



US 101 Business Plan



MESSAGE FROM THE DISTRICT DIRECTOR



The future of US 101 is vitally important to those who live and work in the Central Coast. US 101 is a lifeline for goods movement, emergency response, and interregional, regional, and local travel within and through the Central Coast. It connects and sometimes divides communities.

I am pleased to present the US 101 Business Plan (Business Plan) which provides a shared vision for the US 101 corridor in the Central Coast counties of Santa Barbara, San Luis Obispo, Monterey, Santa Cruz, and San Benito.

This data-driven plan began with a review of existing highway facilities, the adjoining local street network, and related Caltrans plans. Next, data and proposed project ideas were incorporated from area Metropolitan Transportation Plans (MTPs) and Regional Transportation Plans / Sustainable Transportation Strategies (RTP/SCSs). A policy framework for the plan was organized by assimilating key Caltrans statewide plans with local and regional plans to find areas of continuity and consistency. Engagement activities with communities, partner organizations, and the public informed the final plan content.

The US 101 Business Plan provides the data, strategy, policy framework, and project proposals necessary to ensure the US 101 supports economic prosperity within the Central Coast, vibrant and healthy local communities, and a multi-modal transportation system that functions well for years to come. Caltrans District 5 looks forward to fulfilling the plan's goals by collaborating with area local and regional agencies as well as state and federal funding partners to move the many projects within this plan toward completion.

A handwritten signature in blue ink, appearing to read "Scott Eades". The signature is stylized and fluid.

Scott Eades
District 5 Director

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EXECUTIVE SUMMARY

Background

California's US Highway 101 exists to serve its people and their community. It connects California residents to jobs, housing, services, recreation, and it facilitates trade to and from major economic hubs. US 101 is more than a roadway connecting people and their destinations; it plays a central role in our economic opportunities, cost of living, environmental conditions, health, and quality of life. The actions involved in preserving and adapting the transportation system also play a vital role in increasing resilience to climate change and reducing the carbon emissions that lead to future climate impacts.

The Caltrans Mission is to provide a safe and reliable transportation network that serves all people and respects the environment. The US 101 Business Plan (or "Business Plan") is the road map for achieving these values throughout the corridor. The Business Plan was developed to provide a guide for decision makers as they address the historic and dynamic needs of the US 101 corridor. The Business Plan is unique and complementary to local Partner's Regional and Metropolitan Transportation Plans (MTPs/RTPs) and State planning efforts including, but not limited to, the California Transportation Plan 2050, Climate Action Plan for Transportation Infrastructure (CAPTI) and Caltrans 2020-2024 Strategic Plan. The Business Plan unites the different constrained and unconstrained projects along the US 101 Corridor in District 5 into a single document – capturing a holistic vision for US 101 through the Central Coast.

The Business Plan is a technical document, focused on one specific corridor, and identifies projected future corridor deficiencies and strategic investments. The scope spans multiple counties and provides an interregional perspective on travel. The primary elements of the Business Plan are as follows:

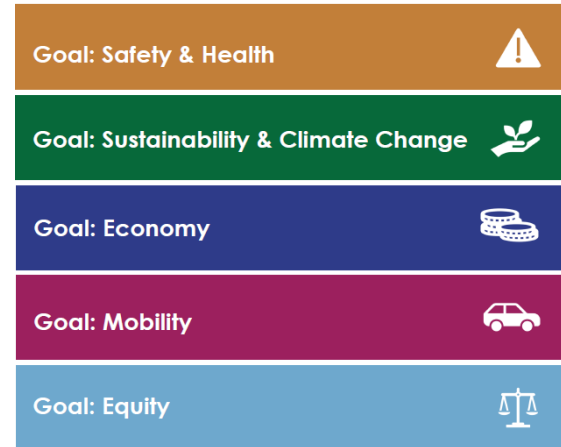
- Overview and Purpose
- Strategic Priorities and Outcomes
- Challenges and Opportunities
- Roles
- Existing Facilities and Projects
- Financial Plan and Implementation

Goals

As the Central Coast's most important north-south corridor, US 101 provides a safe and efficient transportation route that serves all people and transportation modes equitably, while combatting climate change.

The US 101 Business Plan emboldens the following principles:

- *Safety and Health:* Provide safety for all users of the transportation system and promote public health.
- *Sustainability & Climate Change:* Practice environmental stewardship, preserve the transportation system, reduce pollution, and mitigate impacts of climate change.
- *Economy:* Manage the corridor's assets, support the economy, and enhance the region's livability.
- *Mobility:* Provide a reliable and efficient transportation system for all people and goods.
- *Equity:* Promote social equity and ensure all socio-economic groups have an accessible and equitable level of transportation services.



Numerous performance metrics were established to measure how well the corridor performs relative to these goals. Investment strategies identified in the Business Plan are expected to enhance the corridor as it pertains to the network's safety, mobility, economic viability, sustainability, and equity. The Business Plan is supportive of strategic investments that enhance the transit, rail, active transportation, highway, and local streets and roads within the corridor.

