

## STAFF REPORT

**SUBJECT:** Project Study Report Requests

**MEETING DATE:** April 15, 2010

**AGENDA ITEM:** 11

**STAFF CONTACT:** Brittany Odermann

### RECOMMENDATION:

- A. Direct the Executive Director to sign the Project Initiation Document for the Goleta Overpass Project.
- B. Direct the Executive Director to sign the Project Initiation Document for the Santa Barbara Cottage Hospital Area Circulation Improvements Project.

### SUMMARY:

At the March 18th meeting, staff was directed to prepare an agenda item for the April board meeting to take action on approving a Project Initiation Document (PID) form for the Goleta Overpass project. The project is included in the Measure A investment plan. Staff has also included in the agenda item the Santa Barbara Cottage Hospital Area Circulation Improvements PID request form at the request of the city of Santa Barbara. Caltrans requires that a PID request form be submitted by the project sponsoring agency and receive concurrence from the regional agency before the department will consider devoting state resources to preparing a PSR or providing oversight on PSR's prepared by others. TTAC voted to recommend that the board approve both requests.

### DISCUSSION:

A Project Initiation Document (PID), or more specifically a Project Study Report (PSR), is the first stage in the Caltrans project development process of identifying a solution for a specific transportation deficiency. A PSR is required before using state or federal funds for capital improvements on or near the State Highway System or for any major work affecting the state highway system that will require Caltrans approvals, whether publicly or privately funded. As the owner and operator of the state highway system Caltrans is responsible for PSR development and oversight of PSRs developed by resources outside the agency.

In order to initiate the PID process Caltrans District 5 has announced a new requirement that a PID form be submitted by the sponsoring agency. Signing of this form by the local agency and Regional Transportation Planning Agency is requested by Caltrans District 5 prior to their devoting resources to develop a PID, which in the case of the overpass will be a PSR. The form outlines the viability and feasibility of the proposed project by identifying the purpose and need of the project and possible solutions, known environmental and right of way concerns, and a funding plan and schedule that will progress the project from the planning (PSR) stage on to environmental, design and ultimately construction. The form also includes a line for a signature

of concurrence from the RTPA. Since PSRs have a limited shelf life Caltrans uses this PID form to determine the feasibility of initiating a project based on the information provided.

The City of Goleta prepared the attached PID form in December 2009. SBCAG staff deferred signing the form until the Measure A Strategic Plan was adopted since it would determine the project delivery schedule for all projects in the investment plan including the Goleta Overpass project. The final draft Strategic Plan indicates that (in 2010 \$) \$7 M in Measure A, \$7.3 M in AB 1600 Developer Fees and \$15.5 M in STIP required to construct this project will be available in fiscal year 2026.

The City of Santa Barbara also requested that SBCAG support the initiation of a PSR to make circulation improvements in the vicinity of Cottage Hospital and Highway 101. The attached PID form was prepared in July 2009. The project could include modifying or adding on and off ramps near Las Positas Road and the Earl Warren Showgrounds, improvements to adjacent intersections, and the potential conversion of the frontage road (Calle Real) from a one-way to a two-way street. This project is not included in the Measure A investment plan. SBCAG staff has deferred this request, as well, expressing concern that it is unclear how the project would be funded, but that the project's likely funding sources would be the matching funds that are needed for higher priority Measure A projects such as the 101 widening and existing programmed STIP projects with a shortfall.

**COMMITTEE REVIEW:**

At its April 1 meeting, TTAC voted 10-0 with two abstentions on each request, recommending that the Board direct the Executive Director to sign the PID form. Caltrans and SBCAG staff abstained.

**RECOMMENDATION:**

- A. Direct the Executive Director to sign the Project Initiation Document for the Goleta Overpass Project.
- B. Direct the Executive Director to sign the Project Initiation Document for the Santa Barbara Cottage Hospital Area Circulation Improvements Project.

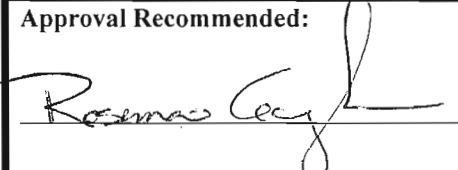
Attachments:

1. Goleta Overpass Project – Project Proposal Report (PID Form)
2. Santa Barbara Cottage Hospital Area Circulation Improvements - City of Santa Barbara letter and– Project Initiation Form (PID form)

# CALTRANS PROJECT PROPOSAL FORM

## (For Public Use)

*Submit form to Claudia Espino, Caltrans Advance Planning Branch*

Lead Agency:	City of Goleta
Prime Contact:	Rosemarie Gaglione
Phone Number:	(805) 961-7569
<b>Approval Recommended:</b>	
 _____ Date <u>12-14-09</u>	
<u>CIP Manager</u> , City of Goleta	
<b>Concurred by:</b>	
_____ Date _____ _____, SBCAG	

