started. The RTIP reprograms the partially expended environmental funding to other projects resulting in the project being deleted from the STIP. This will allow Caltrans' to reassign staff resources to other high priority projects. With environmental funds being deleted, and due to limitations on programming capacity in the 2006 STIP, Caltrans' request that SBCAG program \$10.9 for right of way and PS&E funding is not included in the RTIP.

After adoption of the RTIP, SBCAG staff would request that Caltrans move forward with a planned SHOPP project which would improve safety by relocating open ditches alongside the highway and making intersection improvements and other safety improvements.

Caltrans had hoped to have funds through the RTIP to do a combined STIP\SHOPP project including the purchase of ROW for a four lane facility. Providing no funding in the RTIP or the draft Measure D renewal plan would mean they would have to weigh going ahead with the SHOPP project. If a highway widening were pursued at a later time, this would make it more expensive because the ditches would have to be relocated a second time to add new lanes.

Low Priority Projects for the CTC

The RTIP deletes projects that are low priorities to the CTC and uses the freed-up funding on higher priority projects. The TTAC and SBCAG staff recommend that the Board, through a follow-up programming action, program Regional Surface Transportation Program (RSTP) funding from the 05/06 through 09/10 fiscal years to deliver the local road rehab projects deleted from the STIP as a first priority. The Board partly funded many of these rehab projects with RSTP in May 2005. RSTP funds would be programmed to cover the balance of funding not provided in May. This would effectively commit all of SBCAG's expected RSTP funds through FY 2009/10 and would mean that SBCAG would not have a call for new projects for RSTP funding until after this period.

RSTP funding is a good substitute for STIP funding. It is exchanged by SBCAG for state gas tax money, making it a very flexible funding source. Sponsors using RSTP funding don't have to go through a federal environmental clearance process in order to deliver their project. The funds also are easier for sponsors to administer than STIP funds; there are no timely-use-of-funds deadlines for the sponsor to meet or risk lapsing funding. And local sponsors submit a simple claim form to SBCAG for reimbursement as compared to STIP funding, which is controlled at the State.

Funding for other non-rehab projects deleted from the STIP will be sought from other sources.

The list of all projects to be eliminated from the STIP by adoption of the 2006 STIP are included in Table A.

RECOMMENDATION:

It is recommended that the SBCAG Board:

- A. Adopt the 2006 Regional Transportation Improvement Program for submittal to the California Transportation Commission.
- B. Adopt a programming policy to fund deleted rehabilitation projects with RSTP as a first priority and direct SBCAG staff to return with a RSTP programming recommendation for Board consideration.

The final RTIP submitted to the CTC will include project fact sheets and STIP-TE applications that are required for all new STIP and STIP-TE projects. SBCAG staff will provide the CTC with this technical documentation supporting the adopted RTIP and file the information for STIP and STIP-TE projects as Appendices A and B respectively. These technical supporting documents are still being prepared and were not available for distribution with the board agenda mailing.

COMMITTEE REVIEW

The 2006 RTIP has been discussed by TTAC at meetings on October 6, December 1 and December 20. On December 20, TTAC approved the 2006 RTIP for submittal to the SBCAG Board.

Attachments : 2006 RTIP
 2006 RTIP Baseline
 Appendix A: New Start STIP Project Fact Sheets (to be filed w\CTC by
 SBCAG staff)
 Appendix B: New Start STIP-TE Project Fact Sheets (to be filed with CTC
 by SBCAG staff)
 Appendix C: Performance Measures

**TABLE A : PROJECTS TO BE REMOVED
FROM THE STIP BY THE 2006 RTIP**

Sponsor	Project #	Project Description	Funding (\$1,000s)	RSTP Funding: May 2005	Balance to be Funded w/RSTP
Delete from STIP; Fund with RSTP as First Priority					
Buellton	1189	Pavement rehab, 7 locations (State only)	393	172	221
Carpinteria	1192	Local street rehab, 7 locations (State only)	538	236	302
Santa Barbara	1194C	Local street rehab, 8 locations (State only)	1,541	676	865
Lompoc	1208	Local street rehab, 8 locations, 3.7 mi (State only)	1,262	553	709
Solvang	1213	Various Streets rehab (State only)	406	178	228
Guadalupe	1207	Obispo St, 11th St, rehab (State only)	411	180	231
S B County	1199	Local road rehab, 34 locations	5,853	2,775	3,078
Santa Maria	1211	N Blosser, S Miller rehab (rescoped)(S/O)	944		944
Santa Maria	1211B	Hanson Wy, W Morrison, E Morrison, rehab (S/O)	1,452	1,051	401
S B County	1199	Local road rehab, 34 locs, split not identified	474		474
TOTAL			\$13,247	\$5,821	\$7,453

Delete from STIP; Fund from Other Sources			
S B County	1201	School zone signs, markings, near 53 schools (SO)	400
SBCAG	1214	Traffic solutions program maintenance (State only)	250
SBCAG	1215	Traffic solutions program enhancement (State only)	17
Santa Maria	1212	School zone signs, markings, near 19 schools (SO)	50
Carpinteria	223E	Coast Route Bike Path improvements (02S-01)	614
S B County	1205	South Coast traffic mgmt center, ITS equipment	1,760
TOTAL			\$3,091

