

Counts Imara, Steven

From: Persons, Terri@DOT <Terri.Persons@dot.ca.gov>
Sent: Friday, October 05, 2018 8:54 AM
To: Counts Imara, Steven
Cc: Martinez, Paul@DOT; Espino, Claudia@DOT; Mengsteab, Hana@DOT; Olejnik, John@DOT; Mcroberts, Ingrid@DOT; Alfaro, Gustavo@DOT
Subject: Union Valley Parkway - east side connection
Attachments: UVP Letter 021810.pdf

Hello Steven,

Thank you for requesting clarification about the process for a project connecting the east side of the Union Valley Parkway Interchange on Route 101. Please see below for a list of steps that would need to be completed. Also, attached is a letter on this same topic that Caltrans sent to Scott McGolpin in February 2010.

As discussed at the meeting on September 6, the east side of Union Valley Parkway is access controlled. For more information on the process to modify access control, please see Chapter 27 of the Project Development Procedures Manual (PDPM) <http://www.dot.ca.gov/design/manuals/pdpm.html>

Steps needed for a project to connect the east side of UVP Interchange on 101 to a local roadway:

1. The Santa Barbara County Association of Governments (SBCAG) prepares the Regional Transportation Plan (RTP) which includes a 10-year financially constrained list of projects, which includes programmed and planned projects, and a following 10-year unconstrained illustrative “wish list of projects.” The financially constrained list requires that a funding stream is identified. For a project to be included in an RTP, it first needs to be included in a local plan, such as the Orcutt Community Plan (showing the local road connection), and amended into the County’s General Plan.
2. A Project Study Report-Project Development Support (PSR-PDS) describes the need and purpose for a potential project based on existing information with a “ballpark” estimate for construction capital, right-of-way capital and an estimate of the support costs for development of the environmental phase of the project. It could place a project on the illustrative list if a funding stream is not identified. A PSR-PDS can be used to shop for funding. If a funding source and stream is identified the project could be placed in the financially contained list. A PSR-PDS does not provide approval or even conceptual approval of a project. To obtain approval of a new connection to a freeway would require a Project Report which is prepared after the environmental and engineering studies are prepared and environmental document approved (see below).
3. A full Project Study Report (PSR) can be used for the same purposes as a PSR-PDS but can also provide conceptual approval of a project. Therefore, it provides additional analysis of project scope, preliminary geometrics, estimate and scope of environmental and engineering studies to be performed. This would be used if the project schedule is to proceed fairly quickly and requires approval in advance from Caltrans to use this report. A PSR could include a report of the new connection to the freeway. Approval of the new connection is preferred at the Project Report stage.
4. Environmental documentation is prepared in accordance with CEQA, and NEPA if federal funds are used or other federal action is required.
5. A Project Report (PR) is prepared after the environmental and engineering studies are complete, environmental document is approved and the project is approved to proceed to detail design. The Project Report would be used to obtain approval of the new connection to the freeway by the California Transportation Commission (CTC). A revised freeway agreement would be executed between Caltrans and the County.
6. Approval of the new connection would have to be justified in the PSR or PR, which would include analysis of the ability of the adjacent interchanges to accommodate the needs. The analysis would include the ability to improve the adjacent interchanges to do so. If the adjacent interchanges cannot meet the need for the project

or be modified to do so this could be justification for a new connection subject to meeting the Caltrans standards in the Highway Design Manual.

7. After approval of the project by the PR and the new connection by the CTC project detailed design and right of way acquisition may begin.
8. Right of way acquisition requires that abutter's rights be acquired from owners fronting the highway along with the property so that access control can be placed on the right of way preventing any future connection to the highway without future approval.

The project development process can take three years or longer depending on the project funding, ability to get the project on the financially constrained list, environmental impacts and mitigation, scope of the improvements, and the acquisition process for right-of-way.

If you have questions or need additional information, please contact me and I can coordinate with our staff to respond.

Thank you,

Terri Persons
Caltrans District 5
Branch Chief, Regional Planning
(805) 549-3103

DEPARTMENT OF TRANSPORTATION

50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3101
FAX (805) 549-3329
TTY 711
<http://www.dot.ca.gov/dist05/>



*Flex your power!
Be energy efficient!*

February 18, 2010

Scott McGolpin
Santa Barbara County Public Works Director
123 East Anapamu Street,
Santa Barbara, CA 93101

Dear Mr. McGolpin:

**COORDINATION WITH CALTRANS ON NEW PUBLIC ROAD CONNECTION
(UNION VALLEY PARKWAY INTERCHANGE)**

To follow up on our conversations, I would like to offer the following guidance towards completion of a locally sponsored project connecting to the east side of the Union Valley Parkway Interchange on Route 101. The local sponsors would be responsible for working through the County to obtain Caltrans' approval of a new public road connection to the freeway. The general steps are likely to be the following:

1. Create a viable design for the local road connection that meets Caltrans Highway Design Manual (HDM) requirements, and obtain informal Caltrans and County review and concurrence.
2. Amend the County's General Plan to reflect changes in land use and/or circulation on the east side of the interchange, formalizing the local road connection design.
3. Prepare a "Project Study Report- New Connection" for Caltrans approval, to document initial approval of the new connection and reference the changes to the General Plan.
4. Review the project for compliance with the original UVP EIR, or create an addendum or separate document.
5. Prepare a Project Report to document project approval.
6. Prepare and execute a "Superseding Freeway Agreement" between Caltrans and the County, showing the interchange with a local road connection at Union Valley Parkway on the east side of Route 101. Caltrans will seek California Transportation Commission (CTC) approval before executing the Agreement.

The Caltrans web site <http://www.dot.ca.gov/hq/oppd/guidance.htm> contains references to help local sponsors and agencies work through this process. The Highway Design Manual (HDM) contains Caltrans engineering standards, and the Project Development Procedures Manual (PDPM), especially Chapter 27, details Caltrans policies, processes, and document templates, that relate to this effort.

Scott McGolpin
February 18, 2010
Page 2

I look forward to seeing this resolved in a way that is satisfactory to the property owners and agencies involved. If you have any questions you may call or email me.

Sincerely,



for

TIMOTHY M. GUBBINS
Deputy District Director
Program/Project Management

c: David Fapp, Caltrans Central Region Project Development
Steve VanDenburgh, SBCAG