Date:	12/11/09
Co-Rte-PM/PM:	SB-101-25.4/26.0
Location Description:	In City of Goleta, new overcrossing of Hwy 101 between Storke Rd Interchange and Hollister Ave Interchange
Type of Work:	Construct New Overcrossing
Env Doc Type (CE,ND,EIR):	EIR
Desired Construction FY:	2012
Estimated Cost (x1000):	22,000-41,000 (varies depending on alt)
Funding (State, Local, Measure, Developer):	S: TBD L: TBD M: 7 Million D: TBD
Program Doc & Cycle:	
Oversight Only (Y/N):	Y

### **BASIC TRANSPORTATION DEFICIENCY:**

Highway 101 and the Union Pacific Railroad tracks act as a barrier for local traffic circulation in Goleta, effectively isolating a large residential/school community from the core of the city. City residents in the western half of Goleta are limited to just two vehicular crossings of Highway 101 that are approximately two miles apart: Hollister Avenue Overcrossing to the west of the proposed project, and Glen Annie/Storke Road Overcrossing to the east of the proposed project. Since the existing Hollister Avenue Overcrossing is located much farther west of the major commercial centers than the Glen Annie/Storke Road Overcrossing, the majority of traffic uses Glen Annie/Storke Road which results in chronic traffic congestion on Glen Annie/Storke Road, the Storke Rd./Hollister Ave. Intersection and the Glen Annie/Storke Road Interchange with Highway 101.

An existing condition traffic analysis was performed using the operational software TRAFFIX to analyze the local street network and the City's adopted General Plan ADT thresholds for local roadway segments in the study area. The results of the analysis showed that Storke Road between the Highway 101 ramps and Hollister Avenue does not meet the City's LOS and ADT threshold criteria. In addition, three study intersections along Hollister Avenue did not satisfy the City's LOS threshold criteria. New traffic circulation demands associated with the continued development and the growth of UCSB and buildout of the industrial/commercial Hollister Avenue corridor and

additional residential development is expected to increase the traffic congestion in the area.

**BASIC TRANSPORTATION DEFICIENCY (Continued):**

Pedestrians and bicyclists must use the heavily congested Glen Annie/Storke Road Overcrossing or the Hollister Avenue Overcrossing to access areas on the other side of the freeway. In western Goleta, there are 3 schools located on the north side and 1 school located on the south side of Highway 101 which residents need to access that live on the opposite side of the freeway. Both of the existing overcrossings are a safety concern for pedestrians and bicyclists since they are heavily traveled and contain access ramps to the freeway. In addition, emergency response times across the Highway 101 and UPRR are currently limited by the two existing overcrossings.

**BACKGROUND:**

Highway 101 is a major freeway serving the City of Goleta and runs east-west through the City. Union Pacific Railroad (UPRR) tracks also run east-west and are located just south of Highway 101. The freeway and railroad tracks act as a barrier for traffic circulation between land uses to the north and south of the freeway.

In the mid 1990's, the unincorporated City initiated a project to study constructing a pedestrian overcrossing that would be located approximately one-half mile west of Storke Road in western Goleta. The intent of the project was to increase bicycle and pedestrian access across the freeway. The project evolved into more of an overall traffic circulation project for vehicles, bicycles, and pedestrians due to the congestion at the existing Storke Road Interchange and nearby cross routes such as Hollister Avenue and Calle Real.

In 2006, the City of Goleta released the Goleta General Plan/Coastal Land Use Plan. It discussed the need for a new grade-separated freeway crossing in western Goleta to link the northern and southern portion of Goleta in order to increase access, reduce congestion and improve LOS at freeway intersections and cross routes.

In 2008, the City of Goleta initiated a project to formally study the feasibility of providing a new north-south crossing of Highway 101 and UPRR between the Storke Road Interchange and the Hollister Avenue Interchange. In October 2009, the City formally accepted the Goleta Overpass Improvement Project Feasibility Study.

The project location map is shown on Attachment 1.

**PURPOSE AND NEED DESCRIPTION:**

**Need:**

The City of Goleta initiated this project in response to the need for additional access across Highway 101 and UPRR due to existing and forecasted traffic congestion on Storke Road at Hollister Avenue and the Glen Annie/Storke Road Interchange. Because Glen Annie/Storke Road is the main north-south route on the west side of the City of Goleta, and because it also serves as an access point to Highway 101, the peak congestion periods have become a safety concern, especially for bicyclists and pedestrians.

The predominantly residential areas located north of the freeway have only two viable freeway crossings to use in order to access jobs, shopping, and educational opportunities south of the freeway. The two existing freeway crossings in western Goleta are located at the Storke Road Interchange and the Hollister Avenue Interchange, which is currently being reconfigured and replaced with the Cathedral Oaks Interchange. The travel demand on Storke Road between the ramps to Highway 101 and the Hollister Avenue/Storke Road intersection currently exceeds the City ADT Threshold Standards. Furthermore, the Hollister Avenue/Storke Road intersection is the City's busiest intersection and is adjacent to the largest shopping complex in the City. Storke Road serves as the primary access route to Isla Vista and University of California, Santa Barbara (UCSB).

Traffic demand is projected to increase in this area due to continued development and the growth of UCSB and buildout of the industrial/commercial Hollister Avenue corridor and additional residential development between Highway 101 and the coast as permitted in the Goleta General Plan/Coastal Land Use Plan. According to the General Plan, the future ADT along Storke Road between the ramps to Highway 101 and the Hollister Avenue/Storke Road intersection is projected to increase to 50,200 at full build out without any transportation improvements. This would greatly exceed the Level of Service C ADT Threshold of 34,000 for that roadway segment to operate at acceptable conditions. A new freeway crossing in western Goleta has been identified in the General Plan as a future improvement needed to accommodate the forecasted future traffic volumes at acceptable levels of service.

