

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT
Santa Barbara 101 Multimodal Corridor

Resolution _____
(will be completed by CTC)

1. FUNDING PROGRAM

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

2. PARTIES AND DATE

- 2.1 This Project Baseline Agreement (Agreement) for the *Santa Barbara 101 Multimodal Corridor*, effective on, _____ (will be completed by CTC), is made by and between, sometimes collectively referred to as the "Parties":
the California Transportation Commission (Commission), and the California Department of Transportation (Caltrans), and the Project Applicants: the Santa Barbara County Association of Governments (SBCAG), and Caltrans District 5, and the Implementing Agencies: SBCAG, the County of Santa Barbara, and Caltrans District 5.

3. RECITAL

- 3.2 Whereas at its May 16, 2018 meeting the Commission approved the and included in this program of projects the *Santa Barbara 101 Multimodal Corridor*, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A and the Project Report attached hereto as Exhibit B, as the baseline for project monitoring by the Commission.
- 3.3 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

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

- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.
- 4.2 To adhere, as applicable, to the provisions of the Commission:
- Resolution, *Insert Number* , "Adoption of Program of Projects for the Active Transportation Program", dated
 - Resolution, *Insert Number* , "Adoption of Program of Projects for the Local Partnership Program", dated
 - Resolution, SCCP-P-1718-01, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", Dated May 16, 2018
 - Resolution, G-18-13, "Adoption of Program of Projects for the State Highway Operation and Protection Program", Dated March 22, 2018
 - Resolution, TCEP-P-1718-01, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", Dated May 16, 2018

- 4.3 All signatories agree to adhere to the Commission's Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 SBCAG (for non-SHOPP funded components) and Caltrans (for SHOPP funded components) agree to secure funds for any additional costs of the project.
- 4.6 SBCAG and the County of Santa Barbara agree to report to Caltrans on a quarterly basis; after July 2019, reports will be on a semiannual basis on the progress made toward the implementation of the project, including scope, cost, schedule, outcomes, and anticipated benefits.
- 4.7 Caltrans agrees to prepare program progress reports on a quarterly basis; after July 2019, reports will be on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 Caltrans agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits during the course of the project, and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.10 The Transportation Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for four years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost

See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope

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

5.3 Other Project Specific Provisions and Conditions

The Project Programming Request (PPR) for the Santa Monica Road and Via Real Intersection Improvements Project (PPNO 2985) will be updated upon completion of the environmental document. It is anticipated that the environmental document will be completed by 08/01/2019.

The Project Programming Request (PPR) for the Santa Claus Lane Class I Bikeway Project (PPNO 2896) will be updated upon completion of the environmental document. It is anticipated that the environmental document will be completed by 2/1/2019.

The Project Programming Request (PPR) for the Santa Claus Lane Streetscape, Coastal Access Parking, and Railroad Crossing Projects (PPNO 2897) will be updated upon completion of the environmental document. It is anticipated that the environmental document will be completed by 9/30/2018.

The Project Programming Request (PPR) for the North Padaro Coastal Access Improvements (PPNO 2893) will be updated upon completion of the environmental document. It is anticipated that the environmental document will be completed by 3/1/2019.

The Project Programming Request (PPR) for the Summerland Area Coastal Access Improvements (PPNO 2984) will be updated upon completion of the environmental document. It is anticipated that the environmental document will be completed by 4/30/2019.

Attachments:

Exhibit A: Project Programming Request Form

Exhibit B: Project Report

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Santa Barbara 101 Multimodal Corridor

Resolution _____

Project Applicants

Santa Barbara County Association of Governments
California Department of Transportation, District 5

Implementing Agencies

Santa Barbara County Association of Governments:

- South Coast 101 HOV Lanes Projects
- Santa Claus Lane Class I Bikeway Project
- North Padaro Lane Coastal Access Improvements Project
- Summerland Area Coastal Access Improvements Project

California Department of Transportation, District 5:

- South Coast 101 HOV Lanes Projects
- Santa Monica Road and Via Real Intersection Improvements Project
- South Coast 101 Rehabilitation Projects

County of Santa Barbara:

- Santa Claus Lane Streetscape, Coastal Access Parking, and Railroad Crossing Projects

Marjie Kirn Date
Executive Director, Santa Barbara County Association of Governments

Timothy M. Gubbins Date
District Director, California Department of Transportation, District 5

Mona Miyasato Date
Chief Executive Officer, County of Santa Barbara

Laurie Berman Date
Director, California Department of Transportation

Susan Bransen Date
Executive Director, California Transportation Commission

***Santa Barbara 101 Multimodal Corridor
Baseline Agreement***

Exhibit A

Project Programming Request Forms:

- South Coast 101 HOV - Carpinteria (Segment 4A) – PPNO 7101C
- South Coast 101 HOV - Padaro (Segment 4B) – PPNO 7101D
- South Coast 101 HOV - Summerland (Segment 4C) – PPNO 7101E

- SB 101 Rehab - Carpinteria (Segment 4A) – PPNO 2426
- SB 101 Rehab - Padaro (Segment 4B) – PPNO 2426A
- SB 101 Rehab - Summerland (Segment 4C) – PPNO 2426C

- Santa Monica Road and Via Real Intersection Improvements Project - PPNO 2985
- Santa Claus Lane Class I Bikeway Project - PPNO 2896
- Santa Claus Lane Streetscape, Coastal Access Parking, and Railroad Crossing Projects - PPNO 2897
- North Padaro Coastal Access Improvements - PPNO 2893
- Summerland Area Coastal Access Improvements - PPNO 2984

Benefits Summary for the South Coast 101 HOV Lanes Project

Benefits and outputs are shown for each project in this baseline agreement are identified in the respective PPRs.

Since the South Coast 101 HOV Lanes project is a congestion relief project which is being implemented in segments, a secondary effort was required to calculate benefits by segment. Segment specific benefits for PPNO 7101C, 7101D, and 7101E are shown in the table below.

	4A (Carpinteria) PPNO 7101C	4B (Padaro) PPNO 7101D	4C (Summerland) PPNO 7101E
<u>Delay reduction*</u>			
Person hours of delay reduced annually	376,300	523,900	306,100
Travel time savings annually	\$2,261,000	\$3,148,000	\$1,839,000
Vehicle Operations cost savings annually	\$2,666,000	\$3,712,000	\$2,168,000
<u>Safety*</u>			
Accidents prevented annually	28	39	23
Accident savings annually	\$960,000	\$1,336,000	\$781,000
<u>Air Quality*</u>			
Tons of CO ₂ emissions saved annually	5,100	7,100	4,200
Emission cost savings annually	\$277,000	\$386,000	\$226,000
<u>Economic impact / job growth**</u>			
Jobs created	740	1,250	880

Notes

* = Based on 2040 year conditions and assumes that the entire project (Segments 4A - 4E) is constructed and fully functional.

The segment specific delay reduction, safety, and air quality benefits are based on a weighted average of the entire project length.

** = Based on construction phase costs, assuming that each \$1 billion in transportation infrastructure investments supports 13,000 jobs.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Feb,20 2018 v7.07)

