

# SANTA BARBARA COUNTY BOARD AGENDA LETTER



Clerk of the Board of Supervisors  
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**Agenda Number:**

**Prepared on:** May 10, 2001  
**Department Name:** Public Works and Planning & Development  
**Department No.:**  
**Agenda Date:** May 22, 2001  
**Placement:** Departmental  
**Estimate Time:** 1 hour  
**Continued Item:** NO  
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TIP5.DOC

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**TO:** Board of Supervisors

**FROM:** Phil Demery  
Director, Public Works

John Patton  
Director, Planning and Development

**STAFF**

**CONTACT:** Bret Stewart, Traffic Section Manager, Public Works (x3232)  
George Amoon, Planner III (x2027)

**SUBJECT: Nomination of County Transportation Projects for Regional Flexible Funding (All districts)**

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**RECOMMENDATION(S):**

That the Board of Supervisors:

- A) Nominate and prioritize Santa Barbara County projects listed in Table 2 for the Regional Flexible Funding Program considering the discussion in the staff report about the Union Valley Parkway/Hwy 101 Interchange and Goleta electric shuttles.
- B) Direct staff to prepare and submit project applications for selected projects to the Santa Barbara County Association of Governments.
- C) Direct Public Works and Planning & Development to return to the Board of Supervisors with a resolution in August to approve final grant request, matching fund, and total cost amounts.
- D) Direct Public Works and Planning and Development to draft a letter from the Board of Supervisors to SBCAG requesting preparation of a comprehensive plan for alternative transportation that addresses the increasing traffic congestion

caused by regional and inter-regional commuting.

- E) Direct Public Works and Planning and Development to return to the Board of Supervisors at the end of the year with a report on how MTD, the County, cities and other involved agencies will collaboratively prepare the regional alternative transportation plan with SCBAG that focuses on relieving long term commuter traffic congestion.

#### **ALIGNMENT WITH BOARD STRATEGIC PLAN:**

The recommendations are primarily aligned with Goals No. 1: An Efficient Government Able to Anticipate and Respond Effectively to the Needs of the Community, and No. 2: A Safe and Healthy Community in Which to Live, Work, and Visit.

#### **EXECUTIVE SUMMARY AND DISCUSSION:**

##### **Background:**

On February 13, 2001 the Santa Barbara County Association of Governments (SBCAG) issued a request for proposals for the *2002 Regional Flexible Funding Program*. This program is comprised of a combination of (1) \$18.4 million of federal Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) funding and (2) \$25.8 million of state and federal Regional Improvement Program (RIP) transportation funding for a grand total of \$44.2 million.

- TEA-21 projects are programmed for a three year period and will be included as part of the Federal Transportation Improvement Plan. Three separate competitive funding programs exist under TEA-21.
- RIP projects are programmed for a four year period and will be included as part of the State Transportation Improvement Plan (STIP).

The three TEA-21 funding programs and RIP program are briefly described in Table 1.

Both TEA-21 and RIP funding is available on a competitive basis to the County, cities, local transit agencies and state agencies. Overall, projects must have a clear transportation nexus, be an eligible activity, include evidence of public support, have non-federal matching funds, and be implemented in a timely manner. The County expects to receive a substantial share of the funds, however the specific amount will depend on competition with the cities and other eligible entities. ***Proposals must be submitted to SBCAG by August 31, 2001.*** SBCAG will evaluate and match proposed projects to the TEA-21 and RIP program categories and present funding recommendations to the SBCAG Board in October, 2001. Details on the Regional Flexible Funding Program are provided in the SBCAG Request for Proposals (Attachment B).