**Purpose:**

The purpose of the Goleta Overpass Project is to provide an additional freeway and railroad crossing that will:

- Reduce traffic congestion at the existing Storke Road/Glen Annie Road Interchange and along Storke Road between the ramps to Highway 101 and the Hollister Avenue/Storke Road intersection;
- Improve vehicular, bicycle and pedestrian access for residents on both sides of the freeway;
- Improve bicycle/pedestrian safety and reduce emergency response times across Highway 101 and UPRR.

**PROPOSED SOLUTION(S) OR RANGE OF ALTERNATIVES:**

A feasibility study has been completed that evaluated a total of thirteen alignments to provide a new north-south crossing of Highway 101 and the Union Pacific Railroad (UPRR) in the City of Goleta between the Storke Road Interchange and the soon to be built Cathedral Oaks Interchange (existing Hollister Avenue Interchange). These thirteen alternatives were studied for traffic impacts, roadway geometry, property impacts, right-of-way required, environmental impacts, and construction costs.

These alternatives were then assessed and ranked to identify those alignments with the best overall benefit to the community.

The selection process yielded three alignments that are recommended for further study in a formal Project Initiation Document, which will be a Project Study Report (PSR). The recommended alignments, in alphabetical order, are:

- Alternative A4 – This alignment connects Hollister Avenue/Entrance Road Intersection south of the freeway to Calle Real/Brandon Drive Intersection north of the freeway.
- Alternative A6 – This alignment connects Hollister Avenue/Entrance Road Intersection south of the freeway to Calle Real/San Rossano Drive Intersection north of the freeway.
- Alternative C5 – This alignment connects Hollister Avenue/Entrance Road Intersection south of the freeway to Calle Real about 200' west of Baker Lane on the north side of the freeway.

These three alternatives best meet the purpose and need of the project and are shown on Attachments 2-5. These alternatives all have vertical profiles that can be designed to meet ADA standards, which is important for the pedestrian safety aspect of the project. All three alignments provide an alternative route to the Glen Annie/Storke Road Interchange, which reduces traffic congestion on Storke Road and at the Glenn Annie/Storke Road Freeway Interchange.

**ENVIRONMENTAL ISSUES/KNOWN CONCERNS** (Include biological, cultural, potential community opposition/support, etc):

The following environmental issues were identified in the feasibility study:

Land Use/Socioeconomics

If private properties need to be acquired, a Community Impact Study may be required.

Section 4(f) Evaluation

A Section 4(f) Evaluation is not anticipated at this time because there are no known parks, historic sites, or other Section 4(f) properties in the project area.

Aesthetics

The Scenic Resources Map of the Goleta General Plan/Coastal Land Use Plan identifies both Highway 101 and Hollister Avenue as designated scenic corridors through the project study area. A scenic view is located along Highway 101 just south of the large vacant lot within the confines of Alternative C5. At a minimum, a Scenic Resources Evaluation may be required for future phases of the project. This evaluation may result in a requirement for a Visual Impact Assessment to be conducted for the preferred alternative.

Air Quality/Noise

Air quality and noise reports will be required to evaluate impacts to sensitive receptors in the project area during construction and operation of the proposed new bridge project.

Paleontology

Paleontological resources are not identified to be present within the project study area based on record search information received from the University of California Museum of Paleontology (UCMP) at Berkeley. A geotechnical investigation may be necessary to determine if the Miocene Monterey Formation would be encountered during project construction.

### Wild and Scenic Rivers

A Wild and Scenic River Consistency evaluation is not anticipated at this time because the project area is not within a Wild and Scenic River Corridor.

### Hazardous Materials

An Initial Site Assessment (ISA) may be required for the project area to identify any hazardous material sites in the area. Active Union Pacific Railroad (UPRR) tracks cross the project area, and the soil within the railroad right-of-way may be impacted with heavy metals, total petroleum hydrocarbons as diesel, and polynuclear aromatic hydrocarbons (PNA's). If hazardous materials are identified in the ISA, a Phase II Hazardous Materials Investigation would be recommended.

### Biological Resources

LSA Associates, Inc. investigated the environmental constraints within the project study area associated with biological resources. LSA performed a records search for special-status species list, and conducted a field reconnaissance of the study area. The information gathered in the field was used to identify and map botanical and wildlife resources occurring in the study area. The conclusion of the preliminary biological resources assessment is that the project has the potential to impact the California red-legged frog, Southwestern pond turtle, nesting birds, roosting monarch butterflies, roosting bats, and potential jurisdictional waters. A Natural Environment Study (NES) will need to be prepared for the project. The results of the NES will indicate whether or not a Biological Assessment (BA) will be required.