General Instructions

Amendment (Existing Project) Y/N					Date:	7/30/18
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID / prg.	
05	0N701	0518000112	7101C			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SB	101	1.4	4.8	Caltrans		
				MPO	Element	
				SBCAG	Capital Outlay	
Project Manager/Contact		Phone		E-mail Address		
David Emerson		(805) 549-3437		david.emerson@dot.ca.gov		
Project Title						
South Coast 101 HOV Lanes - Carpinteria (Segment 4A)						
Location (Project Limits), Description (Scope of Work)						
In Santa Barbara County, in Carpinteria from 0.2 miles south of Bailard Avenue to 0.5 miles south of S. Padaro Lane. Construct HOV lanes.						
This is a grandchild of 05-0N700 (PPNO 7101) and child of parent 05-0N70A (PPNO 7101A).						
Component		Implementing Agency				
PA&ED		Caltrans				
PS&E		Caltrans				
Right of Way		Caltrans				
Construction		Caltrans				
Legislative Districts						
Assembly:	37	Senate:	19	Congressional:	24	
Project Benefits						
Over 13,500 passenger hours of delay reduction daily. Reduced travel time and improved trip reliability for buses, interregional travelers, and high occupancy users. Improved goods movement, interregional travel, and coastal access, between the Los Angeles basin and the San Francisco Bay Area. The delay reduction amount shown above is associated with the parent project and will be fulfilled when the entire parent project is completed. A coordinated rehabilitation strategy within the same limits will install long-life (40+ year) pavement on all existing lanes, reducing future maintenance and construction needs in the corridor.						
Purpose and Need						
Reduce congestion and delays, provide capacity for future travel demand, improve travel time, and provide for HOV lane continuity (in southern Santa Barbara County, per the 2017 RTP). Route 101 within the project limits currently operates with LOS F congested flow conditions for two to four hours daily. In this area, Route 101 serves as a critical link for interregional goods movement, coastal access, and travel between the Los Angeles basin and the San Francisco Bay area. When I-5 closes over the Grapevine, this section of Route 101 becomes the only viable alternative for north-south connectivity. Without improvement, congestion is projected to increase to over 10 hours/day by 2040.						
Category		Outputs/Outcomes			Unit	Total
State Highway Road Construction		Modified/Reconstructed bridges			each	4
State Highway Road Construction		Sound wall miles constructed			each	1.47
State Highway Road Construction		HOV/HOT lane-miles constructed			Miles	5.8
ADA Improvements	Yes	Bike/Ped Improvements	Yes	Reversible Lane analysis	Yes	
Inc. Sustainable Communities Strategy Goals		Yes	Reduces Greenhouse Gas Emissions		Yes	
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document			Document Type	EIR/FONSI	08/26/14	
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						08/26/14
Begin Design (PS&E) Phase						07/01/18
End Design Phase (Ready to List for Advertisement Milestone)						02/01/20
Begin Right of Way Phase						07/01/18
End Right of Way Phase (Right of Way Certification Milestone)						01/15/20
Begin Construction Phase (Contract Award Milestone)						08/15/20
End Construction Phase (Construction Contract Acceptance Milestone)						08/15/24
Begin Closeout Phase						08/15/25
End Closeout Phase (Closeout Report)						02/15/27

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Feb,20 2018 v7.07)

Date: 7/30/18

Additional Information

The original parent project 0N700 (PPNO 7101) was broken into two children projects for delivery through a Project Change Request (PCR) in the 17/18 fiscal year. The first child project 05-0N70A is fully funded through construction. The second child project 05-0N70B is funded for PAED, PSE, RW Capital and RW support, with future needs identified for Construction Capital and Construction Support. Construction component funding for child two 05-0N70B (PPNO 7101B), is expected to consist of a mix of SB1 Cycle 2 and Measure A funding. Five delivery segments (4A - 4E) are anticipated in total (three from child one, two from child two).

This PPR reflects a funding approach which fully funds the three child projects of 05-0N70A (Segments 4A - 4C) through construction.

This is the first of three grandchild projects of parent project 05-0N70A (PPNO 7101A). This PPR provides escalated programming values for Segment 4A of the HOV project with pre-construction support and right of way capital costs shown in the first year of use. Construction support and capital costs are also shown in the first year of anticipated use.

As noted on page 1, this project is being coordinated with a SHOPP funded rehabilitation project within the same limits. This will provide for concurrent construction of HOV and rehabilitation elements. SHOPP funded costs are accounted for and funded through a separate EA (05-1C820_), which was split into three child projects, with similar PM limits and delivery dates to these grandchild projects. The approved PCR documenting that change will be amended at the June CTC meeting. This will result in cost savings for both projects, a 40-year long-life pavement strategy on all lanes, and reduced impacts to the traveling public. For informational purposes, the SHOPP programming associated with this HOV project (Carpinteria) is shown in this PPR (see Fund No. 8).

A map graphic identifying anticipated HOV construction segments with target delivery years has been prepared and is available upon request from District 5 PPM.

Finally, schedule adjustments have occurred since the SCCP and TCEP applications were submitted due to design changes related to the placement of soundwalls. These changes added right of way requirements which drove a shift in the right of way certification and ready to list dates. Key dates for delivery are still within the planned and programmed year of funding (FY 19/20) for this segment.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Feb.20 2018 v7.07)

Date: 7/30/18

District	County	Route	EA	Project ID	PPNO	Alt. ID
05	SB	101	0N701	0518000112	7101C	
Project Title: South Coast 101 HOV Lanes - Carpinteria (Segment 4A)						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Caltrans
PS&E									Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)									Caltrans
R/W									Caltrans
CON									Caltrans
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	5,825							5,825	
PS&E	9,700							9,700	
R/W SUP (CT)	1,140							1,140	
CON SUP (CT)			22,060					22,060	
R/W	10,620							10,620	
CON			86,500					86,500	
TOTAL	27,285		108,560					135,845	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Santa Barbara County Assoc. of G
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	6,320							6,320	
R/W SUP (CT)	920							920	
CON SUP (CT)			3,620					3,620	
R/W	500							500	
CON									
TOTAL	7,740		3,620					11,360	

Fund No. 2:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									San Joaquin Council of Governmer
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	5,240							5,240	
CON									
TOTAL	5,240							5,240	

Fund No. 3:		Local Funds - Local Measure (MEA)							Program Code	
		Existing Funding (\$1,000s)							LOCAL FUNDS	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)									Santa Barbara County	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON								2,470		
TOTAL								2,470		

Fund No. 4:		IIP - National Hwy System (NH)							Program Code	
		Existing Funding (\$1,000s)							20.XX.025.700	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)									Caltrans	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)	495							495		
PS&E	2,000							2,000		
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	2,495							2,495		

Fund No. 5:		RIP - State Cash (ST-CASH)							Program Code	
		Existing Funding (\$1,000s)							20.XX.075.600	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)									Santa Barbara County Assoc. of G	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)	2,550							2,550		
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	2,550							2,550		

Fund No. 6:		Trade Corridor Enhancement Account-Local Share							Program Code	
		Existing Funding (\$1,000s)							20.xx.723.200	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)									Caltrans	
PS&E									SB 1 - Trade Corridor - Cycle 1	
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)			8,400					8,400		
R/W										
CON			7,600					7,600		
TOTAL			16,000					16,000		

Fund No. 7:		Trade Corridor Enhancement Account-State Share							Program Code	
		Existing Funding (\$1,000s)							20.xx.723.100	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)									Caltrans	
PS&E									SB 1 - Trade Corridor - Cycle 1	
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON			35,000					35,000		
TOTAL			35,000					35,000		

Fund No. 8:		PPNo 2426_SHOPP - Roadway Rehabilitation (3R) {Post Mile limits 2.6/4.8}							Program Code	
		Existing Funding (\$1,000s)							20.xx.201.120	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)									Caltrans	
PS&E									SHOPP Project 05-1C820 was split into 3 projects to construct concurrently with South Coast 101 HOV.	
R/W SUP (CT)									PPNo 2426 Post Mile limits 2.6/4.8	
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)	2,780							2,780	This SHOPP PPNo 2426 is split into 3-children projects from parent EA 05-1C820 via HQs approved PCR & SHOPP Amendment June 2018 CTC.	
PS&E	1,380							1,380		
R/W SUP (CT)	220							220		
CON SUP (CT)			10,040					10,040		
R/W	4,880							4,880		
CON			41,430					41,430		
TOTAL	9,260		51,470					60,730		

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Feb,20 2018 v7.07)

Complete this page for amendments only

Date: 7/30/18

District	County	Route	EA	Project ID	PPNO	Alt. ID
05	SB	101	0N701	0518000112	7101C	

SECTION 1 - All Projects**Project Background**

SBCAG, the local RTPA, worked closely with Caltrans to study the project features, regional context, constraints and make recommendations regarding construction phasing, timing and funding. The SBCAG board approved a phasing strategy in March 2017, the focus of which is an accelerated delivery of the southern three sections of HOV starting from the south and moving northward. This progression extends the HOV system already in place south of the project limits and moves it north. Utilizing the recent construction of the Linden/Casitas Interchanges project, this takes advantage of the working relationships recently established with the City of Carpinteria, County of Santa Barbara, and the California Coastal Commission. The first three phases make up 05-0N70A, the last two phases make up 05-0N70B, there are 5 phases total.

Programming Change Requested

Document changes as shown with the adopted 2018 STIP program and split the three grandchildren with funding shown through construction. Split 05-0N70A (first child project on 0N700) into 05-0N701, 05-0N702, 05-0N703 (three grandchildren projects) to reflect the adopted delivery strategy.

Reason for Proposed Change

Since inception, this project has been expected to be broken into smaller contracts with staggered delivery to take advantage of funding availability, jurisdictional permitting, and construction staging in a congested corridor with narrow right of way. This PPR aligns and documents the programming of this project, with the SB1 funding programs recently allocated by the California Transportation Commission.

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

Other Significant Information

This PPR includes a funding table for the SHOPP Project PPNo 2426 that is programmed for construction in Fiscal Year 2019/20, which will be combined with PPNo 7101C-Carpinteria for one construction contract.