Public Participation

The US 101 Business Plan was informed by a combination of Partner-led planning efforts, guided stakeholder participation, and public engagement/outreach activities. The Business Plan has the US 101 Central Coast Coalition's (referred to as the 'Coalition') mutual support. The Coalition formed to raise awareness of the US 101 corridor within the boundaries of Caltrans District 5 as a major economic asset to the state and nation and to encourage investment on the corridor.

The Coalition consists of the transportation agencies of the Central Coast counties. This includes Santa Barbara County Association of Governments (SBCAG), San Luis Obispo Council of Governments (SLOCOG), Association of Monterey Bay Area Governments (AMBAG), Transportation Agency for Monterey County (TAMC), Council of San Benito County Governments (SBCOG), and Santa Cruz County Regional Transportation Commission (SCCRTC) in cooperation with Caltrans.

Challenges

California's transportation network faces significant obstacles as population growth and a rapidly changing climate further stress the transportation infrastructure. The most

significant challenge facing the preservation and enhancement of the route is the lack of adequate funding. State and Federal grant opportunities, as well as funding provided by Senate Bill 1 (SB 1), allow for some competitive and selective improvements, however, future projections anticipate a network that may be congested and unreliable for all modes. While the Business Plan focuses on enhancements to transportation infrastructure, there are many other transportation-linked challenges that are prevalent to the corridor. These include:

- Climate change and resiliency
- Greenhouse gas emissions
- North-south freight mobility
- Truck parking
- Access management
- I-5 closures
- Emerging technologies
- Active transportation gaps
- Rail and transit
- Landscaping
- Wildlife habitat connectivity

To address this and other future needs, the Business Plan includes a corridor-wide Financial Plan that investigates and tracks discretionary funding opportunities for priority project types.

Priority Project Types

The US 101 Business Plan has identified five Priority Project Types which are linked directly to the Plan's goals. The Priority Project Types were identified based on the impact the specific project type will have on the respective Business Plan goal. The five project types are as follows:

- Operational Improvements and Conflict Point Reduction
- Alternative Fuel Charging Stations and Air Pollutant Reduction
- Freight and Goods Movement Improvements
- Freeway Conversion and New Interchanges
- Bike, Ped, Transit, Rail, and Park & Ride Improvements

Within these priority project types are a list of constrained and unconstrained projects from the Regional Transportation Plans. Only projects that meet the goals and expectations of the US 101 Business Plan were selected for consideration. Additional projects may be added to the list of priority projects in subsequent updates. Constrained projects are connected to potential revenue sources and are forecasted to be completed within 25 years of the publishing of the 2023 US 101 Business Plan. Refer to the constrained/unconstrained priority project tables in Appendix A. Tables are separated by county and are listed south-to-north (e.g. Santa Barbara, San Luis Obispo, Monterey, etc.).

Next Steps

To address the challenges outlined above, this Business Plan includes a corridor “Financial Plan” in Chapter 7. The Financial Plan investigates a multitude of additional discretionary funding opportunities to augment traditional State Transportation Improvement Program (STIP) and State Highway Operation and Protection Program (SHOPP) funds. Unfortunately, most of the funding programs are competitive and limited in supply. Future innovative funding methods need to be identified to mitigate current funding challenges and advance future revenue streams. For now, the Business Plan serves as a guide for decision-makers to strategically prioritize goal-aligned projects and match them with current and ever-changing funding opportunities.

To monitor the effectiveness of these funding opportunities and their relationship with Business Plan goals and performance metrics, the US 101 Business Plan development team will establish a recurring Monitoring Report. This report will review performance assessment results, reassess corridor objectives, and discuss other approaches to the Business Plan to ensure that new and changing issues are being addressed. These recurring updates will secure the Central Coast's US 101 vision, help state a business case for making investments in the US 101 corridor and present a unified front to inform statewide priorities for investment.

US 101 Business Plan

Chapter 1: Introduction



CHAPTER 1: INTRODUCTION

Business Plan Overview

What is a Business Plan?

A transportation business plan acts as a step-by-step roadmap for achieving the established goals and objectives of the corridor. Some of the important components of a business plan include a vision statement, a set of strategies, a value proposition, defined stakeholder roles (local and regional cooperation), and a financial plan.

How is a Business Plan different from other corridor plans?

Corridor plans provide technical analysis to identify current and anticipated transportation concerns. Corridor plans evaluate strategies and projects that enhance the transportation system and mitigate consequences such as pollution and traffic congestion. A traditional corridor plan also considers funding options and/or positions projects for funding.

Introduction	
What is a Corridor Plan?	What is a Business Plan?
Existing conditions	Approach to achieving the corridor's goals
Future conditions	Corridor plans build the foundation
Technical analysis	Prioritizing investments
Project identification	Integrated benefits
Transportation problems	Financial plan

FIGURE 1 SLIDE FROM US 101 BUSINESS PLAN PRESENTATION

A business plan differs from a traditional corridor plan by including a financial plan. The business plan provides the total funding need for the corridor and helps agencies link transportation projects to specific funding programs. If a business plan is properly implemented, it can establish a sustainable funding support document through periodic tracking of performance measures and reporting of outcomes. Additionally, the business plan provides a medium to communicate with policy makers, partners, and elected officials.