### Cultural Resources

LSA's cultural resources staff performed a records search at the Central Coast Information Center, located at the University of California, Santa Barbara. The search included a review of all recorded archaeological sites within a 0.5-mile radius of the project area. Within the 0.5-mile radius, eight cultural resource sites have been recorded and 62 cultural resource studies have been conducted. None of the sites identified are within the project study area, and none of the studies included any portion of the study area. However, based on the number of sites recorded within the 0.5-mile radius, the project area is classified as sensitive for cultural resources.

It is likely that all areas of exposed ground surface would need to be surveyed prior to any ground disturbing activities. To document the findings of the cultural resources database search and field survey, an Area of Potential Effects (APE) map and an Archaeological Survey Report (ASR) and Historic Properties Survey Report (HPSR) would be required. If right-of-way acquisition from private properties is needed, a Historic Resources Evaluation Report (HRER) would be required.

### Permits

Permits will likely be required from the Regional Water Quality Control Board (RWQCB), and California Department of Fish and Game (CDFG) for the proposed project. Other anticipated permits and agreements include a Caltrans Encroachment Permit for Highway 101, and a railroad agreement with UPRR.

### Community Opposition/Support

Public meetings, along with one-on-one focused meetings with key stakeholders, are planned for the PSR phase since it is likely that this project will develop a significant amount of interest from city

residents that live and work adjacent to the project site.

**RIGHT OF WAY CONCERNS** (Include Railroad involvement, Airport involvement, known major utility involvement, and other Right of Way concerns):

Coordination with UPRR will be required for this project since the proposed overcrossing will span over Union Pacific Railroad (UPRR) tracks. Due the location of the project, all of the proposed alternatives will require acquisition of additional city right-of-way. Coordination has started with numerous utility companies since there is a large amount of utility lines in the project area.

**SYSTEM PLANNING** (List all historical data, previous studies, related planning documents (RTP, MIS, RCR/TCR, etc. if applicable)):

City of Goleta Transportation Plan

In September 2006, the City of Goleta released the Goleta General Plan/Coastal Land Use Plan that governs the land use and physical development within the geographic areas of the incorporated city limits.

The Goleta General Plan discusses the need for a new grade-separated freeway crossing in western Goleta in order to link the northern and southern portions of the city. The General Plan notes that the goals of the project include creating an alternative route that would divert vehicle trips away from the heavily used cross routes and alleviate traffic congestion on Storke Road which provides access to and from UCSB.

SBCAG Regional Transportation Plan

In September 2008, the Santa Barbara County Association of Governments (SBCAG) adopted a Regional Transportation Plan (RTP) that established regional goals, identified present and future needs, developed strategies and actions to address these needs, and estimated the costs involved and funding available for implementing these actions. The Goleta Overpass project has significant regional importance since it will divert traffic demand away from the heavily congested freeway interchange ramps and help alleviate the traffic backup onto Highway 101 during peak hours. The new overcrossing is included in the regionally significant project list with the stated project purpose of enhancing local circulation and reducing congestion at the freeway interchanges.

Bicycle and Pedestrian Movement

Within the project area, pedestrians and bicyclists currently use the heavily used Storke Road Overcrossing to the east and the Hollister Avenue Overcrossing to the west, with no other provisions for pedestrian or bicycle access in between. The proposed overcrossing will enhance bicycle and pedestrian movement between the north and south sides of the freeway by providing a much more efficient route for many residents. The proposed overcrossing will provide a safer route of travel for pedestrians and bicyclists since it will not be in a freeway interchange. The proposed overcrossing will have a lower design speed for vehicles than the adjacent freeway overcrossings, making it better suited for bicycle and pedestrian access. The overcrossing is shown as a proposed Class II bikeway in the City's General Plan.

**OTHER COMMENTS** (Interagency involvement, Special funding considerations, Potential ITS components, etc.):

The project is listed in the Santa Barbara County Measure A project list, with \$7 million in funding from Measure A.

**ATTACHMENTS (as applicable):**

- Preliminary Proposal sketches
- Traffic Data
- Accident Data

- Preliminary Contact List for PDT
- Other Pertinent Information

**\*Caltrans Review:** (or Caltrans Use)

Program Coordinator for Review:

Coordinator Comments:

Project Approved for Initiation:  Yes  Yes, with Modifications  No

## **INSTRUCTIONS FOR PROJECT PROPOSAL FORM:**

**Agency:** Name of Agency Proposing project, or name of individual proposing project

**Prime Contact:** Name of primary contact person

**Phone Number:** Phone number of primary contact person

**Approval Recommended:** To be signed and dated by the Lead Agency and concurred by the RTPA Executive Director.

**Date:** Date this form is prepared

**Co-Rte-KP (PM):** To the nearest 0.1 KP (and 0.1 PM)

**Location Description:** for example: In Atascadero on Route 101 from Traffic Way to 0.5 miles north of San Anselmo OC

**Type of Work:** Examples: Widen Freeway, Construct Interchange, Construct Turn Lane, Operational Improvements, etc

**Env Doc Type (CE,ND,EIR):** A layman's best guess.

**Desired Const. Year:** initial estimate of desired construction year

**Cost (x \$1000):** Enter capital cost for Roadway and for Structures (example \$1000 really equals \$1million)

**Funding:** How much capital from each – State, Local, Measure, or Developer funds

**Program Doc & Cycle (if known):** 2002 STIP, 2004 STIP, etc

**Oversight Only (Y/N):** Is this project for Caltrans oversight ONLY? Yes for Oversight only.

**Basic Transportation Deficiency:** Examples: Congestion, Safety, Operational, Rehabilitation, etc

**Background:** Existing facility, other projects in the vicinity, history, etc

**Purpose and Need Description:** State the main purpose(s) of the project and the justification for the project. Purpose and Need description must be detailed enough to get the Project Development Team headed in the right direction, but is not meant to be comprehensive for this form.