SECTION 2 - For SB1 Projects Only

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

SECTION 3 - All Projects**Approvals**

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

Name (Print or Type)	Signature	Title	Date
David Emerson		Project Manager	

Attachments

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Feb,20 2018 v7.07)

General Instructions

Amendment (Existing Project) Y/N					Date:	7/30/18
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID / prg.	
05	0N702	0518000113	7101D			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SB	101	4.4	7.7	Caltrans		
				MPO	Element	
				SBCAG	Capital Outlay	
Project Manager/Contact		Phone		E-mail Address		
David Emerson		(805) 549-3437		david.emerson@dot.ca.gov		
Project Title						
South Coast 101 HOV - Padaro (Segment 4B)						
Location (Project Limits), Description (Scope of Work)						
In Santa Barbara County, near Carpinteria and Summerland from 0.9 miles south of S. Padaro Lane Undercrossing to 0.6 miles north of Padaro Lane Overcrossing. Construct HOV lanes.						
This is a grandchild of parent project 05-0N700 (PPNO 7101) and child of parent 05-0N70A (PPNO 7101A).						
Component		Implementing Agency				
PA&ED		Caltrans				
PS&E		Caltrans				
Right of Way		Caltrans				
Construction		Caltrans				
Legislative Districts						
Assembly:	37	Senate:	19	Congressional:	24	
Project Benefits						
Over 13,500 passenger hours of delay reduction daily. Reduced travel time and improved trip reliability for buses, interregional travelers, and high occupancy users. Improved goods movement, interregional travel, and coastal access, between the Los Angeles basin and the San Francisco Bay Area. The delay reduction amount shown above is associated with the parent project and will be fulfilled when the entire parent project is completed. A coordinated rehabilitation strategy within the same limits will install long-life (40+ year) pavement on all existing lanes, reducing future maintenance and construction needs in the corridor.						
Purpose and Need						
Reduce congestion and delays, provide capacity for future travel demand, improve travel time, and provide for HOV lane continuity (in southern Santa Barbara County, per the 2017 RTP). Route 101 within the project limits currently operates with LOS F congested flow conditions for two to four hours daily. In this area, Route 101 serves as a critical link for interregional goods movement, coastal access, and travel between the Los Angeles basin and the San Francisco Bay area. When I-5 closes over the Grapevine, this section of Route 101 becomes the only viable alternative for north-south connectivity. Without improvement, congestion is projected to increase to over 10 hours/day by 2040.						
Category		Outputs/Outcomes			Unit	Total
State Highway Road Construction		Modified/Reconstructed bridges			each	6
State Highway Road Construction		Sound wall miles constructed			Miles	0.76
State Highway Road Construction		HOV/HOT lane-miles constructed			Miles	5.8
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis	Yes
Inc. Sustainable Communities Strategy Goals		Yes			Reduces Greenhouse Gas Emissions	Yes
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document			Document Type	EIR/FONSI	08/26/14	
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						08/26/14
Begin Design (PS&E) Phase						07/01/18
End Design Phase (Ready to List for Advertisement Milestone)						01/01/21
Begin Right of Way Phase						07/01/18
End Right of Way Phase (Right of Way Certification Milestone)						11/01/20
Begin Construction Phase (Contract Award Milestone)						07/15/21
End Construction Phase (Construction Contract Acceptance Milestone)						12/15/25
Begin Closeout Phase						12/15/26
End Closeout Phase (Closeout Report)						06/15/28

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Feb,20 2018 v7.07)

Date: 7/30/18

Additional Information

The original parent project 0N700 (PPNO 7101) was broken into two children projects for delivery through a Project Change Request (PCR) in the 17/18 fiscal year. The first child project 05-0N70A is fully funded through construction. The second child project 05-0N70B is funded for PAED, PSE, RW Capital and RW support, with future needs identified for Construction Capital and Construction Support. Construction component funding for child two 05-0N70B (PPNO 7101B), is expected to consist of a mix of SB1 Cycle 2 and Measure A funding. Five delivery segments (4A - 4E) are anticipated in total (three from child one, two from child two).

This PPR reflects a funding approach which fully funds the three child projects of 05-0N70A (Segments 4A - 4C) through construction.

This is the second of three grandchild projects of parent project 05-0N70A (PPNO 7101A). This PPR provides escalated programming values for Segment 4B of the HOV project with pre-construction support and right of way capital costs shown in the first year of use. Construction support and capital costs are also shown in the first year of anticipated use.

Finally, as noted on page 1, this project is being coordinated with a SHOPP funded rehabilitation project within the same limits. This will provide for concurrent construction of HOV and rehabilitation elements. SHOPP funded costs are accounted for and funded through a separate EA (05-1C820_), which was split into three child projects, with similar PM limits and delivery dates to these grandchild projects. The approved PCR documenting that change will be amended at the June CTC meeting. This will result in cost savings for both projects, a 40-year long-life pavement strategy on all lanes, and reduced impacts to the traveling public. For informational purposes, the SHOPP programming associated with this HOV project (Padaro) is shown in this PPR (see Fund No. 7).

A map graphic identifying anticipated HOV construction segments with target delivery years has been prepared and is available upon request from District 5 PPM.

ADA Notice

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Feb.20 2018 v7.07)

Date: 7/30/18

District	County	Route	EA	Project ID	PPNO	Alt. ID
05	SB	101	0N702	0518000113	7101D	
Project Title: South Coast 101 HOV - Padaro (Segment 4B)						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Caltrans
PS&E									Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)									Caltrans
R/W									Caltrans
CON									Caltrans
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	6,775							6,775	
PS&E	14,395							14,395	
R/W SUP (CT)	1,010							1,010	
CON SUP (CT)				29,990				29,990	
R/W	5,023			5,877				10,900	
CON				139,310				139,310	
TOTAL	27,203			175,177				202,380	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Santa Barbara County Assoc. of G
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	7,025							7,025	
R/W SUP (CT)	720							720	
CON SUP (CT)				5,250				5,250	
R/W	1,000							1,000	
CON									
TOTAL	8,745			5,250				13,995	

Fund No. 2:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									San Joaquin Council of Governmer
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	3,613							3,613	
CON									
TOTAL	3,613							3,613	

Fund No. 3:		RIP - State Cash (ST-CASH)							Program Code	
		Existing Funding (\$1,000s)							20.XX.075.600	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)									Santa Barbara County Assoc. of G	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)	2,250							2,250		
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	2,250							2,250		

Fund No. 4:		Local Funds - Local Measure (MEA)							Program Code	
		Existing Funding (\$1,000s)							LOCAL FUNDS	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)									Santa Barbara County	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W					5,877			5,877		
CON					29,100			29,100		
TOTAL					34,977			34,977		

Fund No. 5:		IIP - National Hwy System (NH)							Program Code	
		Existing Funding (\$1,000s)							20.XX.025.700	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)									Caltrans	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)	475							475		
PS&E	3,000							3,000		
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	3,475							3,475		

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Feb,20 2018 v7.07)

Complete this page for amendments only

Date: 7/30/18

District	County	Route	EA	Project ID	PPNO	Alt. ID
05	SB	101	0N702	0518000113	7101D	

SECTION 1 - All Projects**Project Background**

SBCAG, the local RTPA, worked closely with Caltrans to study the project features, regional context, constraints and make recommendations regarding construction phasing, timing and funding. The SBCAG board approved a phasing strategy in March 2017, the focus of which is an accelerated delivery of the southern three sections of HOV starting from the south and moving northward. This progression extends the HOV system already in place south of the project limits and moves it north. Utilizing the recent construction of the Linden/Casitas Interchanges project, this takes advantage of the working relationships recently established with the City of Carpinteria, County of Santa Barbara, and the California Coastal Commission. The first three phases make up 05-0N70A, the last two phases make up 05-0N70B, there are 5 phases total.

Programming Change Requested

Document changes as shown with the adopted 2018 STIP program and split the three grandchildren with funding shown through construction. Split 05-0N70A (first child project on 0N700) into 05-0N701, 05-0N702, 05-0N703 (three grandchildren projects) to reflect the adopted delivery strategy.

Reason for Proposed Change

Since inception, this project has been expected to be broken into smaller contracts with staggered delivery to take advantage of funding availability, jurisdictional permitting, and construction staging in a congested corridor with narrow right of way. This PPR aligns and documents the programming of this project, with the SB1 funding programs recently allocated by the California Transportation Commission.

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

Other Significant Information

This PPR includes a funding table for the SHOPP Project PPNo 2426A that is programmed for construction in Fiscal Year 2020/21, which will be combined with PPNo 7101D-Padaro for one construction contract.

