

Based on a policy directive to find long term solutions to the growing congestion problem along 27 miles of the Highway 101 corridor in Southern Santa Barbara County, the 101 in Motion Team worked for over two years to develop a package of solutions that has broad based community support.

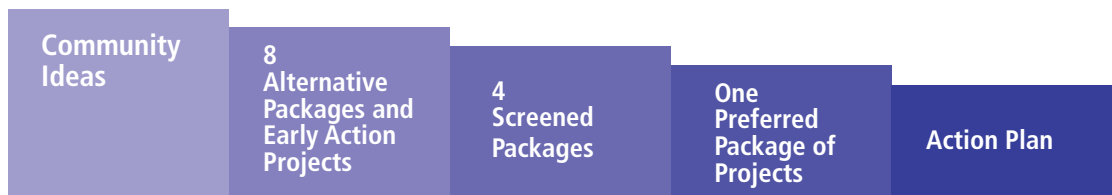
An extensive Stakeholders Advisory Committee (SAC) was recruited from throughout the County. Members of the SAC include representatives of the business community, major employers, commuters, environmental interests, automobile advocates, alternative transportation advocates, non-profit community organizations, neighborhood and homeowner's associations. A Technical Advisory Group (TAG) composed of technical experts from the local jurisdictions and emergency services providers, performed review and analysis of data. Public workshops allowed the public to express their ideas on possible solutions to be studied.

After two years of study, public outreach, and consensus building the final 101 in Motion consensus package, unanimously recommended and approved by the SAC, TAG, and Steering Committee, a subcommittee of the SBCAG Board. The consensus package was approved by the SBCAG Board in October 2005, and is described on the next page.



"This is a model of how transportation planning should be done."
 — R. Gregg Albright, Caltrans District Director

101 in Motion Planning Process



Final Adopted Consensus Package

The final *101 in Motion* long-term solution to solve congestion on the Highway 101 Corridor in southern Santa Barbara County is the result of over 2 years of study and community consensus building, which involved: 5 community workshops, over 60 presentations to organized groups, outreach at 14 different activity centers (County Fair, Earth Day Festival, farmer's markets, etc), 30 Technical Advisory Committee Meetings, 12 Stakeholder Advisory Committee Meetings, and 12 Steering Committee Meetings.



Add a Lane and a Train **Cost: \$626 million**

- Add a carpool/HOV lane both directions south of Milpas to Ventura County Line
- Add commuter Rail from Camarillo/Oxnard to Goleta with stops in Carpinteria, Santa Barbara and Goleta

Facilitate Transit and Carpool Use **Cost: \$62 million**

- Designate new lanes south of Milpas as HOV/Carpool
- Increase express bus services to North County
- Connect local bus and shuttles with rail and regional services
- Bus priority on selected streets through signal priority, queue jumps, bulb-outs at bus stops, etc.

Manage Demand **Cost: \$27 million**

- Provide vanpool/carpooling/trip reduction incentives
- Encourage telecommuting and flexwork/flexitime
- Vary parking rates as feasible by jurisdiction
- Individualize Marketing

Improve Operations and Communications **Cost: \$28 million**

- Add capacity and install meters at selected ramps
- Use Intelligent Transportation System technology to inform the traveling public and smooth operations including:
 - Freeway service patrol
 - 511 phone and internet traffic and transit reports
 - Variable message signs
 - GPS real-time of arrival information at bus stops

Phase Improvements North of Milpas **Cost: \$90 million**

- Implement operational improvements required to address current congestion hot spots
- Proactively work to reduce peak period traffic through aggressive demand management and rideshare programs
- Monitor need for additional 101 improvements following implementation of operational improvements, commuter rail, TDM and rideshare, ITS and General Plan updates
- Add auxiliary lanes and/or additional lanes if needed, funds are available, and there is community support

Project Implementation & Monitoring

Due to the time required to implement many of the projects in this consensus package, SBCAG shall conduct an annual evaluation to ensure that all the projects are being implemented in a timely and cost effective manner.

Funding Plan

The total cost of the Program is \$833 million (in 2006 dollars). This cost includes both project development and capital costs of \$610 million (73 percent of the total) and \$223 million in on-going operation of the proposed transit and demand management services (27 percent).

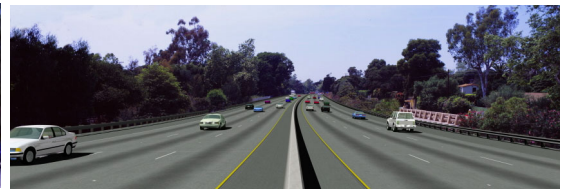
The proposed funding plan for the 101 In Motion Program is part of a larger 30-year proposed expenditure plan under consideration by SBCAG and the cities of Santa Barbara County. The expenditure plan maximizes all major existing local, state, and federal sources, and supplements existing sources with regional funding from the renewal of Measure D.