**Table 1  
TEA-21/RIP Funding Programs**

Description of Eligible Projects	Amount available this funding cycle to County and cities (in millions)
<b>Congestion Mitigation and Air Quality (CMAQ)</b> Projects that contribute to attainment of federal air quality standards or provide significant air quality benefits by reducing vehicular emissions including bikeways and transit (capital and operating costs for three years).	\$10.6
<b>Regional Surface Transportation Program (RSTP)</b> Roadways, bikeways, transit (capital costs only), pedestrian facilities and other activities.	\$5.7
<b>Transportation Enhancement (TE)</b> Bikeways, pedestrian facilities, landscaping, historic preservation, rehabilitation of historic transportation buildings and other activities.	\$2.1
<b>Regional Improvement Program (RIP)</b> Congestion reduction and mobility projects including roadway operational and capacity improvements, bikeways, transit (capital costs only), Intelligent Transportation System projects and other projects. \$15 million of the original \$40.8 million of RIP funds was set aside for local road maintenance projects.	\$25.8
<b>TOTAL</b>	<b>\$44.2</b>

**PROJECT SELECTION AND PRIORITIZATION:**

The prioritized list of County projects is summarized in Table 2. Project descriptions and sources of matching funds are provided in Attachment A. Public Works and Planning & Development will return to the Board of Supervisors with a resolution in August to approve the final grant request, matching fund, and total cost amounts.

**TABLE 2:**  
**Recommended Project Nominations**  
 (Many of the dollar figures could change as the project study reports/cost estimates are prepared during the next three months.)

Rank	Project Name	Estimated Grant Request	Summation	Estimated Matching Funds	Estimated Total Project Cost	Matching Fund Source *
1	Summerland Downtown Circulation Improvements (Phase II)	\$2,300,000	\$2,300,000		\$2,300,000	N/A
2	Hummel Drive Extension	\$760,000	\$3,060,000	\$105,000	\$865,000	County General Fund
3	South Coast Intelligent Transportation Systems Implementation	\$1,760,000	\$4,820,000	\$240,000	\$2,000,000	GTIP, other
4	San Jose Creek Class I Bikepath	\$1,760,000	\$6,580,000	\$240,000	\$2,000,000	GTIP
5	Phelps Road Extension	\$2,900,000	\$9,480,000	\$400,000	\$3,300,000	GTIP
6	Orcutt Creek Class I Bikepath	\$525,000	\$10,005,000	\$75,000	\$600,000	TBD
7	Cathedral Oaks Interchange Landscaping	\$440,000	\$10,445,000	\$60,000	\$500,000	TBD
8	Passenger Rail Study	\$175,000	\$10,620,000	\$25,000	\$200,000	TBD
9	Hollister Beautification (engineering and environmental phases only)	\$245,000	\$10,865,000	\$35,000	\$280,000	GTIP
10	Purchase Ten Hybrid Low Emission Vehicles for County Fleet	\$220,000	\$11,085,000	\$30,000	\$250,000	County Replacement Vehicle Fund
11	Storke Road Sidewalk	\$350,000	\$11,435,000	\$50,000	\$400,000	GTIP
12	Goleta Shuttle Route	\$928,000	\$12,363,000	\$132,000	\$1,060,000	GTIP
13	Union Valley Parkway/Hwy 101 Interchange northbound on & off ramps	\$3,080,000	\$15,443,000	\$3,746,000	\$6,826,000	RTIP, Local STP, OTIP
14	Santa Maria River Levee Bikeway	\$790,000	\$16,233,000	\$110,000	\$900,000	Future Coastal Resources & CREF Grants
15	Cathedral Oaks Class I Bikepath	\$572,000	\$16,805,000	\$78,000	\$650,000	GTIP
16	Refugio Road and Roblar Road Class II Bikelanes	\$1,848,000	\$18,653,000	\$252,000	\$2,100,000	TBD
<b>Totals</b>		<b>\$18,653,000</b>		<b>\$5,578,000</b>	<b>\$24,231,000</b>	

\* GTIP – Goleta Transportation Impact Mitigation Fees; OTIP – Orcutt Transportation Impact Mitigation Fees; RTIP – Regional Transportation Improvement Plan Funds; STP – Surface Transportation Program; CREF – Coastal Resource Enhancement Fund; TBD – To be determined.