SECTION 2 - For SB1 Projects Only

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

SECTION 3 - All Projects**Approvals**

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

Name (Print or Type)	Signature	Title	Date
David Emerson		Project Manager	

Attachments

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Feb,20 2018 v7.07)

General Instructions

Amendment (Existing Project) Y/N					Date:	7/30/18
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID / prg.	
05	0N703	0518000109	7101E			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SB	101	7.3	9.6	Caltrans		
				MPO	Element	
				SBCAG	Capital Outlay	
Project Manager/Contact		Phone		E-mail Address		
David Emerson		(805) 549-3437		david.emerson@dot.ca.gov		
Project Title						
South Coast 101 HOV - Summerland (Segment 4C)						
Location (Project Limits), Description (Scope of Work)						
In Santa Barbara County, in and near Summerland from 0.2 miles north of Padaro Lane Overcrossing to San Ysidro Creek Bridge. Construct HOV lanes.						
This is a grandchild of parent project 05-0N700 (PPNO 7101) and child of parent 05-0N70A (PPNO 7101A).						
Component		Implementing Agency				
PA&ED		Caltrans				
PS&E		Caltrans				
Right of Way		Caltrans				
Construction		Caltrans				
Legislative Districts						
Assembly:	37	Senate:	19	Congressional:	24	
Project Benefits						
Over 13,500 passenger hours of delay reduction daily. Reduced travel time and improved trip reliability for buses, interregional travelers, and high occupancy users. Improved goods movement, interregional travel, and coastal access, between the Los Angeles basin and the San Francisco Bay Area. The delay reduction amount shown above is associated with the parent project and will be fulfilled when the entire parent project is completed. A coordinated rehabilitation strategy within the same limits will install long-life (40+ year) pavement on all existing lanes, reducing future maintenance and construction needs in the corridor.						
Purpose and Need						
Reduce congestion and delays, provide capacity for future travel demand, improve travel time, and provide for HOV lane continuity (in southern Santa Barbara County, per the 2017 RTP). Route 101 within the project limits currently operates with LOS F congested flow conditions for two to four hours daily. In this area, Route 101 serves as a critical link for interregional goods movement, coastal access, and travel between the Los Angeles basin and the San Francisco Bay area. When I-5 closes over the Grapevine, this section of Route 101 becomes the only viable alternative for north-south connectivity. Without improvement, congestion is projected to increase to over 10 hours/day by 2040.						
Category		Outputs/Outcomes			Unit	Total
State Highway Road Construction		Modified / Improved interchanges			each	1
State Highway Road Construction		Sound wall miles constructed			Miles	0.4
State Highway Road Construction		Modified/Reconstructed bridges			each	1
State Highway Road Construction		HOV/HOT lane-miles constructed			Miles	3.4
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis	Yes
Inc. Sustainable Communities Strategy Goals		Yes			Reduces Greenhouse Gas Emissions	Yes
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document			Document Type	EIR/FONSI	08/26/14	
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						08/26/14
Begin Design (PS&E) Phase						09/26/14
End Design Phase (Ready to List for Advertisement Milestone)						01/01/21
Begin Right of Way Phase						05/01/16
End Right of Way Phase (Right of Way Certification Milestone)						11/01/20
Begin Construction Phase (Contract Award Milestone)						07/15/21
End Construction Phase (Construction Contract Acceptance Milestone)						12/15/25
Begin Closeout Phase						12/15/26
End Closeout Phase (Closeout Report)						06/15/28

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Feb,20 2018 v7.07)

Date: 7/30/18

Additional Information

The original parent project 0N700 (PPNO 7101) was broken into two children projects for delivery through a Project Change Request (PCR) in the 17/18 fiscal year. The first child project 05-0N70A is fully funded through construction. The second child project 05-0N70B is funded for PAED, PSE, RW Capital and RW support, with future needs identified for Construction Capital and Construction Support. Construction component funding for child two 05-0N70B (PPNO 7101B), is expected to consist of a mix of SB1 Cycle 2 and Measure A funding. Five delivery segments (4A - 4E) are anticipated in total (three from child one, two from child two).

This PPR reflects a funding approach which fully funds the three child projects of 05-0N70A (Segments 4A - 4C) through construction.

This is the third of three grandchild projects of parent project 05-0N70A (PPNO 7101A). This PPR provides escalated programming values for Segment 4C of the HOV project with pre-construction support and right of way capital costs shown in the first year of use. Construction support and capital costs are also shown in the first year of anticipated use.

Finally, as noted on page 1, this project is being coordinated with a SHOPP funded rehabilitation project within the same limits. This will provide for concurrent construction of HOV and rehabilitation elements. SHOPP funded costs are accounted for and funded through a separate EA (05-1C820_), which was split into three child projects, with similar PM limits and delivery dates to these grandchild projects. The approved PCR documenting that change will be amended at the June CTC meeting. This will result in cost savings for both projects, a 40-year long-life pavement strategy on all lanes, and reduced impacts to the traveling public. For informational purposes, the SHOPP programming associated with this HOV project (Summerland) is shown in this PPR (see Fund No. 6).

A map graphic identifying anticipated HOV construction segments with target delivery years has been prepared and is available upon request from District 5 PPM.

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Fund No. 3: IIP - National Hwy System (NH)									Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	430							430	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	430							430	

Fund No. 4: Local Funds - Local Measure (MEA)									Program Code
Existing Funding (\$1,000s)									LOCAL FUNDS
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Santa Barbara County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	5,910							5,910	
R/W SUP (CT)	430							430	
CON SUP (CT)									
R/W	3,660							3,660	
CON				22,520				22,520	
TOTAL	10,000			22,520				32,520	

Fund No. 5: Solutions for Congested Corridors Program									Program Code
Existing Funding (\$1,000s)									20.xx.705.100
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans SB 1 - Congested Corridor - Cycle 1
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)				7,940				7,940	
R/W									
CON				34,060				34,060	
TOTAL				42,000				42,000	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Feb,20 2018 v7.07)

Complete this page for amendments only

Date: 7/30/18

District	County	Route	EA	Project ID	PPNO	Alt. ID
05	SB	101	0N703	0518000109	7101E	

SECTION 1 - All Projects**Project Background**

SBCAG, the local RTPA, worked closely with Caltrans to study the project features, regional context, constraints and make recommendations regarding construction phasing, timing and funding. The SBCAG board approved a phasing strategy in March 2017, the focus of which is an accelerated delivery of the southern three sections of HOV starting from the south and moving northward. This progression extends the HOV system already in place south of the project limits and moves it north. Utilizing the recent construction of the Linden/Casitas Interchanges project, this takes advantage of the working relationships recently established with the City of Carpinteria, County of Santa Barbara, and the California Coastal Commission. The first three phases make up 05-0N70A, the last two phases make up 05-0N70B, there are 5 phases total.

Programming Change Requested

Document changes as shown with the adopted 2018 STIP program and split the three grandchildren with funding shown through construction. Split 05-0N70A (first child project on 0N700) into 05-0N701, 05-0N702, 05-0N703 (three grandchildren projects) to reflect the adopted delivery strategy.

Reason for Proposed Change

Since inception, this project has been expected to be broken into smaller contracts with staggered delivery to take advantage of funding availability, jurisdictional permitting, and construction staging in a congested corridor with narrow right of way. This PPR aligns and documents the programming of this project, with the SB1 funding programs recently allocated by the California Transportation Commission.

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

Other Significant Information

This PPR includes a funding table for the SHOPP Project PPNo 2426C that is programmed for construction in Fiscal Year 2020/21, which will be combined with PPNo 7101E-Summerland for one construction contract.

SECTION 2 - For SB1 Projects Only

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

SECTION 3 - All Projects**Approvals**

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

Name (Print or Type)	Signature	Title	Date
David Emerson		Project Manager	

Attachments

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

Baseline agreement information was extracted from Caltrans™ project data systems. Project description, funding and performance measures are from CTIPS. Project delivery milestones are from PRSM. All information is current and accurate.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

BASELINE AGREEMENT

Date:	08/01/18 05:40:04 PM
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District	EA	Project ID		PPNO	Project Manager	
05	1C821	0517000082		2426	EMERSON, DAVID A	
County	Route	Begin Postmile	End Postmile	Implementing Agency		
SB	101	2.6	R 4.8	PA&ED	Caltrans	
				PS&E	Caltrans	
				Right of Way	Caltrans	
				Construction	Caltrans	

Project Nickname

SB 101 Rehab - Carpinteria (Segment 4A)

Location/Description

In Carpinteria, from Casitas Pass Overcrossing to 0.5 mile south of South Padaro Lane. Rehabilitate roadway.