Allow Funds to Lapse; Reprogram in 2008 RTIP Cycle			
Carpinteria	1190	Bailard Ave park and ride (env & design)	104
Delete from STIP; Use Funds on Higher Priority Projects			
Carpinteria	1190	Bailard Ave park and ride (construction)	322

**2006 Regional Transportation
Improvement Program
for
Santa Barbara County**

Scheduled Adoption: January 19, 2006



Member Agencies

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

2006 Regional Transportation Improvement Program for Santa Barbara County

1.0 Background

Every two years, regional transportation planning agencies in California are required by State law to adopt a five-year program of projects, called a Regional Transportation Improvement Program (RTIP). The RTIP is based on an estimate of revenues that will be available for state transportation infrastructure over a five-year period. The five-year estimate of funding to be used by regional agencies in preparing their 2006 RTIP was adopted by the California Transportation Commission (CTC) on September 29. The estimate covers fiscal years 2005-06 through 2010-11.

For the 2006 programming cycle, there continues to be a high level of uncertainty over whether major revenue sources will be realized during the five year period, including Prop. 42 funds and proceeds from the sale of tribal gaming bonds. To address these uncertainties the CTC has adopted two fund estimates for the five year period. One assumes none of the revenues will be realized. The other assumes that all of the revenues authorized in statute will be realized.

The 2006 RTIP identifies projects selected by SBCAG that are to be funded with our county's statutory share of STIP funds under the optimistic scenario—all revenues authorized in statute to flow to transportation would be realized during this period. No action is required from SBCAG at this time for the scenario that provides no funding—it would result in very minimal programming, if not deprogramming, of existing projects by the CTC. If a scenario in between emerges, as it has for the last three years, the CTC could pick and choose which projects to include in the STIP or allocate funds to based on programming priorities it adopts. SBCAG has therefore kept in mind what the CTC's programming priorities have been when preparing this RTIP.

After adoption by the SBCAG Board, the RTIP is submitted to the CTC for approval and incorporation into the new STIP, which the Commission adopts every two years. SBCAG must adopt its 2006 RTIP and submit it to the CTC by January 30, 2006. The CTC is scheduled to adopt the 2006 STIP on April 27, 2006.

2.0 Revenue Estimate for STIP Projects

Based on the optimistic estimate of revenues the CTC has published, SBCAG was required to spread 32 STIP projects programmed in the last three years of the 2004 STIP (FY 06-07 to 08-09), amounting to \$82.4 million, over the five years of the 2006 STIP.

Table 1: 2006 STIP Funding Targets

		06\07	07\08	08\09	09\10	10\11
2004 STIP	Current Programming (1,000s of \$)	\$44,243	\$38,142	\$0		
	Total to be Reprogrammed	3 yr. total \$82,376				
2006 STIP	Programming Target (1,000s of \$)	\$27,701	\$45,066	\$11,770	\$0	\$39,574
		5 yr. total \$122,111				

In the 2004 STIP, the region's projects were concentrated in FY 06\07 and 07\08. Projects in these years have been spread out over the 06\07 to 10\11 period in the 2006 RTIP in accordance with CTC guidelines. Each fiscal year of the five year period has its own "target", as shown in Table 1 above, which is the estimate of the county's share of State revenue that will be available in that fiscal year. In 2006\07, for instance, SBCAG had \$44.2 million in projects programmed in the 2004 STIP but was given a target for that fiscal year of \$27.7 million, meaning that no more than \$27.7 million in funding should be programmed in that year. This means SBCAG had to shift approximately \$16.5 million worth of projects from FY 06/07 to future fiscal years but should not exceed the programming targets in those years. The fiscal year targets established by the CTC are intended to provide guidance to the regions. A region may program more or less than the target for any year. But exceeding the fiscal year targets in the RTIP could mean that the CTC would unilaterally reschedule projects in SBCAG's and other RTIP's to meet the annual statewide .0targets established.

The new revenue that may be programmed by SBCAG is generally expected to be available in FY 2010/11, in the amount of \$39.6 million. The CTC may allow new projects to be programmed in earlier years if they are traded for programmed projects and remain within the annual funding targets. The revenue estimate will be revisited and updated by the State in the 2008 biennial STIP cycle.

3.0 Removing Projects, Reprogramming of Funds

When the CTC has funding to allocate to projects, it has over the past three years given priority to capacity increasing projects, interregional projects and goods movement projects. It has given lowest priority to local roadway rehabilitation projects, ridesharing projects, and non-STIP-TE landscaping projects. As a result, several local projects in the SBCAG region have been delayed because they are unable to access STIP funds. This 2006 RTIP deletes low priority projects from the STIP and reprograms the funds to projects that are a higher priority to the CTC.