**Discussion:**

The County has adopted a *Five-Year Capital Improvements Plan (CIP)* which includes over \$244 million in transportation projects. This plan relies heavily on grant funding such as TEA-21 and RIP for development of roads, bikeways, and pedestrian facilities over the next five years and beyond. The list of projects proposed by Public Works and P&D

contains a balanced mix of road projects, community improvements, and alternative transportation projects as identified in Board adopted community plans and transportation improvement plans. As discussed below, the proposed project list ranks new Goleta transit shuttles as a relatively low priority and does little to address already serious and growing long distance commuting problems the County is experiencing. This is in part due to input from SBCAG staff and the lack of a clear regional plan to address the long distance commuting issue within this County.

Overall, alternative transportation is a major component of this Five-Year CIP, and the County is actively promoting alternative transportation modes and working with local transit providers to reduce peak hour motor vehicle trips generated by new development. For instance, increased transit service is envisioned to serve the West Hollister Corridor in Goleta as intersections in the area are expected to deteriorate.

In addition to capital improvements and transit needs, the County has an estimated roadway maintenance and operations backlog of \$97 million, including facilities such as culverts and bridges. Although the County has aggressively sought grant funding to help address a portion of this backlog, the use of primarily “one-time” grants will not be adequate to eliminate the backlog or provide the ongoing revenue needed for continued maintenance and operations. Further work will be necessary to secure an adequate and regular flow of revenue for roadway and bikeway maintenance – not only for the Public Works Department but also for the Parks Department to maintain roads and bikeways in the parks. SBCAG has set aside \$15 million for pavement rehabilitation countywide.

The Comprehensive Plan, in its 1993 community plans, recognize the importance of alternative transportation to address growing congestion in Goleta. Some limited progress has been made to provide alternative transportation in Goleta since the Goleta Transportation Improvement Plan was adopted in 1995 (e.g., one Goleta shuttle funded and a few bikeways). Little has been accomplished elsewhere in the County (e.g., some Class II bike lanes) to actively promote inter- and intra-community alternative transportation options.

Long distance commuting between communities in the tri-County area is growing rapidly yet only incremental efforts have been accomplished (e.g., Clean Air Express, vanpools, upcoming South County/Ventura interregional transit). Although these efforts are a step in the right direction, they are a small step when compared to the magnitude of the problem. Regional transportation plans are focussed on highway widening projects including Highway 101, 154, 246, and 166 to provide more capacity for commuters at the peak hours. These projects will likely cause significant environmental impacts and could result in substantial changes to the character of those rural corridors.

Overall, the County and all the cities within need to recognize the complexities of regional traffic congestion caused by inter- and intra-County commuting. The County needs to support a more regional comprehensive and proactive long-term approach addressing traffic congestion.

**SPECIFIC PROJECT DISCUSSION:**

The San Jose Creek Class I Bikepath, Passenger Rail Study, new Goleta Electric Shuttle and Union Valley Parkway/Hwy 101 Interchange projects proposed in the project list are discussed below.

**San Jose Creek Class I Bikepath:**

The San Jose Creek Class I Bikepath (rank #4) is the primary high ranking alternative transportation project proposed by the County. This project should be evaluated not only for TEA-21 funding criteria but also for the significantly larger RIP funding source since it could create a significant mode shift as it directly links UCSB/Isla Vista to Old Town Goleta and the extensive neighborhoods north of Hwy 101 via a freeway undercrossing funded by TEA-21 in 1999. The other bikepath projects identified in Table 2 are also desirable and would be used by commuters and children traveling to school (instead of their parents driving them). However, because of their routes and surrounding land uses, they are more likely to serve recreational users. The passage of SB 45 in 1997 allows the SBCAG Board such flexibility in programming RIP funds for high commuter bikeway projects such as the San Jose Creek Bikepath projects and thus should be considered a candidate for RIP funding by the SBCAG Board. Otherwise, if limited to only the smaller TEA-21 funding sources that can be used for a much broader range of projects, competition with other agencies could prevent this high priority project from receiving funding.