Legislative Districts

Assembly:	37	Senate:	19	Congressional:	24
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PERFORMANCE MEASURES

	Primary Asset	Good	Fair	Poor	New	Total	Units
Existing Condition	Pavement Class II	0.04	7.78	0.04		7.86	lane miles
Programmed Condition	Pavement Class II	7.86				7.86	lane miles

Project Milestone

	Actual	Planned
Project Approval and Environmental Document Milestone	06/04/18	
Right of Way Certification Milestone		01/15/20
Ready to List for Advertisement Milestone		02/01/20
Begin Construction Milestone (Approve Contract)		09/01/20

FUNDING

Component	Fiscal Year	SHOPP				Total
PA&ED	17/18	9,200				9,200
PS&E	18/19	1,380				1,380
RW Support	18/19	220				220
Const Support	19/20	10,040				10,040
RW Capital	18/19	4,880				4,880
Const Capital	19/20	41,430				41,430
Total		67,150				67,150

Baseline agreement information was extracted from Caltrans™ project data systems. Project description, funding and performance measures are from CTIPS. Project delivery milestones are from PRSM. All information is current and accurate.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

BASELINE AGREEMENT

Date:	08/01/18 05:51:25 PM
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District	EA	Project ID		PPNO	Project Manager	
05	1C822	0517000083		2426A	EMERSON, DAVID A	
County	Route	Begin Postmile	End Postmile	Implementing Agency		
SB	101	4.4	R 7.7	PA&ED	Caltrans	
				PS&E	Caltrans	
				Right of Way	Caltrans	
				Construction	Caltrans	

Project Nickname

SB 101 Rehab - Padaro (Segment 4B)

Location/Description

In and near Summerland, from 0.9 mile south of South Padaro Lane Undercrossing to 0.6 mile north of Padaro Lane Overcrossing. Rehabilitate roadway.

Legislative Districts

Assembly:	37	Senate:	19	Congressional:	24
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PERFORMANCE MEASURES

	Primary Asset	Good	Fair	Poor	New	Total	Units
Existing Condition	Pavement Class II	0.874	10.609	0.009		11.492	lane miles
Programmed Condition	Pavement Class II	11.492				11.492	lane miles

Project Milestone

	Actual	Planned
Project Approval and Environmental Document Milestone	06/04/18	
Right of Way Certification Milestone		11/01/20
Ready to List for Advertisement Milestone		01/01/21
Begin Construction Milestone (Approve Contract)		08/01/21

FUNDING

Component	Fiscal Year	SHOPP				Total
PA&ED						0
PS&E	18/19	4,370				4,370
RW Support	18/19	290				290
Const Support	20/21	12,490				12,490
RW Capital	18/19	410				410
Const Capital	20/21	60,650				60,650
Total		78,210				78,210

Baseline agreement information was extracted from Caltrans™ project data systems. Project description, funding and performance measures are from CTIPS. Project delivery milestones are from PRSM. All information is current and accurate.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

BASELINE AGREEMENT

Date:	08/01/18 05:53:49 PM
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District	EA	Project ID		PPNO	Project Manager	
05	1C823	0517000084		2426C	EMERSON, DAVID A	
County	Route	Begin Postmile	End Postmile	Implementing Agency		
SB	101	R 7.3	9.2	PA&ED	Caltrans	
				PS&E	Caltrans	
				Right of Way	Caltrans	
				Construction	Caltrans	

Project Nickname

SB 101 Rehab - Summerland (Segment 4C)

Location/Description

In and near Summerland, from 0.2 mile north of Padaro Lane Overcrossing to 0.2 mile north of Sheffield Avenue. Rehabilitate roadway.

Legislative Districts

Assembly:	37	Senate:	19	Congressional:	24
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PERFORMANCE MEASURES

	Primary Asset	Good	Fair	Poor	New	Total	Units
Existing Condition	Pavement Class I	2.591	3.684	0.365		6.640	lane miles
Programmed Condition	Pavement Class I	6.640				6.640	lane miles

Project Milestone

	Actual	Planned
Project Approval and Environmental Document Milestone	06/04/18	
Right of Way Certification Milestone		11/01/20
Ready to List for Advertisement Milestone		01/01/21
Begin Construction Milestone (Approve Contract)		08/01/21

FUNDING

Component	Fiscal Year	SHOPP				Total
PA&ED						0
PS&E	18/19	330				330
RW Support	18/19	90				90
Const Support	20/21	6,380				6,380
RW Capital	18/19	270				270
Const Capital	20/21	31,890				31,890
Total		38,960				38,960

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) No					Date:	8/1/18	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID
05				2985			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SB	101	3.7	3.9	Caltrans			
				MPO		Element	
				SBCAG			
Project Manager/Contact		Phone		E-mail Address			
David Emerson		805-548-3438		david.emerson@dot.ca.gov			
Project Title							
Santa Monica Road and Via Real Intersection Improvements							
Location (Project Limits), Description (Scope of Work)							
At the intersecion of Santa Monica Road, Via Real and the Santa Monica NB on and off ramp from Highway 101. Construct intersection improvements to address forecast operational deficiencies at this all-way stop intersection.							
Component							
		Implementing Agency					
PA&ED		Caltrans					
PS&E		Caltrans					
Right of Way		Caltrans					
Construction		Caltrans					
Legislative Districts							
Assembly:	37	Senate:	19	Congressional:	24		
Project Benefits							
Reduce average vehicle delay in the AM peak hour by 37 seconds or greater in 2020 and by 116 seconds or greater in 2040.							
Purpose and Need							
Operations at this intersection are currently degraded and are expected to experience level of service (LOS) F conditions by 2020. The project purpose is to improve peak hour conditions at this congested intersection while addressing bicycle and pedestrian connectivity.							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		Operational Improvements			each	1	
Local streets and roads		Operational Improvements			each	1	
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis No		
Includes Sustainable Communities Strategy Goals Yes				Reduces Greenhouse Gas Emissions Yes			
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase						10/01/18	
Circulate Draft Environmental Document			Document Type	ND/CE		04/01/19	
Draft Project Report						04/01/19	
End Environmental Phase (PA&ED Milestone)						08/01/19	
Begin Design (PS&E) Phase						08/01/19	
End Design Phase (Ready to List for Advertisement Milestone)						03/01/21	
Begin Right of Way Phase						06/01/19	
End Right of Way Phase (Right of Way Certification Milestone)						01/01/21	
Begin Construction Phase (Contract Award Milestone)						09/01/21	
End Construction Phase (Construction Contract Acceptance Milestone)						09/01/23	
Begin Closeout Phase						01/01/24	
End Closeout Phase (Closeout Report)						05/01/25	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 8/1/18

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
05	SB	101			2985	
Project Title: Santa Monica Road and Via Real Intersection Improvements						

Fund No. 3: SB1: Local Partnership Program									Program Code
Existing Funding (\$1,000s)									
Component	Prior	17/18	18/19	19/20	20/21	21/22	22/23+	Total	Funding Agency
E&P (PA&ED)		754						754	SBCAG
PS&E			450					450	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		754	450					1,204	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		375						375	
PS&E			450					450	
R/W SUP (CT)									
CON SUP (CT)									
R/W								379	
CON									
TOTAL		375	829					1,204	

Fund No. 4: Measure A Local Sales Tax (LPP Match)									Program Code
Existing Funding (\$1,000s)									
Component	Prior	17/18	18/19	19/20	20/21	21/22	22/23+	Total	Funding Agency
E&P (PA&ED)		754						754	SBCAG
PS&E			450					450	
R/W SUP (CT)			300					300	
CON SUP (CT)									
R/W									
CON									
TOTAL		754	750					1,504	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		375						375	
PS&E			450					450	
R/W SUP (CT)			300					300	
CON SUP (CT)									
R/W								379	
CON									
TOTAL		375	1,129					1,504	