The local rehabilitation projects deleted from the STIP will be given priority for funding with apportionments of RSTP available to SBCAG. The projects that would be deleted are shown in Table 2 and in tables B2 and B3 on the attached Baseline for 2006 STIP, including projects from the 2005-06 fiscal year. SBCAG assumes all projects currently programmed in the STIP in FY 05/06 are on a waiting list ("pending allocation") for funding or will meet the deadline to request an allocation by the end of the fiscal year and be placed on the waiting list. SBCAG is also reprogramming the unexpended funding for the environmental document for Highway 166 widening project, Guadalupe to Santa Maria, and reprogramming it to other higher priority capacity increasing projects. The reason for this work stoppage are discussed in more detail in Section 5.0 below. Finally, the Bailard Avenue Park and Ride project will be allowed to lapse its FY 05/06 funds. The lapsed funds will be reprogrammed to a new project in the 2008 RTIP cycle. The project's \$322,000 for construction, currently in FY 06/07, is reprogrammed to higher priority capacity increasing projects in this RTIP.

Additional funding approved by the SBCAG Board in October 2005 for the Highway 101 Santa Maria six-lane project, in the amount of \$4.949 million, would be taken "off the top" of the freed up programming capacity created by deleting projects in order to award a contract in early 2006. Deleting these lower priority projects, and funding the Highway 101 Santa Maria project, would create \$13.2 million in net additional programming capacity over the five year RTIP period, increasing the SBCAG region's cumulative target programming amount from \$122.1 to \$135.3 million.

The SBCAG Board will program Regional Surface Transportation Program (RSTP) funding from the 05/06 through 09/10 fiscal years to deliver the rehab projects deleted from the STIP as a first priority. This would effectively commit all of SBCAG's expected RSTP funds through FY 2009/10 and would mean that SBCAG would not have a call for projects for RSTP funding during these fiscal years.

RSTP funding is a good substitute for STIP funding. It is exchanged by SBCAG for state gas tax money, making it a very flexible funding source. Sponsors using RSTP funding don't have to go through a federal environmental clearance process in order to deliver their project. The funds also are easier for sponsors to administer than STIP funds; there are no timely-use-of-funds deadlines for the sponsor to meet or risk lapsing funding. And local sponsors submit a simple claim form to SBCAG for reimbursement as compared to STIP funding, which is controlled at the State.

Funding for other non-rehab projects deleted from the STIP will be sought from other sources.

Table 2. PROJECTS RECOMMENDED TO BE REMOVED FROM THE STIP			
Sponsor	Project #	Project Description	Funding (\$1,000s)
Delete from STIP; Fund with RSTP			
Buellton	1189	Pavement rehab, 7 locations (State only)	393
Carpinteria	1192	Local street rehab, 7 locations (State only)	538
Santa Barbara	1194C	Local street rehab, 8 locations (State only)	1,541
Lompoc	1208	Local street rehab, 8 locations, 3.7 mi (State only)	1,262
Solvang	1213	Various Streets rehab (State only)	406
Guadalupe	1207	Obispo St, 11th St, rehab (State only)	411
S B County	1199	Local road rehab, 34 locations	5,853
Santa Maria	1211	N Blosser, S Miller rehab (rescoped)(S/O)	944
Santa Maria	1211B	Hanson Wy, W Morrison, E Morrison, rehab (S/O)	1,452
S B County	1199	Local road rehab, 34 locs, split not identified	474
Delete from STIP; Fund from Other Sources			
S B County	1201	School zone signs, markings, near 53 schools (SO)	400
SBCAG	1214	Traffic solutions program maintenance (State only)	250
SBCAG	1215	Traffic solutions program enhancement (State only)	17
Santa Maria	1212	School zone signs, markings, near 19 schools (SO)	50
Carpinteria	223E	Coast Route Bike Path improvements (02S-01)	614
S B County	1205	South Coast traffic mgmt center, ITS equipment	1,760
Delete from STIP; Fund with STIP-TE (transfer to STIP-TE program)			
Goleta	1204	San Jose Creek bikeway, env	200
Delete From STIP; Reprogram Unspent Funds to Other Cap. Increasing Projects			
Caltrans	620	Guadalupe-Santa Maria, widen, environmental only	1,251
Allow Funds to Lapse; Reprogram Funds in 2008 RTIP Cycle			
Carpinteria	1190	Bailard Av park and ride (env & design)	104
Delete from STIP; Use Funds on Higher Priority Projects			
Carpinteria	1190	Bailard Av park and ride (construction)	322

4.0 New\Additional Funding Needs

Approximately \$95 million in additional funding needs have been identified for the 2006 RTIP. This amount includes projects already programmed in the STIP that require funding for a new project component or for cost increases (see Table A-5). The additional funding need includes one "New Start" project to start development work on widening 101 south of Milpas Street.

Specific funding needs include \$17.2 million in additional funding for the Cabrillo\Milpas Hot Springs project to address right of way cost increases, general project material cost increases, and funding of the north bound Highway 101 bridge over Milpas Street. An additional \$500,000 in "state only" funds are needed on the Ellwood Overhead project in Goleta to help Caltrans, and its partner the city, leverage federal bridge funding. An additional \$1.3 million is required for project development, \$10 million for right of way, and \$19.5 million is programmed for construction on the Linden\Casitas Pass interchanges project on Highway 101 in Carpinteria. Additional funding is required for the Highway 246 widening project for preparation of the environmental document. The Santa Maria River Bridge project requires additional funding for right of way and \$8 million for construction. This represents SBCAG's 20% share of construction. Under the working agreement for the project, SLOCOG would program \$8 million or 20% in their RTIP for construction and Caltrans would contribute \$24 million, or 60% through the Interregional Improvement Program (IIP). \$661,000 is needed for SBCAG's Planning, Programming and Monitoring services to match federal planning funds. PPM funding is in the CTC's highest priority category for funding. Finally, new funding for the Highway 166 widening project would be needed for design and right of way acquisitions if that project were to continue to be supported by SBCAG.