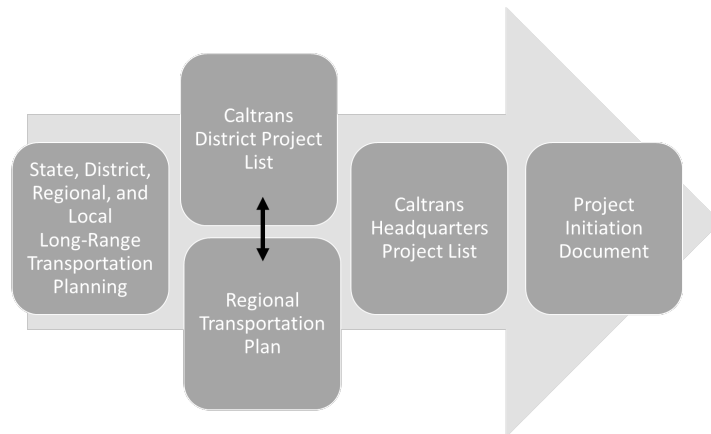


FIGURE 2: FLOWCHART SUMMARIZING HOW PLANNING EFFORTS LEAD TO A PROJECT INITIATION DOCUMENT.

Business Planning Process

The US 101 Business Plan development process is based on the Business Plan Development guidance (see below) that was created by the Federal Highway Administration (FHWA). The US 101 Business Plan reaps the benefits of being fully endorsed and guided by the Central Coast Coalition (more information about this Coalition can be found in the [Partnership and Collaboration section](#)).

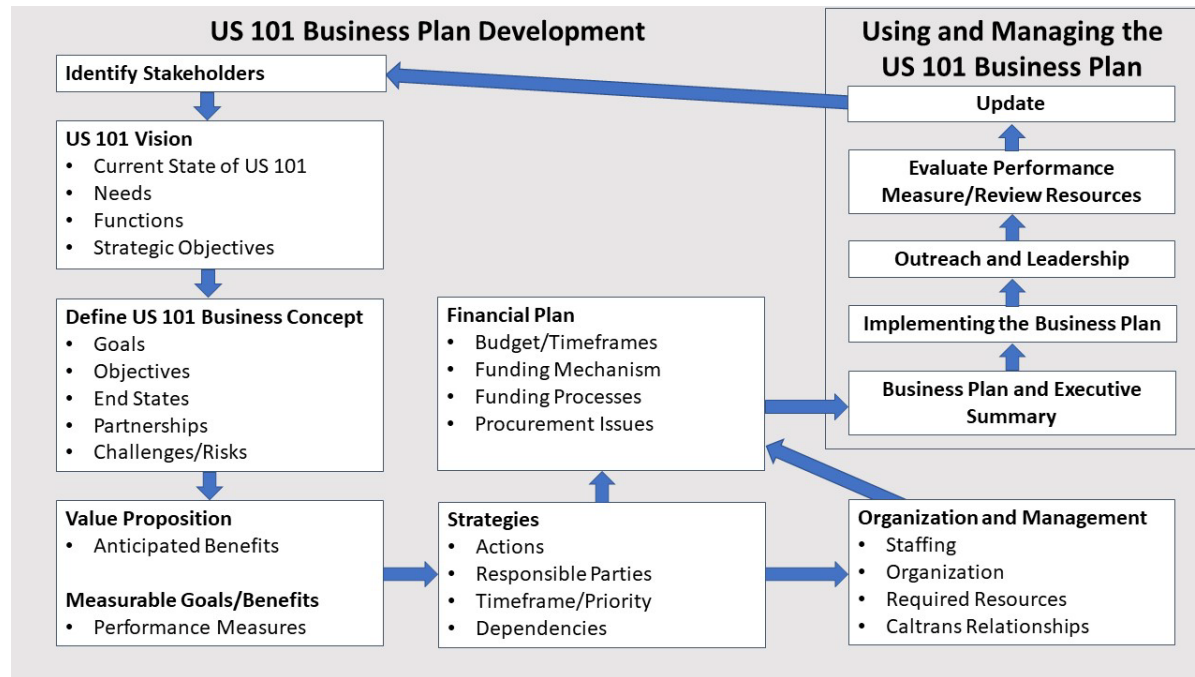


FIGURE 3: ADAPTED FROM THE 2005 FHWA TRANSPORTATION MANAGEMENT CENTER (TMC) BUSINESS PLANNING AND PLANS HANDBOOK

Business Plan Purpose and Expected Outcomes

US 101 is the major backbone of the Central Coast's transportation system connecting the greater Los Angeles region to the San Francisco Bay Area. It serves local, regional, and interregional travel needs (including business, recreation, tourism, commuting, freight and goods movement, and national defense transport).