**Passenger Rail Study:**

Public Works and Planning & Development consider the Passenger Rail Study as a high priority as rail becomes a more seriously considered option to address increasing commuter congestion on Highway 101. The City of Santa Barbara has indicated interest in partnering in the study. However, since the project is regional in nature and should extend into neighboring counties, it seems more appropriate for SBCAG to be the primary applicant. The project is still included in the County and City of Santa Barbara list in the event SBCAG is unable to obtain funding.

**Electric Shuttles:**

The Board may wish to consider a ranked place holder (Rank # 12) for a Goleta shuttle route and direct staff to continue to work with MTD and SBCAG on evaluating the feasibility of a shuttle route application while monitoring the status of South Coast Transit Priorities implementation. Goleta Community Plan policy directs implementation of alternative transportation, particularly public transit, as one of the highest priorities to offset increasing congestion associated with build-out expected of the urban area. Consistent with this direction, a Goleta shuttle route was funded as part of the South Coast Transit Priorities funded from the 1999 TEA-21 cycle. To continue implementing this strong policy direction, the County intended to partner with MTD on funding an additional Goleta shuttle route this TEA-21 cycle. However, SBCAG staff advised County staff to not pursue funding with MTD for a shuttle route since the majority of the

funded South Coast Transit Priorities, including the first Goleta shuttle route, has not yet been implemented. This creates a potential dilemma for the County because it will likely be several years until another transit funding opportunity is offered for Goleta, yet significant development now occurring in Goleta relies on a local shuttle system to offset traffic impacts. Therefore, if a Goleta shuttle route application is deemed feasible by the August 31 TEA-21/RIP deadline, the County and MTD will jointly submit a proposal to SBCAG. Otherwise, the County's TEA-21/STIP application package will not include a Goleta shuttle project.

**Union Valley Parkway/Highway 101 Interchange:**

The Union Valley Parkway/Highway 101 Interchange project is a previously partially funded Caltrans project. Since this project has received previous partial funding, SBCAG staff has indicated that further funding must be a high County priority. The Board should seriously consider the issues surrounding this project. Construction of a full diamond interchange rather than a half diamond would create the potential for growth inducement in the large mostly agriculturally zoned parcels east of Highway 101 but appear to provide only modest congestion relief to the community beyond a half diamond that was originally envisioned in the Orcutt Community Plan.

**MANDATES AND SERVICE LEVELS:**

All proposed capital projects are included or proposed for inclusion in adopted Community Plans, Transportation Improvement Plans, the Capital Improvement Plan, or the Regional Transportation Plan. The requested TEA-21/RIP funding will assist the County in providing a safe and adequate transportation system.

**FISCAL AND FACILITIES IMPACTS:**

Upon completion, the County would assume maintenance responsibilities for nominated projects. Additional County maintenance costs have not been quantified but would be substantial over the long run. Matching funds for projects in Goleta and Orcutt would be provided by Transportation Impact Fees and other grant programs. Matching funds for the Summerland Downtown Circulation Improvement Project would be provided by other federal or state transportation funds. Table 3 summarizes totals for matching fund sources.

**Table 3: Match Source Summary**

<b>Source</b>	<b>Amount</b>
Goleta Transportation Impact Mitigation Fee Program	\$935,000
Orcutt Transportation Impact Mitigation Fee Program	\$576,000
County General Fund	\$105,000
General Services Replacement Vehicle Fund	\$30,000
Potential Coastal Resources Grant or CREF Grants	\$110,000
Local Surface Transportation Program Funds	\$393,000
Regional Transportation Improvement Plan Funds	\$2,777,000
To Be Determined	\$652,000
<b>Total</b>	<b>\$5,578,000</b>

Attachments: A - TEA-21/RIP Project List

B - SBCAG 2002 Regional Flexible Funds Call for Projects

cc: Greg Nielsen, SBCAG

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**ATTACHMENT A:  
TEA-21/RIP PROJECT LIST**

**1. Summerland Downtown Circulation Improvements (Phase II)**

Design and construct parking improvements, curbs, gutters, sidewalks, landscaping and a roundabout in downtown Summerland area. This comprehensive project was developed over a period of several years in conjunction with the Summerland Citizen's Association and has their strong support.