5.0 Regional Improvement Program (RIP) Project Discussions

Following is a discussion of projects programmed with RIP funding in SBCAG's 2006 RTIP including changes proposed in project funding, schedule or scope.

Widening Highway 101 s\o Milpas Street (PPNO 7101)

One "New Start" project is proposed for programming: the environmental studies component of widening Highway 101 from four to six lanes south of Milpas Street in the city of Santa Barbara. A PSR is currently being prepared by Caltrans and the preliminary estimate of the cost of this project component is \$14 million. SBCAG will program \$7 million from RIP funds and an additional \$7 million would be is proposed to be provided by Caltrans through the IIP.

This project will continue the improvements to Highway 101 in the south Santa Barbara County corridor initiated by the Cabrillo\Milpas project (ppno 478), the Carpinteria Creek\Linden Interchanges project (ppno 482), and a Measure D funded auxiliary lane project between Evans Avenue and Sheffield Road. The projects will make operational improvements and/or widen structures to accommodate the six lane widening project. Given the long lead time for delivering a large corridor widening project, SBCAG has made it a priority to fund this New Start project while the other projects are still in the delivery pipeline to reduce the amount of lag between their completion and the start of construction of the widening project.

SBCAG urges the commission to give priority consideration to programming of this New Start project. SBCAG has deleted many smaller projects from the STIP that are a low priority for the CTC to focus its share of RIP funds on higher priority capacity increasing state highway projects. SBCAG has an unprogrammed county share balance of \$20 million and the CTC's guidelines state that the commission will give preference in programming new projects to counties like Santa Barbara that have an unprogrammed share balance. SBCAG has not had access to this \$20

million reserve since it was first established in 2002. Caltrans has prepared a PSR on an expedited schedule for the widening project to make the programming of RIP and IIP funds possible in this STIP cycle. And Caltrans District 5 has requested \$7 million in IIP funds for the project to help fully fund the PA & ED component for this project.

The widening project is programmed in the RTIP at the conclusion of a two year consensus building process called "101 in Motion". This process brought together local agencies, Caltrans, and interest groups to develop an approach to relieving current and future traffic congestion on Highway 101 that would be supported by the South Coast community in Santa Barbara County. An expected outcome of 101 in Motion is that the consensus forged during this planning process will expedite the Project Study Report and Environmental phases of the project.

In October 2003, the SBCAG Board approved the 101 in Motion package of consensus recommendations which includes widening the 4-lane segment of 101 to six lanes south of Milpas Street to the Ventura County line. Initiation of a commuter rail service between Ventura County and the city of Goleta is also included in the consensus package approved by the SBCAG board. Both of these major capital improvements, along with investments to expand commuter bus service, carpools and vanpools between Ventura and Santa Barbara, are intended to address "F" level of service conditions that currently exist during peak weekday commute periods, as well evenings on the weekends when Santa Barbara County is a tourist and day-trip destination for residents of the L.A. basin. The RIP-funded environmental document would address only the widening project south of Milpas. Other 101 in Motion projects included in the consensus package will be funded from future RIP funding and/or an extension of the Measure D local sales tax program.

Highway Cabrillo-Milpas\Hot Springs "Operational Improvement" Project (PPNO 478)

The SBCAG board has determined that the 101/Milpas-Hot Springs project is its highest priority project currently in the STIP. \$17.2 million in new funding is programmed for construction cost increases and scope changes related to general materials cost increases, Coastal Development Permit conditions placed on the project, additional funding for pedestrian improvements on Cabrillo Boulevard and Old Coast Highway, and widening of the Highway 101 northbound bridge. Including funding for widening of the bridge at Milpas Street will permit the widening of 101 northbound to 3 lanes to be extended from Salinas Street to the current six lane segment that begins just north of Milpas Street. It will also reduce business impacts to the merchants in the Milpas area that would otherwise have to endure a third extended ramp closure when the widening of 101 to six lanes occurs in this area

The project was scheduled to go to bid in the 2006/07 fiscal year (early 2007). However, on December 8, 2005 SBCAG staff was notified by Caltrans that the project schedule had slipped due to delays in purchasing right of way needed for the project. Caltrans indicated that right of way purchases, including acquisitions of right of way from Union Pacific Railroad, would not be completed until July 2007, the first month of the 07/08 fiscal year. Consequently, construction of the project won't begin until the 07/08 fiscal year. In the RTIP, the project is shown in FY 07/08 rather than 06/07 where is currently programmed.