The major purposes of the US 101 Business Plan are to outline a funding path for priority projects along the corridor, raise the Central Coast region's profile at the state and national levels, and provide unified input to statewide plans.

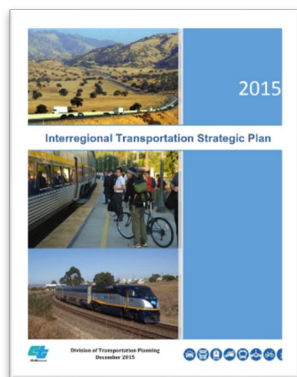
The US 101 Business Plan provides the data, strategy, and community support needed to secure financial investments in the corridor. The US 101 Business Plan helps present a unified front to inform statewide priorities for investment such as Senate Bill 1 and Infrastructure Investment and Jobs Act (IIJA).



US 101 Business Plan

The Business Plan prioritizes projects that best serve the US 101 corridor in order to fulfill the established goals and objectives set forth by the Central Coast Coalition. The plan builds on and assimilates existing local, regional, and state planning efforts, including the goals and objectives identified in these plans. Additionally, the US 101 Business Plan largely draws from the universe of projects that were identified through other planning efforts (including Regional Transportation Plans (RTPs), corridor plans, local circulation elements, etc.). The Business Plan then applies performance measures which will be regularly monitored to assess the progress toward achieving the established goals and help guide future project decisions.

It will also provide input to statewide future planning efforts. Some of these plans include, but are not limited to, the California Transportation Plan, the Interregional Transportation Strategic Plan, and the California Freight Mobility Plan. Overall, the US 101 Business Plan summarizes the corridor's value and states a business case for making investments in the US 101 corridor.



Business Plan Best Practices

For preparing the US 101 Business Plan efforts, Caltrans District 5 Planning Staff researched various business plans that have already been completed across the United States to get a better understanding of what a business plan entails. This research guided the Business Plan development and concluded that “the core components of a Business Plan include a business concept, a set of strategies, a value proposition, organization and management structure, and a financial plan.” (Federal Highway Administration 2005 Transportation Management Center Business Planning and Plans Handbook). Based on the research, a business plan commonly has the following elements:

- Overview and purpose
- Value proposition
- Strategic priorities and outcomes
- Challenges and opportunities
- Roles
- Existing facilities and projects
- Implementation

State Route 99 Business Plan

In 2013, Caltrans District 6 created a Business Plan for SR 99, which is the transportation backbone of the San Joaquin Valley. The SR 99 Business Plan presented a “nuts and bolts” approach to achieving the goals of the corridor. This business plan laid out Caltrans’ long-term goals of the corridor, as well as a list of corresponding projects that represent the improvement priorities to achieve the identified goals. The SR 99 Business Plan allowed for informed decisions on funding in a more efficient and effective way. As a result, the corridor was successful in receiving \$1 billion in bonds. District 5 Planning Staff included the SR 99 Business Plan in the review of best practices for the development of the US 101 Business Plan. District 6 and Caltrans Headquarters Office of Multimodal System Planning served in an advisory capacity during the creation of the US 101 Business Plan.

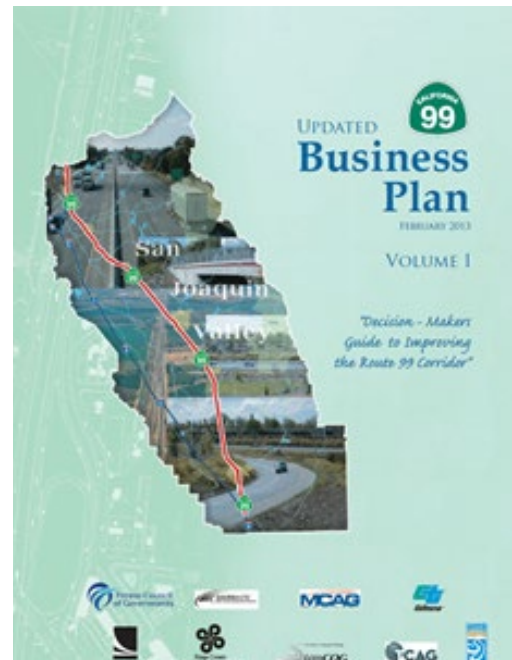


FIGURE 4: SR 99 BUSINESS PLAN COVER



Other Literature Review Information

The US 101 Business Plan closely follows the SR 99 Business Plan. Additional documents that were reviewed include the following:

- FHWA Transportation Management Center Business Planning and Plans Handbook (2005)
- Oregon Department of Transportation (DOT): Strategic Business Plan 2018-2022
- Ohio DOT: 2008-2009 Business Plan
- Vermont Agency of Transportation 2009 Long Range Transportation Business Plan
- Mecklenburg County Strategic Business Plan 2017-2019
- City of Oakland DOT Strategic Plan
- Florida DOT Multi-Modal Unfunded Needs Plan 2011
- San Francisco Municipal Transportation Agency Strategic Plan 2018

Partnership and Collaboration

Central Coast MPO/RTPAs

Per state law, every county in California has a Regional Transportation Planning Agency (RTPA), while urbanized areas over 50,000 people also have a Metropolitan Planning Organization (MPO). Their role is to guide regional transportation planning.