<b>Grant Request:</b>	\$2,300,000	
<b>Match Amount:</b>	\$0	STIP project, no match necessary
<b>Total Estimated Project Cost:</b>	<u>\$2,300,000</u>	

**2. Hummel Drive Extension: Hobbs Ln to Mooncrest Ln**

Design and construct a segment of Hummel Drive in the Orcutt area. Completion of this project will eliminate a "missing link" on Hummel Drive and help provide for the street's eventual extension from Foster Road to Patterson Road in Orcutt. There are very few north-south through roadways in this portion of Orcutt, and this makes the completion of this segment of Hummel Drive a particularly important project for the Orcutt area. The project is identified in the adopted Orcutt Transportation Improvement Plan, Orcutt Community Plan and Capital Improvement Plan.

<b>Grant Request:</b>	\$760,000	
<b>Match Amount:</b>	\$105,000	County General Fund
<b>Total Estimated Project Cost:</b>	<u>\$865,000</u>	

**3. South Coast Intelligent Transportation Systems Implementation**

Phase I of a long-term effort to improve the efficiency of our existing South Coast transportation network through technology. The principle behind the Traffic Management Center/Intelligent Transportation Systems proposal is that it is more cost effective, has fewer environmental impacts and is more politically acceptable to coordinate and synchronize the existing transportation network for maximum efficiency through technology than it is to build additional transportation facilities to achieve the same results. The first phase of this proposal will also involve the City of Santa Barbara, the City of Carpinteria and Caltrans.

<b>Grant Request:</b>	\$1,760,000	
<b>Match Amount:</b>	\$240,000	Goleta Transportation Impact Mitigation Fees and possibly other funding sources
<b>Total Estimated Project Cost:</b>	<u>\$2,000,000</u>	

**4. San Jose Creek Class I Bikepath**

Construct approximately 1.0 mile Class I bike path along San Jose Creek linking the heavily used Atascadero Creek Bikeway and the funded San Jose Creek bikeway segment extending from Hollister Avenue to Cathedral Oaks Road. Completion of this project will create a major link in a network of north-south and east-west Class I bikepaths to provide Goleta residents with direct access to jobs and recreation and help reduce reliance on the automobile. The project is identified in the adopted Goleta Transportation Improvement Plan, Goleta Community Plan, Capital Improvement Plan, Regional Bikeway Study, and SBCAG Regional Transportation Plan.

<b>Grant Request:</b>	\$1,760,000	
<b>Match Amount:</b>	\$240,000	Goleta Transportation Impact Mitigation Fees
<b>Total Estimated Project Cost:</b>	<u>\$2,000,000</u>	

**5. Phelps Road Extension: Storke to Los Carneros**

Design and construct Phelps Road between its current terminus in the Storke Ranch residential area and Los Carneros Road between Hollister Avenue and Mesa Road near UCSB. Completion of this segment of Phelps Road will reduce traffic on key roadway and intersection segments of Hollister Avenue to the north and El Colegio Road to the south. Failure to construct this Phelps Road segment could trigger the need to widen Hollister Avenue to six lanes. The project is identified in the adopted Goleta Transportation Improvement Plan, Goleta Community Plan, and Capital Improvement Plan.

<b>Grant Request:</b>	\$2,900,000	
<b>Match Amount:</b>	\$400,000	Goleta Transportation Impact Mitigation Fees
<b>Total Estimated Project Cost:</b>	<u>\$3,300,000</u>	

**6. Orcutt Creek Class I Bikepath: Bradley to Stillwell**

Construct approximately 0.5 mile segment of the Orcutt Creek Class I bikepath from Bradley Road to Stillwell Road. The Orcutt Creek Bikepath is the primary alternative transportation project in Orcutt and will be the main east-west bikeway for residents and visitors. Completion of this project will provide a missing link between two .75 mile Class I bikepath segments that will be built in association with approved residential projects. The bikepath will connect residential areas to a neighborhood park and eventually to Old Town Orcutt as other segments of the bikepath are constructed. The project is identified in the adopted Orcutt Transportation Improvement Plan, Orcutt Community Plan, and the Capital Improvement Plan.