Fund No. 5: SB1: Cycle 1 Congested Corridors									Program Code
Existing Funding (\$1,000s)									
Component	Prior	17/18	18/19	19/20	20/21	21/22	22/23+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)					750			750	
R/W									
CON					2,860			2,860	
TOTAL					3,610			3,610	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)					750			750	
R/W									
CON					2,860			2,860	
TOTAL					3,610			3,610	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Yes					Date:	7/20/18	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID
05				2896	SBCAG27		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SB	101	4.2	4.8	SBCAG / Caltrans			
				MPO		Element	
				SBCAG			
Project Manager/Contact		Phone		E-mail Address			
Fred Luna		805-961-8926		fluna@sbcag.org			
Project Title							
Santa Claus Lane Class I Bikeway							
Location (Project Limits), Description (Scope of Work)							
Construct Class I bikeway for 0.6 miles between Carpinteria Avenue in City of Carpinteria and Santa Claus Lane in Summerland (County of Santa Barbara) to close a gap in the California Coastal Trail (CCT).							
Component							
		Implementing Agency					
PA&ED	SBCAG						
PS&E	SBCAG						
Right of Way	SBCAG						
Construction	SBCAG						
Legislative Districts							
Assembly:	37	Senate:	19	Congressional:	24		
Project Benefits							
<ul style="list-style-type: none"> - Enhance coastal access and fulfill local coastal policies while completing a missing segment of the California Coastal Trail - Reduce out of direction travel for bicyclists by implementing more direct coastal trail 							
Purpose and Need							
<ul style="list-style-type: none"> • Improve bicycle and pedestrian travel by providing a direct coastal route between the Santa Claus Lane commercial area and beaches in the County of Santa Barbara, to Carpinteria Avenue in the City of Carpinteria. • Enhance bicycle safety by providing a Class I Bike Path that is constructed to present design standards. • Complete a segment of the California Coastal Trail consistent with the circulation and bikeway systems outlined in the Santa Barbara 							
Category		Outputs/Outcomes			Unit	Total	
Local streets and roads		Bicycle lane/ sidewalk miles			Miles	0.6	
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis No		
Includes Sustainable Communities Strategy Goals Yes				Reduces Greenhouse Gas Emissions Yes			
Project Milestone					Existing	Proposed	
Project Study Report Approved					n/a		
Begin Environmental (PA&ED) Phase						07/01/16	
Circulate Draft Environmental Document			Document Type	ND/CE		10/01/18	
Draft Project Report						10/01/18	
End Environmental Phase (PA&ED Milestone)						02/01/19	
Begin Design (PS&E) Phase						01/01/19	
End Design Phase (Ready to List for Advertisement Milestone)						01/01/20	
Begin Right of Way Phase						01/01/19	
End Right of Way Phase (Right of Way Certification Milestone)						01/01/20	
Begin Construction Phase (Contract Award Milestone)						07/01/20	
End Construction Phase (Construction Contract Acceptance Milestone)						03/31/21	
Begin Closeout Phase						04/01/21	
End Closeout Phase (Closeout Report)						05/31/21	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 7/20/18

Additional Information

This PPR is showing some modifications to milestones as follows:

End Envr: 2/1/2019 from 8/31/2018. Additional time required for SBCAG to complete environmental technical studies.

Begin Design: 1/1/2019 from 9/1/2018. Slight delay in environmental affecting design.

End Design: 1/1/2020 from 6/30/2019. Slight delay in environmental affecting design.

Begin RW: 1/1/2019 from 9/1/2018. Slight delay in environmental affecting right of way.

End RW: 1/1/2020 from 6/30/2019. Slight delay in environmental affecting right of way.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 7/20/18

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
05	SB	101			2896	
Project Title: Santa Claus Lane Class I Bikeway						

Fund No. 3: SB1: Local Partnership Program									Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	17/18	18/19	19/20	20/21	21/22	22/23+	Total	
E&P (PA&ED)									SBCAG
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E			210					210	
R/W SUP (CT)			60					60	
CON SUP (CT)									
R/W			140					140	
CON									
TOTAL			410					410	

Fund No. 4: Measure A Local Sales Tax (LPP Match)									Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	17/18	18/19	19/20	20/21	21/22	22/23+	Total	
E&P (PA&ED)									SBCAG
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E			210					210	
R/W SUP (CT)			60					60	
CON SUP (CT)									
R/W			140					140	
CON									
TOTAL			410					410	

Fund No. 5: SB1: Cycle 1 Congested Corridors									Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	17/18	18/19	19/20	20/21	21/22	22/23+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)					700			700	
R/W									
CON					6,130			6,130	
TOTAL					6,830			6,830	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) No					Date:	7/20/18	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID
05				2897			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SB	101	4.8	5.8	County of Santa Barbara			
				MPO		Element	
				SBCAG			
Project Manager/Contact		Phone		E-mail Address			
Fred Luna		805-961-8926		fluna@sbcag.org			
Project Title							
Santa Claus Lane Streetscape, Coastal Access Parking and Railroad Crossing							
Location (Project Limits), Description (Scope of Work)							
Construct Class I bikeway along Santa Claus Lane (County of Santa Barbara) from Sandpoint Drive to South Padaro Lane to close a gap in the California Coastal Trail (CCT). To construct coastal access parking and improved and safe beach access across railroad tracks of UPRR. Provide coastal access beach facilities such as public bathrooms.							
Component							
Implementing Agency							
PA&ED	County of Santa Barbara						
PS&E	County of Santa Barbara						
Right of Way	County of Santa Barbara						
Construction	County of Santa Barbara						
Legislative Districts							
Assembly:	37	Senate:	19	Congressional:	24		
Project Benefits							
<ul style="list-style-type: none"> - Enhance coastal access and fulfill local coastal policies while completing a missing segment of the California Coastal Trail - Improve public health and safety by providing public restroom facilities and improved safe crossing at UPRR railroad tracks 							
Purpose and Need							
<ul style="list-style-type: none"> • Improve bicycle and pedestrian travel by providing a direct coastal route along the Santa Claus Lane commercial area . • Complete a segment of the California Coastal Trail consistent with the circulation and bikeway systems outlined in the Santa Barbara County Comprehensive Plan. • Enhance and improve coastal access for bicycles and pedestrians consistent with local coastal policies and plans while providing views 							
Category		Outputs/Outcomes			Unit	Total	
Local streets and roads		Pedestrian/Bicycle Facilities miles constructed			Miles	0.8	
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis No		
Includes Sustainable Communities Strategy Goals Yes				Reduces Greenhouse Gas Emissions Yes			
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document			Document Type	ND/CE		04/01/18	
Draft Project Report						N/A	
End Environmental Phase (PA&ED Milestone)						09/30/18	
Begin Design (PS&E) Phase						01/01/18	
End Design Phase (Ready to List for Advertisement Milestone)						03/31/20	
Begin Right of Way Phase						04/01/19	
End Right of Way Phase (Right of Way Certification Milestone)						03/31/20	
Begin Construction Phase (Contract Award Milestone)						10/01/20	
End Construction Phase (Construction Contract Acceptance Milestone)						06/30/21	
Begin Closeout Phase							
End Closeout Phase (Closeout Report)						09/30/21	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 7/20/18

Additional Information

This PPR is showing some modifications to milestones as follows:

End Envr: 9/30/2018 from 6/30/2018. Additional time required for County to complete environmental due to completing some technical studies.

End Design: 3/31/2020 from 6/30/2019. Delay to wait for other project development funding to become available. PS&E currently 50% complete. Funding will be to complete to 100% PS&E and RW.

Begin RW: 4/1/2019 from 9/1/2018. Delay to wait for other project development funding to become available. PS&E currently 50% complete. Funding will be to complete to 100% PS&E and RW.

End RW: 3/31/2020 from 9/30/2019. Same as above.

Begin Const: 10/1/2020. No previous milestone provided.

End Const. 6/30/2021 from 3/31/2021. Additional three months to account for work during rainy season and coordination with other projects in the vicinity.

End Closeout: 9/30/2021 from 5/31/2021. Impacted by construction schedule.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 7/20/18

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
05	SB	101			2897	
Project Title: Santa Claus Lane Streetscape, Coastal Access Parking and Railroad Crossing						