Caltrans District 5 serves California's Central Coast counties. The MPOs in that region are as follows: Santa Barbara County Association of Governments (SBCAG), San Luis Obispo Council of Governments (SLOCOG), and the Association of Monterey Bay Area Governments (AMBAG). The AMBAG region includes Monterey, San Benito, and Santa Cruz County. The RTPAs of that region are the Transportation Agency for Monterey County (TAMC), the Council of San Benito County Governments (SBCOG), and the Santa Cruz County Regional Transportation Commission (SCCRTC).

The next page provides a map of the RTPAs and MPOs in Caltrans District 5.



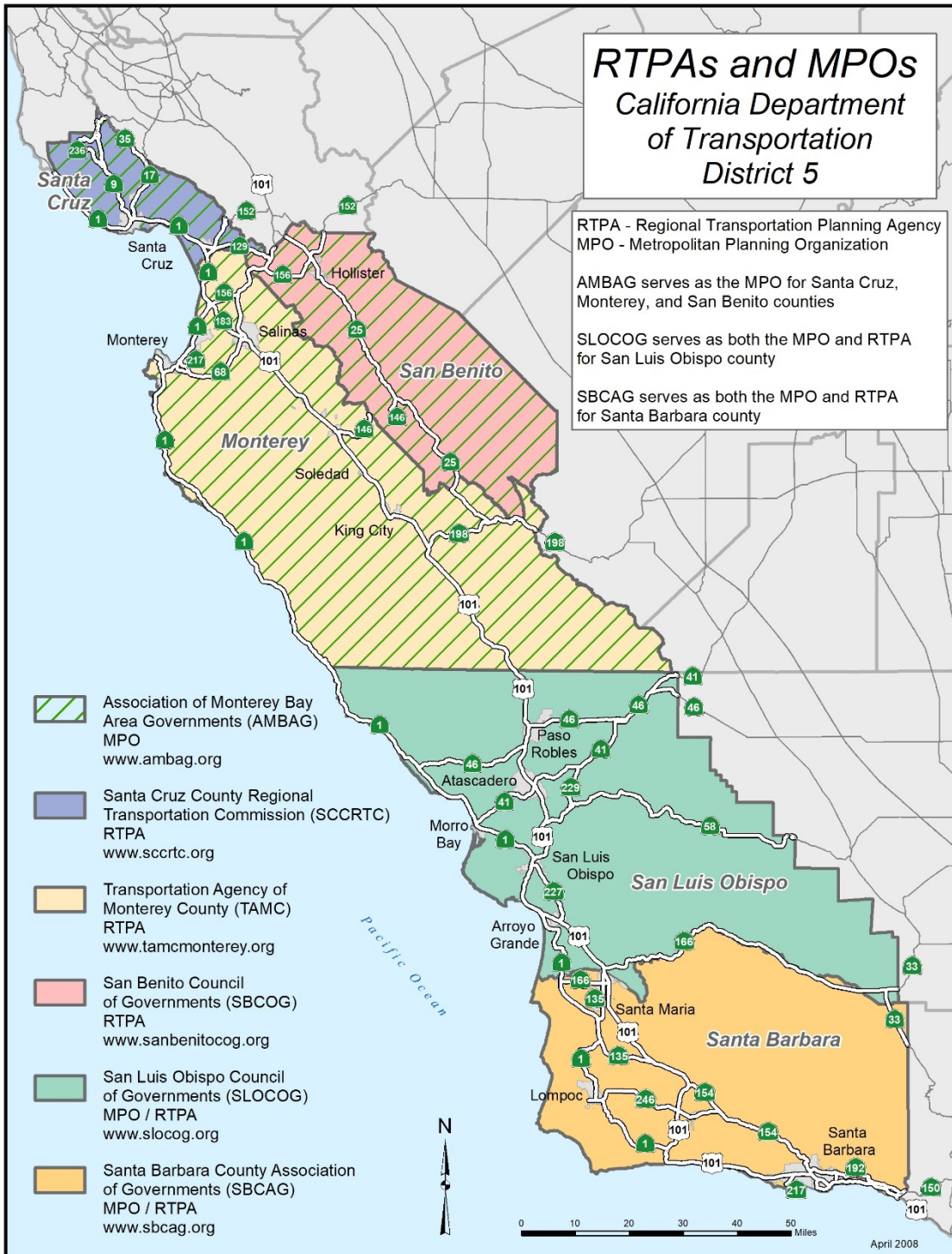


FIGURE 5: MAP OF RTPAs AND MPOs IN CALTRANS DISTRICT 5

Central Coast Coalition

The Business Plan has the US 101 Central Coast Coalition's (referred to as the Coalition) mutual support. This Coalition formed to raise awareness of the US 101 corridor within the boundaries of Caltrans District 5 as a major economic asset to the state and nation and to encourage investment on the corridor.