Add a Lane and a Train

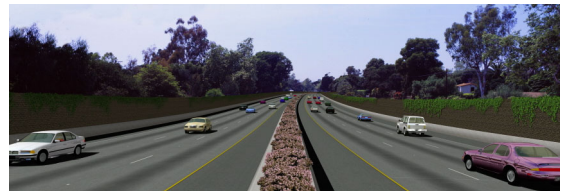
Add Carpool Lanes Milpas to County Line

This element will widen the two-lane section from the County line to Cabrillo/Hot Springs Road interchange by adding one carpool lane in each direction. Also, it will convert the approved north-bound auxiliary lanes to full lanes between Cabrillo/Hot Springs and Milpas Street interchanges and make these carpool lanes. With widening of Highway 101 a number of bridges, undercrossings and overcrossings will need to be lengthened or rebuilt in order to accommodate the additional lanes.

Use of the new lanes will be restricted to vehicles with two or more persons, including carpools, vanpools and buses, to encourage increased ridesharing and transit use, and discourage solo auto use. These lanes can also be used by single-occupant Inherently Low Emission Vehicles (ILEV).



A new lane south of Milpas to the Ventura County Line presents two possible alternative design solutions; several concepts for one location are shown above and at right. The community will have extensive opportunities to discuss the design options prior to a final decision.



Interchange and Ramp Improvements

As part of the widening of Highway 101 between the County Line and Milpas, the interchanges at Cabrillo/Hot Springs and at Sheffield Drive will be reconstructed to replace the left-hand on-and off-ramps with standard right-hand ramps. Some other ramps will need to be lengthened and/or widened to accommodate the added traffic by 2030 and to correct geometric deficiencies. There are already plans to reconfigure the Linden and Casitas Pass interchanges as operational improvements independent of the 101 In Motion project.

The initial construction includes the widening of the mainline on Highway 101 to permit two general purpose lanes plus a carpool lane in each direction. During the mainline widening phase some shoulders may temporarily be substandard where the narrow bridges and undercrossings occur. Construction of mainline widening will consist of three approximately 4-mile segments that will be sequenced to reduce delays to the traveling public.

Commuter Rail

This element is a commuter rail line from Camarillo to Goleta with stops in Oxnard, Ventura, Carpinteria, and Santa Barbara, for a total of 47.8 miles (20 miles within Santa Barbara County). In order to implement a commuter rail system in the South Coast region, improvements to the existing rail corridor will need to be constructed. These will include installing passing sidings in Summerland and Oxnard, layover tracks in Oxnard and Goleta which will likely require additional right-of-way, purchase of rolling stock, and constructing improvements such as additional parking at existing stations. Vehicles could be standard commuter rail cars like those used by Metrolink that are connected to a diesel locomotive, or self propelled diesel powered vehicles (DMUs) that can operate as single units or coupled as train sets.



Commuter rail systems are typically less expensive to construct than other fixed rail systems when they use existing rail tracks. The proposed right-of-way is owned by Union Pacific Railroad who will have to agree to use of their R/W for commuter service.

The Commuter Rail element is entirely contingent on renewal of Measure D, the transportation sales tax measure. To enable an early start-up, the 101 In Motion Implementation Plan assumes an initial pilot service, the pilot service will comprise two round trips per day with minimal capital acquisition. Rolling stock would be leased and track expansion/modifications will be help to a minimum. Agreements with Union Pacific on any required capital improvement and the use of their tracks, as well as agreements with a service operator (Metrolink) and the County of Ventura must be secured prior to the start of the pilot service.

Facilitate Transit and Carpool Use

Commuter Express Bus Service

This element will significantly increase the number of commuter express buses offered between north Santa Barbara County and major work sites on the South Coast. Commuter Express Bus service between Ventura County and the South Coast will also continue. Phased implementation of this expanded service will begin as soon as a renewal of Measure D is approved by voters.



Connecting Services at Rail Stations and Transit Hubs

Connecting bus and shuttle van services to major employment sites will be provided to complete commuter rail trips and are assumed in this package of improvements. Additionally, connecting local bus service between express bus transit hubs and the major employment centers will be improved. Implementation of this element is entirely contingent on approval of renewal of Measure D transportation sales tax measure. This service will begin with the introduction of the Pilot Commuter Rail Program (estimated to be 2011).



Bus Priority Treatments

This element provides both facilities and service for upgraded express and local bus operations by giving buses priority on selected streets. Priority treatment will be through the extension of a green light by several seconds at selected intersections to allow a bus to continue through, an extra lane at appropriate intersections to allow buses to skip ahead of the queue, bulb-outs at bus stops, and

transfer facilities at rail stations to transition passengers to local bus collector-distributor lines. Implementation of this element is largely at the discretion of the local jurisdictions along with involvement from Metropolitan Transit District.