Fund No. 3:		SB1: Local Partnership Program							Program Code
		Existing Funding (\$1,000s)							Funding Agency
Component	Prior	17/18	18/19	19/20	20/21	21/22	22/23+	Total	
E&P (PA&ED)									SBCAG
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
		Proposed Funding (\$1,000s)							Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 4:		Measure A Local Sales Tax (LPP Match)							Program Code
		Existing Funding (\$1,000s)							Funding Agency
Component	Prior	17/18	18/19	19/20	20/21	21/22	22/23+	Total	
E&P (PA&ED)									SBCAG
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
		Proposed Funding (\$1,000s)							Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:		SB1: Cycle 1 Congested Corridors							Program Code
		Existing Funding (\$1,000s)							Funding Agency
Component	Prior	17/18	18/19	19/20	20/21	21/22	22/23+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
		Proposed Funding (\$1,000s)							Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)					560			560	
R/W									
CON					6,480			6,480	
TOTAL					7,040			7,040	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) No					Date:	7/20/18	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID
05				2893			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SB	101	6.8	7.4	SBCAG			
				MPO		Element	
				SBCAG			
Project Manager/Contact		Phone		E-mail Address			
Fred Luna		805-961-8926		fluna@sbcag.org			
Project Title							
North Padaro Lane Coastal Access Improvements							
Location (Project Limits), Description (Scope of Work)							
<p>In the County of Santa Barbara, south of community of Summerland along North Padaro Lane on the coast side of Highway 101.</p> <p>-Construct 0.2 miles of sidewalk to complete gap in California Coastal Trail between Highway 101 and Loon Point Beach Parking area where coastal access exists.</p> <p>- Add coastal trail signage along North Padaro Lane and for vertical access to beach</p>							
Component		Implementing Agency					
PA&ED		SBCAG					
PS&E		SBCAG					
Right of Way		SBCAG					
Construction		SBCAG					
Legislative Districts							
Assembly:	37	Senate:	19	Congressional:	24		
Project Benefits							
<p>- Enhance coastal access and fulfill local coastal policies while completing a missing segment of the California Coastal Trail</p> <p>- Provide improved awareness of California Coastal Trail and public beach access through improved signage</p>							
Purpose and Need							
Category		Outputs/Outcomes			Unit	Total	
Local streets and roads		Bicycle lane/ sidewalk miles			Miles	0.2	
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis No		
Includes Sustainable Communities Strategy Goals Yes				Reduces Greenhouse Gas Emissions Yes			
Project Milestone					Existing	Proposed	
Project Study Report Approved					n/a		
Begin Environmental (PA&ED) Phase						09/01/18	
Circulate Draft Environmental Document			Document Type	CE		10/15/18	
Draft Project Report						n/a	
End Environmental Phase (PA&ED Milestone)						03/01/19	
Begin Design (PS&E) Phase						06/01/19	
End Design Phase (Ready to List for Advertisement Milestone)						03/31/20	
Begin Right of Way Phase						06/01/19	
End Right of Way Phase (Right of Way Certification Milestone)						03/31/20	
Begin Construction Phase (Contract Award Milestone)						01/01/22	
End Construction Phase (Construction Contract Acceptance Milestone)						12/31/22	
Begin Closeout Phase						01/01/23	
End Closeout Phase (Closeout Report)						03/31/23	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 7/20/18

Additional Information

This PPR is showing some modifications to milestones as follows:

Begin Envr: 9/1/2018 from 7/1/2018. To allow time to get MOU's in place between SBCAG and County of Santa Barbara, and get a consultant on board.

End Envr: 3/1/2019 from 12/31/2018. Same as above for Begin Envr.

Begin Design: 6/1/2019 from 4/1/2019. Slight delay as a result of changes to Environmental milestones.

Begin RW: 6/1/2019 from 4/1/2019. Slight delay as a result of changes to Environmental milestones.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 7/20/18

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
05	SB	101			2893	
Project Title: North Padaro Lane Coastal Access Improvements						

Fund No. 3:		SB1: Local Partnership Program							Program Code	
		Existing Funding (\$1,000s)								
Component	Prior	17/18	18/19	19/20	20/21	21/22	22/23+	Total	Funding Agency	
E&P (PA&ED)									SBCAG	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)		30						30		
PS&E			110					110		
R/W SUP (CT)			20					20		
CON SUP (CT)										
R/W			50					50		
CON										
TOTAL		30	180					210		

Fund No. 4:		Measure A Local Sales Tax (LPP Match)							Program Code	
		Existing Funding (\$1,000s)								
Component	Prior	17/18	18/19	19/20	20/21	21/22	22/23+	Total	Funding Agency	
E&P (PA&ED)									SBCAG	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)		30						30		
PS&E			110					110		
R/W SUP (CT)			20					20		
CON SUP (CT)										
R/W			50					50		
CON										
TOTAL		30	180					210		

Fund No. 5:		SB1: Cycle 1 Congested Corridors							Program Code	
		Existing Funding (\$1,000s)								
Component	Prior	17/18	18/19	19/20	20/21	21/22	22/23+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)					560			560		
R/W										
CON					2,710			2,710		
TOTAL					3,270			3,270		

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) No					Date:	7/20/18		
District		EA	Project ID		PPNO	MPO ID		Alt Proj. ID
05					2894			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency				
SB	101	7.4	8.6	SBCAG				
				MPO		Element		
				SBCAG				
Project Manager/Contact			Phone		E-mail Address			
Fred Luna			805-961-8926		fluna@sbcag.org			
Project Title								
Summerland Area Coastal Access Improvements								
Location (Project Limits), Description (Scope of Work)								
In the County of Santa Barbara, in and near the community of Summerland, on Via Real, Wallace Avenue and Finney Road on both the inland and coastal side of Highway 101.								
-Construct 0.4 miles of sidewalk and add coastal access parking along Wallace Avenue								
- Along Via Real, construction 0.4 miles of sidewalk to complete gap in California Coastal Trail between Greenwell Drive and North Padaro Lane and add a Class I multi purpose path								
Component								
Implementing Agency								
PA&ED		SBCAG						
PS&E		SBCAG						
Right of Way		SBCAG						
Construction		SBCAG						
Legislative Districts								
Assembly:	37		Senate:	19		Congressional:	24	
Project Benefits								
- Enhance coastal access and fulfill local coastal policies while constructing a multi-purpose path to fill a gap in the California Coastal Trail								
- Improve circulation on Wallace Avenue by formalizing beach parking and pedestrian access through sidewalk construction								
Purpose and Need								
Category		Outputs/Outcomes				Unit	Total	
Local streets and roads		Bicycle lane/ sidewalk miles				Miles	0.8	
ADA Improvements Yes		Bike/Ped Improvements Yes				Reversible Lane analysis No		
Includes Sustainable Communities Strategy Goals Yes					Reduces Greenhouse Gas Emissions Yes			
Project Milestone						Existing	Proposed	
Project Study Report Approved						n/a		
Begin Environmental (PA&ED) Phase							09/01/18	
Circulate Draft Environmental Document				Document Type	CE		01/15/19	
Draft Project Report							n/a	
End Environmental Phase (PA&ED Milestone)							04/30/19	
Begin Design (PS&E) Phase							06/15/19	
End Design Phase (Ready to List for Advertisement Milestone)							10/31/20	
Begin Right of Way Phase							06/15/19	
End Right of Way Phase (Right of Way Certification Milestone)							10/31/20	
Begin Construction Phase (Contract Award Milestone)							07/01/22	
End Construction Phase (Construction Contract Acceptance Milestone)							06/30/23	
Begin Closeout Phase							07/01/23	
End Closeout Phase (Closeout Report)							09/30/23	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 7/20/18

Additional Information

This PPR is showing some modifications to milestones as follows:

Begin Envr: 9/1/2018 from 7/1/2018. To allow time to get MOU's in place between SBCAG and County of Santa Barbara, and get a consultant on board.

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 7/20/18

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
05	SB	101			2894	
Project Title: Summerland Area Coastal Access Improvements						

Fund No. 3:	SB1: Local Partnership Program								Program Code
Existing Funding (\$1,000s)									
Component	Prior	17/18	18/19	19/20	20/21	21/22	22/23+	Total	Funding Agency
E&P (PA&ED)									SBCAG
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		150						150	
PS&E			340					340	
R/W SUP (CT)			60					60	
CON SUP (CT)									
R/W			200					200	
CON									
TOTAL		150	600					750	

Fund No. 4:	Measure A Local Sales Tax (LPP Match)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	17/18	18/19	19/20	20/21	21/22	22/23+	Total	Funding Agency
E&P (PA&ED)									SBCAG
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		150						150	
PS&E			340					340	
R/W SUP (CT)			60					60	
CON SUP (CT)									
R/W			200					200	
CON									
TOTAL		150	600					750	

Fund No. 5:	SB1: Cycle 1 Congested Corridors								Program Code
Existing Funding (\$1,000s)									
Component	Prior	17/18	18/19	19/20	20/21	21/22	22/23+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)					1,010			1,010	
R/W									
CON					7,310			7,310	
TOTAL					8,320			8,320	

***Santa Barbara 101 Multimodal Corridor
Baseline Agreement***

Exhibit B

Project Report or Equivalent:

- South Coast 101 HOV Project Report Excerpts – August 2014
- SB 101 Rehab Project Scope Summary Report Excerpts – June 2018

Project Report For Project Approval

On Route 101
Between 0.2 miles south of Bailard Avenue in the City of Carpinteria
And Sycamore Creek in the City of Santa Barbara