<b>Grant Request:</b>	\$525,000	
<b>Match Amount:</b>	\$75,000	To be determined.
<b>Total Estimated Project Cost:</b>	<u>\$600,000</u>	

**7. Cathedral Oaks/Hwy 101 Interchange Landscaping**

Partner with Caltrans to design and install landscaping for the funded

Cathedral Oaks/Hwy 101 Interchange. This interchange is considered the “Gateway to Goleta” for travelers heading south on Hwy 101 and entering Goleta. Significant landscaping at this interchange is necessary to preserve the beauty of the Hwy 101 corridor. The project is consistent with the approved Hwy 101 Design Guidelines. Caltrans will maintain the landscaping after project is completed.

<b>Grant Request:</b>	\$440,000	
<b>Match Amount:</b>	<u>\$60,000</u>	To be determined.
<b>Total Estimated Project Cost:</b>	<u>\$500,000</u>	

**8. Passenger Rail Study**

Partner with the City of Santa Barbara to study the use of passenger rail as a viable mode of transportation for Santa Barbara County citizens and visitors. Passenger rail may offer a viable alternative to the economic, environmental and social costs associated with Hwy 101 and local road capacity improvements. In coordination with SBCAG, the cities and the County, the study will evaluate various rail technologies and their feasibility for use in the county and the region. Passenger rail is identified in the Draft SBCAG Hwy 101 Deficiency Plan, the adopted Hwy 101 Congestion Management Plan and SBCAG Regional Transportation Plan.

<b>Grant Request:</b>	\$175,000	
<b>Match Amount:</b>	<u>\$25,000</u>	To be determined.
<b>Total Estimated Project Cost:</b>	<u>\$200,000</u>	

**9. Hollister Beautification (Design & Environmental Phases only)**

The project includes design, engineering and environmental review required to make the Hollister Beautification Project “construction ready.” Funding for construction will likely be pursued in upcoming federal and state funding cycles. The intent of Hollister Beautification is to balance the needs of motorists, pedestrians, bicyclists and transit to create a “village” atmosphere and help foster economic revitalization. The project is a major priority in the Goleta Old Town Revitalization Plan and is identified in the Goleta Community Plan.

<b>Grant Request:</b>	\$245,000	
<b>Match Amount:</b>	<u>\$35,000</u>	Goleta Transportation Impact Mitigation Fees
<b>Total Estimated Project Cost:</b>	<u>\$280,000</u>	

**10. Purchase 10 Hybrid Gas-Electric Vehicles for the County Fleet**

Replace 10 County Fleet Vehicles with 10 hybrid fuel low emission vehicles (LEV). By replacing older gasoline powered County vehicles with new,

hybrid gas-electric, low emission vehicles, the County will be assuming an active role in improving air quality in the region. The project is consistent with the County's ongoing vehicle replacement program.

<b>Grant Request:</b>	\$220,000	
<b>Match Amount:</b>	\$30,000	General Services Replacement Vehicle Fund
<b>Total Estimated Project Cost:</b>	<u>\$250,000</u>	

**11. Storke Road Sidewalk Construction: Missing Segments between El Colegio and Hollister**

Design and construct a sidewalk along the east side of Storke Road between Phelps Road and El Colegio Road. In particular, this project will provide an all weather surface for children to walk on between the Storke Ranch residential project and Isla Vista School serving the community.