Route 166 Widening Project (PPNO 620)

Caltrans has requested additional funding for the widening of Route 166 to four lanes between the cities of Guadalupe and Santa Maria for right of way, right of way support, and PS&E. This portion of highway is rural, fronted by agricultural fields, and has uncontrolled access from dirt driveways leading to/from fields and farms. The total cost of right of way acquisition and construction for the widening is estimated to be \$45 million. It has been the intent of SBCAG and Caltrans to combine RIP funds for the widening with a proposed SHOPP project to relocate deep ditches alongside the highway to accommodate an ultimate four lanes. The ditches fill with agricultural runoff and storm water and, due to their close proximity to the unpaved road shoulder, create a safety hazard for

motorists. With SHOPP funding, the ditches would be relocated further from the current road surface but would have to be relocated a second time for a four lane project. Providing RIP funds when the SHOPP project reaches the right of way phase, and closely coordinating the development of the two projects, would allow the ditches to be set at their ultimate location.

The delay in STIP allocations caused SBCAG to request in 2004 that work on the environmental document for the widening project be halted so the document wouldn't go stale before construction funds become available. The 2006 STIP fund estimate, and the RTIP funding request by Caltrans, served as an opportunity for SBCAG to re-evaluate whether the environmental document should be restarted. SBCAG, in consultation with Caltrans, weighed whether construction funds would be available before a completed environmental document went stale, whether the strategy of combining the SHOPP project funding and right of way funding for the RIP widening project was viable given the limitations on STIP funding, and whether the RIP project's funding and Caltrans' staff resources should be focused on higher priority Highway 101 projects.

SBCAG and Caltrans believe the proposed SHOPP project would be funded before the widening project's right of way funding would be allocated. Rather than delay a safety-based SHOPP project, SBCAG and Caltrans District 5 have decided to stop work on the widening project, pursue the SHOPP project and not relocate the ditches to the ultimate location needed for a future widening. It is recognized by both agencies that this forecloses a widening option in the near term unless significant throwaway costs are incurred. *The consequence of this decision has been discussed with SBCAG's Transportation Technical Advisory Committee.* TTAC agreed that Caltrans should pursue the SHOPP project and that there are higher priority projects on Highway 101 that should receive the unspent Highway 166 environmental funds.

Santa Maria River Bridge Widening (PPNO 4459)

This interregional project is being jointly funded by SBCAG, SLOCOG and Caltrans. The only new RIP funding shown in SBCAG's RTIP is SBCAG's share of right of way capital and support costs (\$152,000). SLOCOG has indicated that they will include a corresponding match in their RTIP.

Costs for final design (PS&E) are assumed to be covered by a \$2.7 million federal earmark secured by SBCAG and SLOCOG. Caltrans, SLOCOG and SBCAG currently have a working agreement splitting the project's costs 60% Caltrans, 20% from each regional agency. However, the regional agencies have provided an overmatched for PS&E by securing a \$2.7 million federal earmark. This RTIP assumes the balance of PS&E funding (\$1.3 million) will be provided by Caltrans out of the IIP program.

Caltrans and SLOCOG have indicated they will not be able to program ITIP and RIP funding, respectively, for their share of construction costs. Consequently, no funding for construction costs is shown in SBCAG's RTIP. SBCAG's share of construction (\$8 million) is currently included in the draft Measure D renewal expenditure plan or could be included in a future RTIP.

Carpinteria Creek\Linden Interchanges project (PPNO 482)

Completion of this project is a prerequisite for widening of 101 south of Milpas to the Ventura county line since the current bridges and overpasses cannot accommodate six lanes. The RTIP includes an additional \$30.5 million in construction and right of way capital and support costs to cover cost increases. The project construction year is reprogrammed in the RTIP from FY 07/08 to FY 2010/11 due to schedule delays and funding limitations imposed by annual funding targets specified in the STIP Fund Estimate.

Caltrans has requested an additional \$44.3 million in RIP funding for construction and right of way capital and support funding. SBCAG is requesting that Caltrans fund a portion of the project's cost from the SHOPP program. The Highway 101 Carpinteria Creek Bridge is currently in need of being raised above the 100 year flood plain level. And it would need to be raised even if the RIP-

funded Carpinteria Creek\Linden project never was constructed. SBCAG does not believe that the cost of correcting this pre-existing problem should be entirely borne by its RIP county shares. Therefore, the RTIP does not program the full amount of construction funding requested by Caltrans, assuming that SHOPP funds will close the shortfall.

The total funding shortfall is approximately \$14 million. If the \$7 million requested for the Highway 101 widening environmental study New Start is not accepted by the CTC, SBCAG requests that the \$7 million be programmed for the 101 Carpinteria\Linden project which would reduce the project short fall to less than \$7 million. SBCAG is confident that by FY 2010\11 the project will be fully funded.

Carrillo NB On-ramp Ramp Meter Project (PPNO 4607)

No changes are made to the project. Construction remains programmed in FY 06/07.

Highway 101 Union Valley Parkway Interchange (PPNO 4638)

No changes are made to the project. Funding for construction is programmed in FY 07/08.

Highway 101 Las Positas, Zaca Station ITS Improvements (PPNO 880A)

Due to cost increases reported by Caltrans, an additional \$210,000 is added to the project in FY 06/07 and an additional \$105,000 for construction and construction support in FY 07/08. No schedule changes are made the project.