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



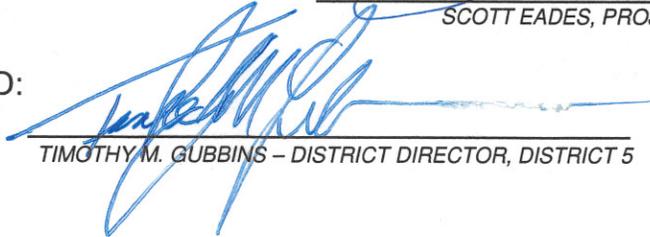
SUZETTE SHELLOOE, CENTRAL REGION DIVISION CHIEF,
RIGHT OF WAY

APPROVAL RECOMMENDED:



SCOTT EADES, PROJECT MANAGER

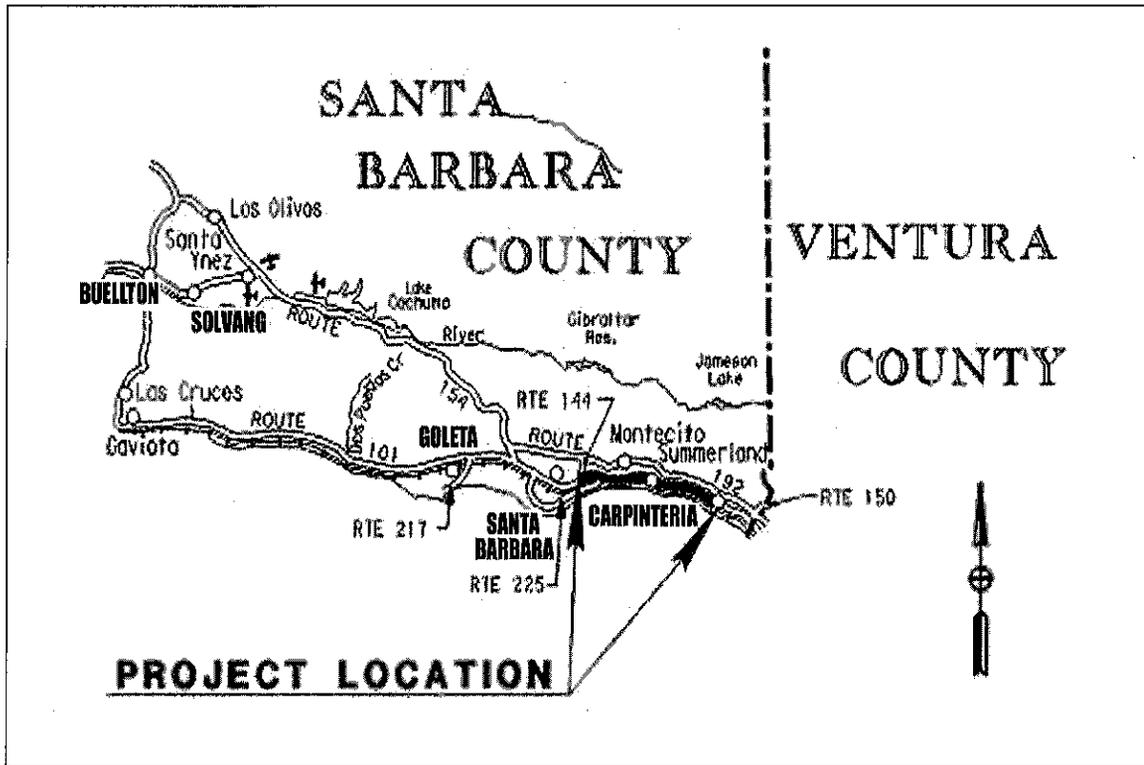
APPROVED:



TIMOTHY M. GUBBINS - DISTRICT DIRECTOR, DISTRICT 5

8/26/14
Date

Vicinity Map



Route 101 from Postmile 1.4 to Postmile 12.3

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

Marcia F. Vierra
MARCIA F. VIERRA

4/25/14
DATE



1. INTRODUCTION

Project Description:

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

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

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

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

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

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

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

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

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

Table 1: Project Data Summary

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

2. RECOMMENDATION

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

05-SB-101-PM 2.6/9.20
05-1C8200-0512000236
PPNO2426
20.xx.201.120 SHOPP Roadway Rehabilitation
April 2018

PROJECT SCOPE SUMMARY REPORT (ROADWAY REHABILITATION)

For

Project Approval

On Route 101

Between PM 2.6

And PM 9.2

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



Jamie Lupo, CENTRAL REGION DIVISION CHIEF- RIGHT
OF WAY

APPROVAL RECOMMENDED:



David Emerson, PROJECT MANAGER

APPROVED:



Richard Rosales, DISTRICT 05 DIRECTOR-ACTING

6-4-18

DATE

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

Marcia F. Vierra
MARCIA F. VIERRA

4/2/18
DATE



1. INTRODUCTION AND BACKGROUND

This Rehabilitation Project 05-1C820 is proposed to rehabilitate to 3R Standards, the existing ramps and the existing lanes and outside shoulders concurrently with the South Coast High Occupancy Vehicle (HOV) Lanes Project 05-0N700. Project 05-0N700 proposes to add one additional lane in each direction, reconstruct the inside shoulders and reconstruct selected outside shoulders.

If concurrent construction of this project with 05-0N700 does not occur, all components and scope of this rehabilitation project will need to be completely re-evaluated due to the combined projects having economy of scale and cost sharing of common components.

This project proposes to replace the existing structural section of the freeway to correct the structural deficiencies as indicated in the Pavement Condition Survey. This work is essential to improve the quality of ride, prevent further deterioration, and reduce the cost of future maintenance. The design speed for the project is 65 miles per hour and the design vehicle is the Surface Transportation Assistance Act of 1982 (STAA) truck. Existing vertical clearance at structures would be maintained.

This project proposes widening outside shoulders to 10 feet, profile grade and alignment adjustments, replacing nonstandard guard railing, raising guard railing to standard height, improving ramp geometry, replacing ramps structural sections, upgrading dikes, and drainage systems.

Furthermore, this project would remove concrete curb and gutter and Type E gutter at many of the ramps and replace with standard inside and outside shoulder with new and/or relocated drainage inlets wherever needed. The project also would remove or shield trees and/or steep slopes in the clear recovery area where warranted.

All proposed improvements and permanent construction impacts would be within existing public right of way. No temporary construction easements are anticipated.

The project development is being split into two sections. The South Section is from PM 2.6 to PM 7.5 and is being designed by Caltrans. The North Section is from PM 7.5 to PM 9.2 and is being designed by Santa Barbara County Association of Governments (SBCAG) with oversight by Caltrans. The Rehabilitation Project previously had approved limits of PM 2.6 to PM 11.9 and has been shortened to the current limits of PM 2.6 to PM 9.2.

The project would be constructed in three separate construction contracts: PM 2.6 - PM 4.59 (Casitas Pass OC to 400' west of Sandpiper Drive), PM 4.59 - PM 7.5 (400' west of Sandpiper Drive to 1800' north of N. Padaro Lane Overcrossing), and PM 7.5 - PM 9.2 (1800' north of N. Padaro Lane Overcrossing to 1000' north of Sheffield Drive Undercrossing). See Attachment A – Vicinity Map.

Project Limits	05-SB-101- PM 2.6/9.2
Current Capital Outlay Support Estimate	\$44,790,000 (escalated)
Current Capital Outlay Construction Estimate	\$108,100,000 (unescalated)
Current Capital Outlay Right-of-Way (ROW) Estimate	\$5,000,000 (unescalated)
Funding Source	20.xx.201.120-SHOPP Roadway Rehabilitation
Funding Year	FY 2019/20
Type of Facility	4 lane Freeway
Number of Structures	1
SHOPP Project Output	26.4 lane miles
Environmental Determination or Document	A 2018 Addendum (that includes Highway 101 rehabilitation features) to the 2014 Final EIR/FONSI for the South Coast 101 HOV Lanes Project
Legal Description	In Santa Barbara County in and near Carpinteria and Santa Barbara from Casitas Pass Road Overcrossing to 0.2 mile north of Sheffield Drive Undercrossing
Project Development Category	4B

2. RECOMMENDATION

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

3. PURPOSE AND NEED STATEMENT

Purpose:

By replacing the structural section, the quality of ride would be greatly improved and the cost of future maintenance would be significantly reduced.

Need:

The existing structural section has undergone several rehabilitation overlays. The freeway surfacing is now experiencing significant distress markers which indicate supporting basement failures. This project location was originally constructed as an expressway and has been continually upgraded to its current

status as a freeway. Many of the existing features date back to the 1950's. The roadway structural section has exceeded its original useful life due to increased traffic loading and volumes.