Carpool / Vanpool Pricing Incentives

This component of the package will increase financial incentives to carpoolers and vanpoolers by providing monthly payments to offset a portion of the start-up costs and in maintaining an active carpool or vanpool. Although incentives are currently being used to some degree on the South Coast, the



continuation and possible expansion of this element is entirely contingent on voter approval of a renewal of the transportation sales tax (Measure D). Implementation responsibility for this element lies with SBCAG's Traffic Solutions.

Manage Demand

Work Schedule Adjustments

A number of non-traditional schedules are in use by many South Coast companies, agencies, institutions and other employers throughout areas affected by congestion.



These schedules include options such as the "4/40," where employees work 10 hours a day, 4 days a week, or the "9/80," where employees work 9 hours a day, and work 9 days over a two-week period. Flextime is another option, where employees work with their employer to set their own convenient hours, which could include working from home or remote facilities. Many working parents appreciate the flexibility of these non-traditional schedules. A flexible work schedule program is currently being implemented on a targeted basis with some South

Coast employers, however the continuation and expansion of the program is entirely contingent on renewal of Measure D, the county's transportation sales tax measure.

Variable Parking Rates as Feasible by Location

With this element, at the discretion of the jurisdiction, cars that arrive during off-peak periods at designated locations would pay less to park than cars arriving during peak periods. Implementation of this element is at the discretion of the City of Santa Barbara, County of Santa Barbara, City of Goleta and UCSB.



Individualized Marketing

The concept of Individualized Marketing is a simple step-by-step approach to changing personal travel behavior through direct contact with households. It encourages people to consolidate their trip-making and make greater use of public transport, walking and cycling as alternatives to car travel by offering them personalized travel information and a package of incentives to try out new ways of getting around. Current SBCAG initiatives will be continued and expanded with measures tailored specifically to encourage ridesharing and use of alternative modes. This element is completely contingent on renewal of Measure D, and implementation is assumed to be immediately following voter approval.

Improve Operations and Communications

Ramp Metering

This element will signalize and meter many of the on-ramps along the entire 27-mile Highway 101 Corridor to more efficiently regulate the entry of 101 traffic and buffer freeway flow from the adverse effects of random traffic surges and peaking at on-ramps. Ramp widening and some interchange reconfiguration will be necessary to adequately store ramp metered vehicles for periodic release, and minimize back-up and queuing on surface streets. The plan for this element assumes implementation in geographic increments and will require extensive coordination with the respective local jurisdictions.



Intelligent Transportation System Elements

Intelligent Transportation Systems (ITS) will include highway and transit components. The highway components will comprise: vehicle detectors, closed circuit video cameras,

advanced traveler systems (ATS) including providing real time traffic information to motorists via Highway Advisory Radio (HAR), changeable message signs, cell phones and the Internet. A Traffic Management Center, the center of a comprehensive ITS system, would tie all the ITS field elements together.

The purpose of these ITS elements are to improve communications with motorists as to the conditions on the freeway to allow them to make routing choices before they enter the congested zones. Freeway service patrol is also included to reduce the time needed to remove vehicles from the roadway following a breakdown or accident. The ITS Transit component will comprise GPS based vehicle locating to provide passengers real time information on arrival times for the next bus or train.



Delivery of ITS elements will in part be guided by the Central Coast Strategic Deployment Plan approved by SBCAG and Caltrans in 2000. Two ITS elements have recently been installed. Closed circuit cameras allow travelers to monitor Highway 101 at

Patterson avenue via the internet (<http://video.dot.ca.gov/>), and variable message signs at the Highway 101/Highway 154 Northbound intersection/offramp. These two elements are part of Phase 1 of the ITS implementation, which is funded through existing Federal Earmark funds. Subsequent phases will be funded through the renewal of Measure D, and potentially State Highway Operation and Protection Program (SHOPP) funds.

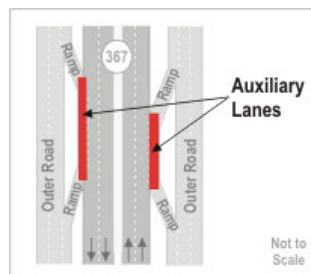


Phase Improvements North of Milpas

By proactively working to reduce peak period traffic through aggressive demand management and rideshare programs it is hoped that the need for major improvements North of Milpas can be eliminated or delayed. Part of the 101 in Motion Program will be to monitor the need for additional 101 improvements following implementation of operational improvements at "hot spots", commuter rail, TDM and rideshare, ITS and General Plan updates.

Operational Improvements

This component will improve the flow and safety on the US-101 travel lanes by making operational improvements at existing and near-term congestion "hot spots" north of Milpas. Operational improvements will include adding auxiliary lanes or full lanes between on-ramps and off-ramps, modifications to ramps and ramp locations, and/or additional over crossings or under crossings for local traffic. Existing and projected near-term congestion hot spot locations include the area between Las Positas Road and Castillo Street.



The 101 In Motion Implementation Plan assumes immediate implementation of the demand management and rideshare programs, and two sequential phases of operational improvements for the area north of Milpas. The first phase of this work would commence with the completion of the widening of 101 south of Milpas.