**Proposed Solution(s) or Range of Alternatives:** Describe preliminary solutions/alternative in order to provide a starting point for the Project Development Team. Must be consistent with Purpose and Need statement. Include consideration of ITS components.

**Environmental Issues/Known Concerns:** Include known or potential biological, cultural, and aesthetic concerns. Identify potential community opposition and/or support. Identify any potential hazardous waste sites. List affected resource agencies if known.

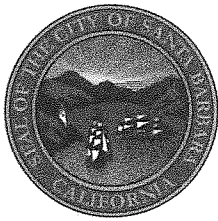
**Right of Way Concerns:** Include any Railroad involvement, Airport involvement, and any known major utility involvement. Also, state any other Right of Way concerns

**System Planning:** Also state whether the Purpose and Need is consistent with the route concept as included in the current RCR/TCR and with the RTP? If not, state why.

**Attachments:** Include attachments as they are applicable.

The Preliminary Contact List is not meant to be the complete Project Development Team (PDT) list, but should include any specific individuals within Caltrans and the Local Agencies (if known) or Departments/Agencies that need to be included in the PDT

**\*Caltrans Review:** For Caltrans internal use.



# City of Santa Barbara

Office of Mayor

HSchneider@SantaBarbaraCA.gov  
www.SantaBarbaraCA.gov

April 1, 2010

Helene Schneider  
Mayor

Salud Carbajal, Chair  
Santa Barbara County Association of Governments  
105 E. Anapamu Street  
Santa Barbara, CA 93101

RECEIVED

APR 02 2010

City Hall  
735 Anacapa Street  
Santa Barbara, CA  
93101-1990

SUBJECT: RE: Improving Access to Cottage Hospital

1ST DISTRICT OFFICE

Mailing Address:  
P.O. Box 1990  
Santa Barbara, CA  
93102-1990

Tel: 805-564-5323  
Fax: 805-564-5475

Dear Salud:

I am writing this letter as a follow up to a meeting I had with Jim Kemp and Gregg Hart on Friday, March 26, 2010. During that meeting Jim requested that we put together a financial plan for the Project Study Report (PSR) for Improving Access to Cottage Hospital - Las Positas/Mission Circulation Options Report. You will find that financial plan included in this letter. I am requesting that the Cottage Hospital Access PSR be placed on the April SBCAG Board agenda for Board direction.

#### BACKGROUND:

The Las Positas/Mission Circulation Options Report originated as a condition of approval for the Santa Barbara Cottage Hospital's Seismic Compliance and Modernization Project, which required Cottage Hospital to provide \$250,000 towards the funding of a PSR. Staff proposed a two-part process to fulfill the PSR requirement. Phase I has been completed which was the development of a circulation options report, and is available for your review at:

[http://www.santabarbaraca.gov/Documents/Advisory\\_Groups/Transportation\\_and\\_Circulation\\_Committee/Archive/2009\\_Archives/03\\_Items/2009-06-11\\_June\\_11\\_2009\\_Item\\_2\\_Exhibit\\_1\\_Circulation\\_Options\\_Report.pdf](http://www.santabarbaraca.gov/Documents/Advisory_Groups/Transportation_and_Circulation_Committee/Archive/2009_Archives/03_Items/2009-06-11_June_11_2009_Item_2_Exhibit_1_Circulation_Options_Report.pdf)

This step included an extensive public input and stakeholder process to narrow the project down to the most cost effective transportation improvements and to make sure that Caltrans could support the improvements to move forward into the formal PSR. Phase II will be the drafting of the PSR for Caltrans' approval and will only include the options that were developed through the public input and stakeholder process.

To date, the public outreach and stakeholder involvement have included two public workshops, three joint Planning Commission and Transportation Circulation Committee hearings, and several meetings with Caltrans, Santa Barbara County Association of Governments and Cottage Hospital Executive Staff. On June 11, 2009, Planning Commission and the Transportation Circulation Committee recommended to Council that the PSR study the following project options:

1. Las Positas Road Hook On and Off-Ramp (Alternative 2B) and Sub- Alternative – Las Positas Northbound Hook Off-Ramp between Bettie and Leslie Drives;
2. Widening the Southbound Highway 101 Off-Ramp to Las Positas Road; and
3. Widening the Las Positas Road/Calle Real intersection

The primary objective of Las Positas Road Hook On and Off-Ramp and its sub-option is to restore two-way traffic flow on Calle Real between Las Positas Road and Treasure Drive. Ironically, it was a Caltrans project in 1980, which removed the two way traffic flow on Calle Real between Las Positas Road and Treasure Drive for their proposed reconfiguration of Las Positas Hook Off-Ramp. Establishing two-traffic flow again on this stretch of Calle Real would relieve some of the congestion from the Mission Street

interchange, which is currently operating at capacity. It would also relieve the traffic along our local street, Tallant Road, which is currently used as neighborhood pass-through route by regional traffic and commuters seeking to avoid traffic congestion on major streets.