<b>Grant Request:</b>	\$350,000	
<b>Match Amount:</b>	\$50,000	Goleta Transportation Impact Mitigation Fees
<b>Total Estimated Project Cost:</b>	<u>\$400,000</u>	

**12. Goleta Shuttle Route: Ellwood / Camino Real Marketplace / Isla Vista / UCSB**

Partner with MTD to purchase and operate electric shuttles in Goleta for the Ellwood/Camino Real Marketplace/Isla Vista/UCSB route to alleviate local congestion particularly at the Hollister/Storke intersection. Proposed major stops include the dense neighborhoods between Pebble Beach Drive and Storke Road, Camino Real Marketplace, Isla Vista and UCSB. The project is identified in the adopted Goleta Transportation Improvement Plan, Capital Improvement Plan, and MTD South Coast Transit Plan. Substantial funding assistance will be provided by the Camino Real Marketplace.

<b>Grant Request:</b>	\$928,000	
<b>Match Amount:</b>	\$132,000	Goleta Transportation Impact Mitigation Fees
<b>Total Estimated Project Cost:</b>	<u>\$1,060,000</u>	

**13. Union Valley Parkway/Hwy 101 Northbound On & Off Ramps**

Design and construct northbound on/off ramps at the intersection of Union Valley Parkway and Highway 101, including landscaping. This project is a component of a larger project that includes the southbound on/off ramps and

an overcrossing.

<b>Grant Request:</b>	\$3,080,000	
<b>Match Amount:</b>	\$2,777,000	Regional Transportation Improvement Plan funding
	\$393,000	Local Surface Transportation Program
	\$576,000	Orcutt Transportation Impact Mitigation Fees
<b>Match Total:</b>	<u>\$3,746,000</u>	
<b>Total Estimated Project Cost:</b>	\$6,826,000	

#### 14. Santa Maria River Levee Bikeway

Design and construct a Class I bikepath on top of the Santa Maria River Levee between the cities of Guadalupe and Santa Maria. There is an existing access roadway on the levee now and this would be improved and designated as bikeway in addition to its access function. This project has the support of both cities (Santa Maria received CREF monies to pay for its feasibility study) and the bikepath would connect with an adjoining bikepath on the river levee within the Santa Maria City limits.

<b>Grant Request:</b>	\$790,000	
<b>Match Amount:</b>	<u>\$110,000</u>	Coastal Resources Grant Program or CREF
<b>Total Estimated Project Cost:</b>	\$900,000	

#### 15. Cathedral Oaks Class I Bikepath: Segments 2.5 and 3

Design and construct approximately .75 mile Class I Bikepath from Placer Drive to Salisbury Ave in Goleta. The project will provide the final missing link in the Cathedral Oaks Class I bikepath extending from Glen Annie Road to Calle Real creating a safer means of alternative travel on Cathedral Oaks Road. Overall, the bikepath will be an important part of the Class I bicycle network in Goleta by directly connecting with a pathway that will extend over Highway 101 and intersect with the east-west Gaviota Coastal Trail providing an important regional as well as local link in Goleta's bicycle network. The project is identified in the adopted Goleta Transportation Improvement Plan, Goleta Community Plan, Regional Bikeway Study and Regional Transportation Plan.

<b>Grant Request:</b>	\$572,000	
<b>Match Amount:</b>	<u>\$78,000</u>	Goleta Transportation Impact Mitigation Fees
<b>Total Estimated Project Cost:</b>	\$650,000	

#### 16. Refugio Road and Roblar Avenue Class II Bikelanes

Design and construct Class II bikelanes to connect those on (1) Refugio Road between Roblar Avenue and Samantha Drive, and (2) Roblar Avenue between Grand Avenue and Refugio Road, in the Santa Ynez Valley. The installation of these two bikelane segments would complete a 13 mile long

Class II and Class I bikeway network connecting a series of schools and neighborhoods in the City of Solvang and the communities of Ballard, Los Olivos and Santa Ynez.

<b>Grant Request:</b>	\$1,848,000	
<b>Match Amount:</b>	<u>\$252,000</u>	To be determined.
<b>Total Estimated</b>	<u>\$2,100,000</u>	
<b>Project Cost:</b>		