Highway 246, Widen to Four Lanes, East of Lompoc, Purisma-Domingos (PPNO 6400)

The RTIP adds \$674,000 in new funding for environmental to the project and delays PS&E funding one year to FY 08/09. Caltrans suspended work on the project, at SBCAG's request, after the 2004 RTIP was adopted because of it was unclear when construction funds would be available and there was a risk the environmental document would go stale. Partial funding for project construction is included in the draft Measure D renewal expenditure plan. SBCAG would recommend that Caltrans resume work on this project after adoption of the 2006 RTIP and adoption of a draft Measure D expenditure plan which includes this project.

Fowler and Ekwil Street Extensions (PPNO 4611)

The RTIP delays right of way and construction funding, to FYs 07/08 and 08/09 respectively.

Ellwood (UPRR) Overhead Bridge Project \ Highway 101 Cathedral Oaks Interchange Project (PPNO 1840).

\$500,000 in state-only funding is requested in the RTIP for the project, in the 07/08 fiscal year. The funds would leverage federal HBRR funds to the bridge, allowing for a complete reconstruction of the interchange on a new alignment and new railroad bridge for the City of Goleta.

Ortega Hill Rd., Ortega Ridge Road (Summerland) Project (PPNO 1206)

No changes are made to the project. Construction funding remains programmed in FY 06/07.

Hummel Dr. Extension (PPNO 1203).

Construction funding is delayed from 06/07 to 07/08 and state-only STIP funds are requested because Hummel is not a federal aid eligible route.

Las Positas & Cliff Drive Intersection (PPNO 820)

No changes are made to the project. Construction funding stays programmed in FY 07/08.

Betteravia Rd. Widening (PPNO 1807)

No changes are made to the project. Construction funding remains in FY 06/07.

Planning, Programming, Monitoring (PPNO 0919).

PPM funding is in the CTC's highest priority category for STIP funding allocations. This provides funding for SBCAG to assist the CTC in managing STIP programming in the region and provides required matching funds for SBCAG's federal planning grant funds. State statute provides 1% of each regional agency's county share amount for PPM and this amount is included in the RTIP spread over the 5 year period.

5.0 Programming of STIP-TE Projects

To help communities attain social, cultural, aesthetic, economic and environmental goals, every State must spend at least 10 percent of its federal Surface Transportation Program funding apportionment on transportation enhancement activities. Failure to meet this spending requirement could result in a State forfeiting funding back to the federal government. California receives approximately \$60 million annually in funding for these purposes. Seventy-five percent of TE funds are made available to regional agencies, using the same county-share apportionment formula that is used for STIP funds. Funding in the "TE" program may be spent on projects that meet specific federal eligibility requirements including those that benefit bikes and pedestrians, acquisition\preservation of historic sites, landscaping and beautification, conversion of railways to bike and pedestrian trails, among other things.

To increase the amount of funding spent on TE, and reduce the risk of forfeiting funds, the CTC in 2004 decided to increase the flexibility of the program by including TE projects in the STIP.

SBCAG currently has \$3.2 million in STIP-TE projects programmed in the 2004 STIP, including a \$1.1 million unprogrammed reserve. For the five year 2006 STIP period, SBCAG's cumulative programming target is \$4.5 million, meaning the region has \$1.3 million in new programming capacity for TE projects on top of the unprogrammed reserve.

Table 3. STIP-TE Funding Targets

		06\07	07\08	08\09	09\10	10\11
2004 STIP	Current Programming (1,000s of \$)	\$2,162	\$259	\$809		
	Total to be Reprogrammed	3 yr. total \$3,230				
2006 STIP	Programming Target (1,000s of \$)	\$1,621	\$346	\$909	\$860	\$794
		5 yr. total \$4,530				

Three STIP-TE projects, not including the region's reserve, are subject to reprogramming and \$1.3 million in new capacity exists for programming to projects, as shown on Table A-9.

Ten projects are proposed for programming using STIP-TE (Tables A-10 and A-11). One project, the San Jose Creek Bikeway, would be transferred to the STIP-TE program from the STIP

program (rather than delete it from the STIP program as a non-capacity increasing project). Some of the projects are new projects proposed by local agencies during a programming discussion in May 2005. Others are undelivered projects that were part of the CMAQ and Regional TE programs when those programs expired.

6.0 Contingency Scenario

The SBCAG Board has adopted the RTIP including \$7 million in funding for environmental studies for the New Start project to widen Highway 101 south of Milpas Street to six lanes. If this project is not accepted by the CTC, the SBCAG Board requests that the \$7 million in funding be programmed to the Carpinteria Creek\Linden Interchanges project (ppno 478) for construction in FY 10/11 to address anticipated cost increases and reduce the amount of SHOPP funding that would be needed to close the funding shortfall.

7.0 State-Only Funding Requests

New requests for state-only STIP funding are being made in the RTIP for two projects.

The Highway 101 Ellwood Overhead UPRR bridge is located in the city of Goleta. Replacement and realignment of the bridge, ppno 1842, has been folded into a larger Cathedral Oaks\Hollister Avenue\Highway 101 interchange project under development by Caltrans. Project sponsorship has been transferred from the city to Caltrans. Both agencies request that an additional \$500,000 in state-only funding be programmed to the project to leverage HBRR funding necessary to deliver the project.