**BUDGET/FINANCIAL INFORMATION:**

As you know this project is not a named project in Measure A. The City of Santa Barbara worked with SBCAG staff in preparation of the Measure A Investment Plan and did not list this project in an effort to assist with the development of the investment plan. We were counting on Federal Funds and RSTP funds to fund this project. The City will continue to seek Federal funding and will look to RSTP and other regional funds to complete this project after the 101 HOV project has been funded. We are not seeking regional Measure A funds for this project.

CONSTRUCTION ESTIMATED TOTAL: \$12,000,000

SUMMARY	ESTIMATED COSTS	POTENTIAL FUNDING SOURCE
Circulation Options Report	\$110,000	Cottage Hospital
Project Study Report	\$140,000	Cottage Hospital
COUNCIL AMOUNT	\$13,200,000	City Measure A Funding, RSTP (\$ not competing with Measure A), other potential Federal Funding Sources
Engineering Services (Design, Consultant, Project Management)	\$1,584,000	FSTAR/MAP 21
Other: ENVIRONMENTAL	\$396,000	FSTAR/MAP 21
Construction Management/Inspection	\$1,320,000	City Measure A Funding, RSTP (\$ not competing with Measure A), other potential Federal Funding Sources
RIGHT OF WAY CLEARANCE	\$264,000	FSTAR/MAP 21
SURVEYING SERVICES	\$396,000	FSTAR/MAP 21
TOTAL PROJECT COST ESTIMATE	\$17,410,000	

Santa Barbara Cottage Hospital, per Condition 10 of Resolution 020-05 for the Santa Barbara Cottage Hospital's Seismic Compliance and Modernization Project, required Cottage Hospital to provide \$250,000 towards the funding of PSR. Cottage Hospital has already funded approximately \$110,000 for the preparation of the Circulation Options Report. Cottage Hospital will fund an additional \$140,000 for the completion of a Project Study Report.

Currently, we are seeking special funding consideration in the next Federal Surface Transportation Act Reauthorization (FSTAR). The new bill has been proposed to be called MAP21 (Moving Ahead for Progress in the 21st Century). We were able to get Representative Capps to submit the Improving Access to Cottage Hospital Project (aka Regional Hospital and Trauma Center Transportation Access Improvements Project) to the Committee on Transportation and Infrastructure for consideration as one of her Member-designated HPP (High Priority Projects) projects. Staff has recently discussed this Project with Capps' staff and learned that Capps' submission included the entire request of \$3 million for planning, design and to conduct the environmental review. We also submitted the project to both of our Senators. The Senate appears to be on-hold in considering specific project requests for the Reauthorization bill.

As the various project options identified above are advanced into the PSR, preliminary design, and environmental clearance phases, the City of Santa Barbara will begin the process to identify potential funding sources for the construction of these improvements. The City will be seeking additional earmarks that do not compete with funding that might be received by the Highway 101 Project. At this point, possible funding sources include monies from local programs, such as Measure A (not same funds that are funding Highway 101) and federal transportation funding programs, such as Regional Transportation Plan. We will also continue to work with Cottage Hospital, who may also have knowledge of hospital related grant funds.

**REQUEST:**

Attached is a copy of the PSR Project Initiation Form (Attachment 1), which requires Jim Kemp's signature or SBCAG Board approval prior to submitting to Caltrans. We are requesting SBCAG Board approval authorizing to move forward with the PSR. The PSR will be funded by Cottage Hospital and there is a potential funding source under Map 21 for the planning, design, and environmental review for the project that arises from the PSR process. As you are aware, we cannot solicit for grant funding until the PSR has been approved. It is not our intention to seek project funding that would be in direct competition with the Highway 101 Project.

Sincerely,



Helene Schneider  
Mayor

Attachment

cc: Jim Kemp, Gregg Hart, Santa Barbara County Association of Governments, 260 North San Antonio Road, Suite B, Santa Barbara, CA, 93110  
Jim Armstrong, City Administrator  
Chris Andersen, Public Works Director  
Pat Kelly, Assistant PW Director/City Engineer  
Browning Allen, Transportation Manager  
Jessica Grant, Project Planner  
Rob Dayton, Principal Transportation Planner

# CALTRANS PROJECT INITIATION FORM

(For Public Use)

Submit form to Claudia Espino, Caltrans Advance Planning Branch

Lead Agency:	City of Santa Barbara
Prime Contact:	Jessica W. Grant, Project Planner
Phone Number:	805-564-5338
<b>Approval Recommended:</b>	
_____ , Lead Agency      Date	
<b>Concurred by:</b>	
_____ , RTPA      Date	

Date:	July 7, 2009	
Co-Rte-PM/PM:		
Location Description:	Highway 101 between the Las Positas and Mission on/off ramps	
Type of Work:	New Las Positas NB on/off ramp, widening of Las Positas SB off ramp and related intersection improvements	
Env Doc Type (CE,ND,EIR):	EIR/EIS anticipated	
Desired Construction FY:	2015 or sooner	
Estimated Cost (x1000):	Under analysis	
Funding (State, Local, Measure, Developer):	S: Yes	L:
	M:	D:
Program Doc & Cycle:		
Oversight Only (Y/N):	TBD	