The Coalition consists of transportation agencies of the Central Coast counties. This includes: SBCAG, SLOCOG, AMBAG, TAMC, SBCOG, and SCCRTC in cooperation with Caltrans.



FIGURE 6 CENTRAL COAST COALITION MEMBERS WITH DAVID S. KIM (SECRETARY OF THE CALIFORNIA STATE TRANSPORTATION AGENCY) AT THE CALTRANS DISTRICT 5 OFFICE IN DECEMBER 2019

Charter

The Coalition members signed a Charter for the US 101 Business Plan. This manifests the Plan's endorsement by all Coalition member agencies. While Caltrans is the lead of the US 101 Business Plan, Coalition members participated in the collaborative planning stages and provided data.

The Charter is signed by all Coalition members, including SCCRTC; although US 101 does not traverse Santa Cruz County, the corridor is significant to Santa Cruz communities and travelers connecting to and from the County.



FIGURE 8 CENTRAL COAST COALITION SIGNING CHARTER

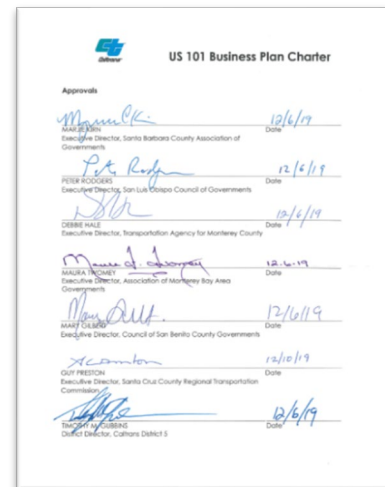


FIGURE 7: SIGNED CHARTER

Stakeholder and Public Engagement Summary

Summary of Effort

The Business Plan kickoff meeting took place in August 2019. It included Caltrans District 5 Planning Staff and the Coalition members, who also served as the Steering Committee for the Business Plan. The Coalition received monthly updates on the Plan's development and provided their guidance.

In March 2020, District 5 Planning Staff started presenting at the regional Technical Advisory Committee (TAC) meetings to obtain feedback and create interest for the forming of Focus Groups.

After March 2020, Caltrans District 5 Planning Staff had to shift outreach efforts, including the remaining TAC presentations, to fully virtual environments due to COVID-19. While initially disruptive to the engagement plan, the virtual meetings allowed people that would not have been able to meet in-person due to time conflicts or other factors to enjoy the convenience of online meetings as they required no traveling.

Two sets of Focus Group meetings were held online.

- First Round: The first round of Focus Groups was based on the Central Coast counties and took place in December 2020. In those meetings, stakeholders were introduced to the US 101 Business Plan and provided contact information for new stakeholders that should be invited to future focus groups. The stakeholders also identified priorities and needs for the US 101 corridor.
- Second Round: The second round consisted of one district-wide Focus Group in which stakeholders received information on each Business Plan performance measure and were encouraged to voice their opinions during the meeting and as part of a survey.

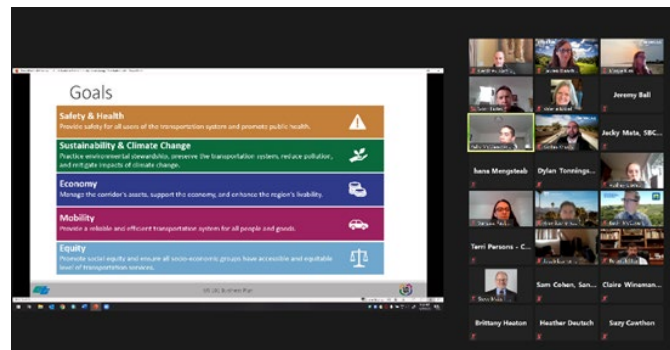


FIGURE 9: VIRTUAL SANTA BARBARA COUNTY US 101 BUSINESS PLAN FOCUS GROUP IN DECEMBER 2020

Lastly, the Business Plan was presented to the Coalition members twice throughout the process to receive their feedback. Further details on the engagement are provided in Chapter 6.

US 101 Business Plan

The table below gives an overview of the US 101 Business Plan stakeholders.

Stakeholders	Members	Role	Frequency
Steering Committee	Coalition Executive Directors and Caltrans D5 Management	Guide plan development	Regular updates at Coalition meetings & as needed
Technical Advisory Committee	Coalition TAC Members	Technical assistance, provide data, reviews	Quarterly
Focus Groups	Coalition TAC Members & other Local Agency Staff pertinent to US 101	Technical assistance, provide data, reviews	Mid project
Board/Commission	Coalition Board Members	Receive presentations + provide input	Mid project + project completion

Each stakeholder group is further explained below.

Steering Committee

The Steering Committee guided the Business Plan efforts all throughout the development and weighed in on all the topics that are the focus of other stakeholder groups.

Board/Commissions

The Coalition helped with prioritizing improvements, the overall vision, and the commitment to partnership.

Technical Advisory Committees (TACs)

The Coalition TACs are made up of partners and stakeholders. They assisted with confirming the segmentation, bring up current US 101 issues and trends, and establish goals.