The County of Santa Barbara is requesting that its Hummel Drive Extension project, ppno 1203, be funded with \$929,000 in state-only funding for construction. Hummel Drive is not a federal aid route and not eligible for federal funds.

8.0 ITIP Funding Requests

SBCAG is requesting that IIP funding be included in the 2006 STIP to match RIP funding for two interregional highway improvement projects:

SBCAG requests that \$7 million in IIP funds be programmed in the STIP as a match to the \$7 million in RIP funds for the Highway 101 widening, south of Milpas Street (ppno 7101) New Start project.

SBCAG also requests that the Santa Maria River Bridge Widening Project, (ppno 4459) receive IIP funding to match the RIP funds nominated in the SBCAG and SLOCOG RTIPs. The bridge is located at the boundary line of Santa Barbara and San Luis Obispo counties and is physically located in San Luis Obispo County. Caltrans, SBCAG and SLOCOG and the federal government have been working in partnership and combining RIP, IIP and earmark funding to widen the bridge to six lanes as the follow-up to the Highway 101 Santa Maria six lane widening project. The IIP match requested is \$114,000 for right-of-way support, \$59,000 for right of way capital. An additional \$1.3 million in IIP is requested as a match to the \$2.7 million in federal earmark funds secured by SBCAG and SLOCOG for PS&E. Other examples of the partnership that exist in this corridor include the reconstruction of the Highway 101/135 interchange at the foot of the Santa Maria River bridge on the Santa Barbara side, which is being funded by the city. SBCAG requests that the CTC support the four-agency partnership by programming IIP funding to the bridge project.

9.0 Performance Measures

A discussion of performance measures, per the STIP guidelines, is attached as Appendix D.

10.0 Staff Contact

Questions about this RTIP should be directed to Steve VanDenburgh, SBCAG Deputy Director, at (805) 961-8904, svandenburgh@sbccag.org, or by mail at 260 N. San Antonio Rd., Suite B, Santa Barbara, CA 93110.

APPENDICES

- Appendix A. Project Fact Sheets for New STIP Projects
- Appendix B. Project Fact Sheets for New STIP TE- Projects
- Appendix C. Performance Measures

APPENDIX A – NEW START STIP PROJECTS

Project fact and funding sheets which provide supporting technical information for new start projects will be submitted by January 30, 2006 to the CTC for the following STIP projects upon approval of the RTIP. They will be filed as Appendix A of the RTIP.

- Highway 101 Widening to Six Lanes, Milpas Street to Ventura County Line (PPNO 7101)
- Planning Programming and Monitoring (PPNO 0919)

APPENDIX B – NEW START STIP-TE PROJECTS

Project fact and funding sheets which provide supporting technical information for new start projects will be submitted to the CTC by January 30, 2006 for the following STIP-TE projects upon approval of the RTIP. They will be filed as Appendix B of the RTIP.

- Pershing Park Multipurpose Pathway
- Santa Maria Valley Railroad Bikeway Phase II
- Union Valley Parkway Landscaping
- Los Carneros Interchange Landscaping
- Riverbend Park Bikeway
- River Oaks Bikeway
- Alan Hancock Bikepath
- San Jose Creek Bikeway (PPNO 1204)

Appendix C: Performance Measures

Performance measures are included in the 2006 RTIP as required in the 2006 STIP Guidelines. Performance measures provide regional agencies with the opportunity to demonstrate how the goals and objectives contained in the Regional Transportation Plan are linked to the program of projects contained in each RTIP.

Part A

The CTC provided a specific list of performance indicators and measures for 2006, shown in the table below, to assist regional agencies in the quantitative or qualitative evaluation of their RTIP documents. The CTC recognizes that these performance measures may not reflect the measures identified in every region's Plan and that quantitative data may not be available. Where quantitative data is not available, qualitative answers, based on the general impact projects proposed in this RTIP are likely to have on the transportation system are shown. NA is stated when information is not available, not applicable, or not measurable.

Indicator	Mode	Level	Measures	Baseline 2000	With RTIP Projects, Forecast 2030
Safety	Roadway	Region	Fatalities/Vehicle Miles Traveled (VMT)	0.000003	Lower rate
			Fatal Collisions/VMT	NA	NA
			Injury Collisions/VMT	0.0001909	Lower rate
	Transit	Mode	Fatalities/Passenger Miles	0	
Mobility	Roadway	Region	Passenger Hours of Delay/Year	4,452,500	
			Average Peak Period Travel Time –	114 min.	164 min.
			Average Non-Peak Period Travel Time	103	103
Accessibility	Transit	Region	Percentage of population within ¼ mile of a rail station or bus route.	NA	NA
Reliability	Roadway	Corridor	Travel Time Variability	0 – 15 min.	0 – 50 min.
	Transit	Mode	Percentage of vehicles that arrive at their scheduled destination no more than 5 minutes late.	<5%	NA
Productivity	Roadway - Vehicles	Corridor	Average Peak Period Vehicle Trips	NA	NA
			Average Daily Vehicle Trips	1,263,112	1,698,061
	Roadway – People	Corridor	Average Peak Period Vehicle Trips Multiplied by the Occupancy Rate	NA	NA
			Average Daily Vehicle Trips Multiplied by the Occupancy Rate	1,897,431	2,551,552
	Trucks	Corridor	Percentage of Average Daily Vehicle Trips that are (5+ axle) Trucks	1.4	
Average Daily Vehicle Trips that are (5+ axle) Trucks			606		
System Preservation	Roadway	Region	Passengers per Vehicle Revenue Hour –	28.8	Increase
			Passengers per Vehicle Revenue Mile –	2.1	Increase
			Passenger Mile per Train Mile (Intercity Rail)	NA	
Return on Investment/ LifecycleCost			Total Number of Distressed Lane Miles	NA	NA
			Percentage of Distressed Lane Miles	NA	NA
			Percentage of Roadway at Given IRI Levels	NA	NA