**BASIC TRANSPORTATION DEFICIENCY:** Congestion and Operational

**BACKGROUND:**

The Environmental Impact Report (EIR) for the Cottage Hospital Seismic Compliance and Modernization Project required the completion of a Project Study Report (PSR) that would propose transportation improvements to the Las Positas and Mission Interchanges. The area surrounding the hospital experiences some of the highest levels of traffic congestion in the City of Santa Barbara. The Las Positas Road/Highway 101 and Mission Street/Highway 101 interchanges, which serve as the primary access routes between Highway 101 and Cottage Hospital, are congested, impacting hospital access and local resident mobility.

City Staff proceeded with a two-part process to fulfill the PSR requirement. Phase I was the development of a circulation options report, which has been included for your reference. The Circulation Options Report was designed to be a precursor to the preparation of the PSR for Caltrans. The objective of this approach was to develop and evaluate a series of potential improvement options with community and stakeholder involvement to ensure that the recommended alternatives carried forward in the PSR phase had the support of local residents and Cottage Hospital. With community consensus on a specific set of preferred alternatives, the study effort under Phase 1 could proceed with Phase II, drafting of the PSR for Caltrans.

**PURPOSE AND NEED DESCRIPTION:**

Existing and future traffic congestion in the area surrounding Santa Barbara Cottage Hospital and at the interchanges of Las Positas Road and Mission Street at Highway 101 has a substantial impact on mobility for residents and commuters within this portion of the City of Santa Barbara. Transportation improvements targeting local and regional traffic are necessary in order to reduce congestion, improve access, and reduce pass-through regional traffic within local neighborhoods. The transportation improvements recommended in the Circulation Options Report were developed with extensive technical analysis and substantial input from the community and project stakeholders. Refer to the proposed alternatives on the following page.

**PROPOSED SOLUTION(S) OR RANGE OF ALTERNATIVES:**

During the Phase 1's development of the Circulation Options Report's , the public outreach and stakeholder involvement has included two public workshops, three joint Planning Commission and Transportation Circulation Committee hearings and several meetings with Caltrans, Santa Barbara County Association of Governments and Cottage Hospital Executive Staff. On June 11, 2009, Planning Commission and the Transportation Circulation Committee recommended to Council that the PSR study the following project options:

1. Las Positas Road Hook On and Off-Ramp (Alternative 2B) and Sub-Alternative – Las Positas Northbound Hook Off-Ramp between Bettie and Leslie Drives (Goal of these improvements is to restore two-way Calle Real between Las Positas and Treasure Drive);
2. Widening the Southbound Highway 101 Off-Ramp to Las Positas Road; and
3. Widening the Las Positas Road/Calle Real intersection.

The next step is to process the Caltrans Initiation Form in order to confirm the PSR scope and process. After our meeting with Caltrans, we will request council to support the Circulation Options Report's findings and to initiate the contract with Caltrans/Consultant to prepare the PSR.

**ENVIRONMENTAL ISSUES/KNOWN CONCERNS (Include biological, cultural, potential community opposition/support, etc.):**

Other than short term construction impacts, there are no known environmental concerns at this time. During the preparation of the Circulation Options Report, the public outreach and stakeholder involvement has included two public workshops, three joint Planning Commission and Transportation Circulation Committee hearings and several meetings with Caltrans, Santa Barbara County Association of Governments and Cottage Hospital Executive Staff. The project alternatives have been supported during our public outreach and stakeholder involvement. Please note the sub-alternative to 2B would require additional public outreach since it was not discussed at the public workshops.

**RIGHT OF WAY CONCERNS (Include Railroad involvement, Airport involvement, known major utility involvement, and other Right of Way concerns):**

Alternative 2B proposes to construct a "hook" off-ramp from northbound Highway 101 to Calle Real on the west side of Las Positas Road. In order to avoid impacts to the Las Positas bridge structure, the new off-ramp would need to diverge from the freeway mainline on the west side of the bridge. Preliminary engineering drawings of the horizontal alignment of the hook off-ramp structure are available for review in the Circulation Options Report's Appendix D.

According to Caltrans minimum ramp length requirements, the off-ramp intersection with Calle Real would need to be about 700 feet west of Las Positas Road. The existing hook on-ramp to northbound 101 and the entrance to the Earl Warren Showgrounds property would be relocated to coincide with the new hook off-ramp. Calle Real would also be realigned to the north in order to accommodate the ramp geometry, which would result in right-of-way impacts to the Showgrounds property, which is a State owned property managed by the 19<sup>th</sup> District Agricultural Association. The conceptual designs estimate a potential encroachment of 125 to 150 feet into the property at the maximum point.

As part of this Alternative, the existing northbound 101 off-ramp to Las Positas Road would be removed, and Calle Real would be reconfigured to provide two-way traffic between Las Positas Road and Pueblo Street. This would allow vehicles traveling southbound on Highway 101 to exit at Las Positas Road and use Calle Real to access the Cottage Hospital area. This route is about 0.5 miles shorter than exiting at Mission Street and using Castillo Street or the northbound exit to Pueblo Street to get to the hospital.