Focus Technical Groups

The Focus Technical Groups were composed of Transportation Planning Officials, TAC members, and other transportation planning and implementation stakeholders from pertinent entities. These groups provided help for establishing baseline performance measures, setting future performance targets, and identifying needs.

The following stakeholder groups were also part of the public engagement process.

- Chambers of Commerce
- Community Groups (*South of Salinas US 101 Traffic Safety Alliance* is an example of these community groups)
- Disadvantaged Communities
- Agriculture Groups
- Rail Groups
- Other Existing Groups (economic organizations, transit agencies, bike groups, local colleges, minority groups, and more).

Refer to Chapter 6 for more information on the stakeholder outreach process.

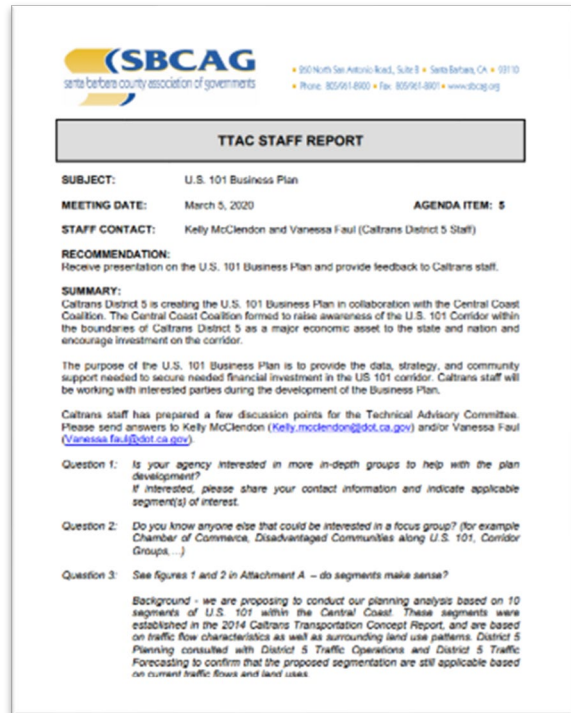


FIGURE 10 SBCAG TECHNICAL ADVISORY COMMITTEE STAFF REPORT (MARCH 5, 2020)

US 101 Business Plan

Chapter 2:

US 101 Overview



CHAPTER 2: US 101 OVERVIEW

Study Area Limits

The US 101 Business Plan oversees the entire stretch of US 101 in District 5, which extends for 270 miles from the Ventura/Santa Barbara County line to the San Benito/Santa Clara County line. It traverses the counties of Santa Barbara, San Luis Obispo, Monterey, and San Benito.

Segmentation

For planning purposes, the route is organized into 11 segments. This segmentation helps with Business Plan management and allows for more effective opportunities to address the different needs of the Central Coast Highway System. The segments are based on traffic flow characteristics and land use patterns as identified in the 2014 US 101 TCR. District 5 Planning Staff confirmed the utility of the segments with the District's Traffic Operations and Traffic Forecasting Team as well as with the regional TACs.

The next page contains an overview map of the US 101 Business Plan segmentation and also includes the limits of each segment.