Notes:

- 1 Caltrans Traffic Volumes for 2004 (internet)
- 3 Santa Barbara County Association of Governments, 2004 Metropolitan Transportation Plan, January 20, 2005.
- 4 Nelson/Nygaard, Santa Barbara Metropolitan Transit District, TDA Triennial Performance Audit for Fiscal Years Ending June 20, 2003, June 2004.
- 5 Santa Barbara County Association of Governments, 2030 Travel Forecast for Santa Barbara County, September 16, 2004 and recalibrated model, Jan. 2006

Part C: Project Specific for New Start, Highway 101 Widening South of Milpas

Part C is completed for the sole SBCAG new start project, the environmental assessment for widening Highway 101 south of Milpas Street to six lanes. This project was the subject of \$1.6 million alternatives analysis, called “101 in Motion”, approved by the SBCAG Board in October 2005.

**HIGHWAY 101 – MILPAS TO VENTURA COUNTY LINE
CAPACITY INCREASING PROJECT (PM 00-13.8)¹**

Indicator	Mode	Level	Measures	Baseline (varies)	Projected Impact of Project (2030)		
Safety	Roadway		Fatalities/Vehicle Miles Traveled (VMT) 2000 (actual)	5	Decrease		
		Corridor	Fatalities and Collisions 2000 (actual)	670	Decrease		
			Injury Collisions/VMT	NA	Decrease		
	Transit	Mode	Fatalities/Passenger Miles (7.5 million PAX) ⁴	0			
Mobility	Roadway		Vehicle Hrs. of Delay/weekday (2030)	24,603	Decrease		
		Corridor	Average Peak Period Travel Time – Ventura to Santa Barbara	59	Decrease		
			Avg. Trip Length (min.)(2000) ⁵	16.8	Decrease		
Accessibility	Transit	Region	Percentage of population within ¼ mile of a rail station or bus route.	NA	NA		
Reliability	Roadway	Corridor	Avg. Trip Length (minutes) (2000) ⁵	16.8	NA		
	Transit	Mode	Percentage of vehicles that arrive at their scheduled destination no more than 5 minutes late. ⁴	88% (one month)	NA		
Productivity	Roadway - Vehicles	Corridor	Average Peak Period Vehicle Trips (2004 AADT PM 11.41) ²	9,800	60,000	Increase	
			Total Vehicle Trips (2000) ⁵				
			Average Daily Vehicle Trips (2004 AADT PM 11.41) ²	112,000		Increase	
	Roadway – People	Corridor	Average Peak Period Vehicle Trips Multiplied by the Occupancy Rate (1.15)	11,270		Increase	
			Average Daily Vehicle Trips Multiplied by the Occupancy Rate	128,800		Increase	
	Trucks	Corridor	Percentage of Average Daily Vehicle Trips that are (3 axle) Trucks ³	4.9% (1998)		Increase	
			Average Daily Vehicle Trips that are (3 axle) Trucks ³	6,387 (1998)		Increase	
	Transit	Mode	Passengers per Vehicle Revenue Hour – 2002/2003 ⁴	39.5		Increase	
			Passengers per Vehicle Revenue Mile – 2002/2003 ⁴	2.9		Increase	
			Passenger Mile per Train Mile (Intercity Rail)	NA		NA	
System Preservation	Roadway	Region	Total Number of Distressed Lane Miles	NA		NA	
				Percentage of Distressed Lane Miles	NA		NA
				Percentage of Roadway at Given IRI Levels	NA		NA
Return on Investment/ Lifecycle Cost				NA		NA	

Footnotes:

- 1 Unless otherwise indicated, all data sources are Parsons Brinkerhoff Quade & Douglas, Inc., 101 in Motion – Draft Technical Evaluation of Final 4 Alternatives, July 8, 2005.
- 2 Caltrans Traffic Volumes for 2004 (internet)
- 6 Santa Barbara County Association of Governments, 2004 Metropolitan Transportation Plan, January 20, 2005.
- 7 Nelson/Nygaard, Santa Barbara Metropolitan Transit District, TDA Triennial Performance Audit for Fiscal Years Ending June 20, 2003, June 2004.
- 8 Santa Barbara County Association of Governments, 2030 Travel Forecast for Santa Barbara County, September 16, 2004.