As a result of concerns related to potential construction costs and the right of way impact to the Earl Warren Showgrounds under Alternative 2B, City staff has provided a back-up option to Alternative 2B for the PSR. The sub-option would locate the new northbound hook off-ramp east of the Las Positas Road overpass, rather than to the west as proposed in Alternative 2B. The location of the off-ramp would be near the historical location of the original northbound Las Positas off-ramp, and correspond to the existing off-ramp location near the intersection of Calle Real and Leslie Drive. The primary difference from the existing condition is that the existing off-ramp would be realigned to a "hook" configuration to create a new signalized intersection and allow the conversion of Calle Real to serve two-way traffic.

**SYSTEM PLANNING (List all historical data, previous studies, related planning documents (RTP, MIS, RCR/TCR, etc. if applicable)):**

Known studies to date include: 1. City of Santa Barbara Circulation Options Report; 2. Approved PSR for Highway 101 NB aux lane between Las Positas and Hope (need to know if there are plans for construction); 3. Draft PSR for Highway 101 NB aux lane between Mission and Las Positas (was not made available to City of SB for public review); 4. Late 1980s Project Report/EIS discussing why Caltrans made Calle Real a two way street to a one way street between Las Positas and Treasure Drive (was not made available to City of SB for public review after several requests).

Project appears consistent with the RCR/TCR.

**OTHER COMMENTS (Interagency involvement, Special funding considerations, Potential ITS components, etc.):**

PSR budget cannot exceed \$140,000. We understand that Caltrans can prepare PSRs now, which was not the case when we began Phase 1, the Circulation Options Report. We would like to have a proposal from Caltrans for preparation of the PSR. In the event we have a consultant prepare the PSR, we would also like to have a Caltrans estimate of their anticipated PSR review time and budget. Because Caltrans is just beginning to implement a fee based project review system, we request that your review for this project be a flat rate. We had not anticipated that Caltrans would be reviewing the PSR for compensation and we are concerned an hourly based review may compromise the PSR's budget.

**ATTACHMENTS (as applicable):**

Preliminary Proposal sketches

Traffic Data

Accident Data

Preliminary Contact List for PDT

Other Pertinent Information

(Circulation Options Report – includes correspondence from Caltrans during the preparation of this report)

**\*Caltrans Review: (or Caltrans Use)**

Program Coordinator for Review:

Coordinator Comments:

Project Approved for Initiation:  Yes  Yes, with Modifications  No

# INSTRUCTIONS FOR PROJECT PROPOSAL FORM:

**Agency:** Name of Agency Proposing project, or name of individual proposing project

**Prime Contact:** Name of primary contact person

**Phone Number:** Phone number of primary contact person

**Approval Recommended:** To be signed and dated by the Lead Agency and concurred by the RTPA Executive Director.

**Date:** Date this form is prepared

**Co-Rte-KP (PM):** To the nearest 0.1 KP (and 0.1 PM)

**Location Description:** for example: In Atascadero on Route 101 from Traffic Way to 0.5 miles north of San Anselmo OC

**Type of Work:** Examples: Widen Freeway, Construct Interchange, Construct Turn Lane, Operational Improvements, etc

**Env Doc Type (CE,ND,EIR):** A layman's best guess.

**Desired Const. Year:** initial estimate of desired construction year

**Cost (x \$1000):** Enter capital cost for Roadway and for Structures (example \$1000 really equals \$1million)

**Funding:** How much capital from each – State, Local, Measure, or Developer funds

**Program Doc & Cycle (if known):** 2002 STIP, 2004 STIP, etc

**Oversight Only (Y/N):** Is this project for Caltrans oversight ONLY? Yes for Oversight only.

**Basic Transportation Deficiency:** Examples: Congestion, Safety, Operational, Rehabilitation, etc

**Background:** Existing facility, other projects in the vicinity, history, etc

**Purpose and Need Description:** State the main purpose(s) of the project and the justification for the project. Purpose and Need description must be detailed enough to get the Project Development Team headed in the right direction, but is not meant to be comprehensive for this form.

**Proposed Solution(s) or Range of Alternatives:** Describe preliminary solutions/alternative in order to provide a starting point for the Project Development Team. Must be consistent with Purpose and Need statement. Include consideration of ITS components.

**Environmental Issues/Known Concerns:** Include known or potential biological, cultural, and aesthetic concerns. Identify potential community opposition and/or support. Identify any potential hazardous waste sites. List affected resource agencies if known.

**Right of Way Concerns:** Include any Railroad involvement, Airport involvement, and any known major utility involvement. Also, state any other Right of Way concerns

**System Planning:** Also state whether the Purpose and Need is consistent with the route concept as included in the current RCR/TCR and with the RTP? If not, state why.

**Attachments:** Include attachments as they are applicable.

The Preliminary Contact List is not meant to be the complete Project Development Team (PDT) list, but should include any specific individuals within Caltrans and the Local Agencies (if known) or Departments/Agencies that need to be included in the PDT

**\*Caltrans Review:** For Caltrans internal use.