Designations

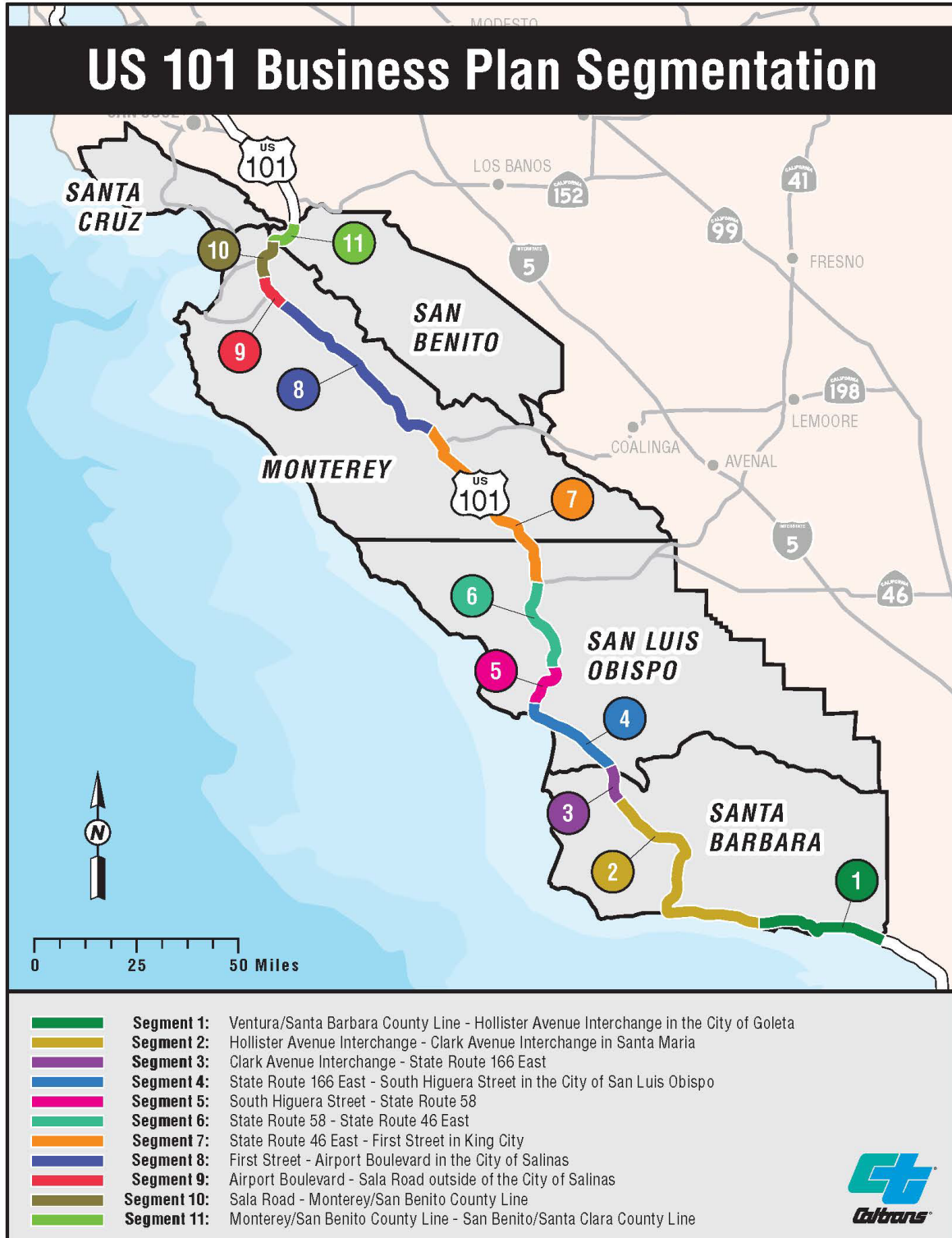
US 101 has several state and federal functional classifications in District 5:

- Federal Aid Primary Route
- Freeway Expressway System (F&E)
- National Highway System (NHS)
- Strategic Highway Corridor Network (STRAHNET)
- Interregional Road System (IRRS)
- Strategic Interregional Corridor
- Focus Route
- High Emphasis Route
- Scenic Highway System (Designated or Eligible, depending on location).

The designations by each segment can be found in Chapter 4.



FIGURE 11: US 101 TCR COVER (2014)



Background

Summary of Previous Planning Efforts

In the past decade, over 10 plans have already been completed in the US 101 corridor. The US 101 Business Plan lays out already identified existing issues and strategies that will accomplish the corridor's goals by utilizing the previous planning efforts.

Summary of previous planning efforts:

- Metropolitan Planning Organization and Regional Transportation Planning Agency Regional Transportation Plans
- Caltrans US 101 Transportation Concept Report
- California Transportation Plan 2050 (Caltrans)
- 2012 Central Coast Commercial Flows Study (AMBAG)
- 2016 US 101 Central Coast California Freight Strategy (AMBAG)
- 2018 California State Rail Plan (Caltrans)
- LOSSAN Rail Corridor Agency Annual Business Plan (LOSSAN)
- 2015 LOSSAN Strategic Plan (LOSSAN)
- Coast Corridor Implementation Plan (SLOCOG)
- Coast Rail Study (SLOCOG)
- Monterey Bay Area Rail Network Integration Study (TAMC)
- California Coastal Commission's Trail Master Plan

Regional Industries and Freight Movement

US 101 is California's major north-south coastal route linking two of the nation's largest metropolitan areas: the greater Los Angeles region and the San Francisco Bay Area. The route is the Central Coast's primary freight route and is a vital asset to the national, state, and local economies. The region's key freight-dependent industries¹ of manufacturing, retail trade, wholesale trade, construction, utilities, mining, transportation/warehousing, and agriculture are critical to regional jobs and are an important contributor to the regional economy. They provide approximately 33 percent of the jobs in the Central Coast region, which is heavily driven by agriculture, manufacturing, and transportation/warehousing sectors.²

Commodities originating in the Central Coast region are moved to the Los Angeles or San Francisco areas via US 101. In total, the eight industries that comprise goods movement-dependent industries accounted for more than \$13 billion of the \$52.4 billion

¹ Freight-Dependent Industries: Industries for which moving goods is a critical feature of their business.

² 2016 US 101 Central Coast California Freight Strategy

gross regional product. The table below shows a summary of the Central Coast economic profile by county.

	Monterey	San Benito	Santa Cruz	San Luis Obispo	Santa Barbara
Population (2010)	415,057	55,269	262,382	269,593	423,895
Population (2035)	495,086	81,332	308,582	315,636	507,482
Goods Movement Dependent Industry Employment (2013)	96,170	8,978 ^a	40,410 ^b	46,242 ^c	80,194
Total GRP (2009)	\$16,016	No Data	\$9,122	\$9,577	\$17,732
Key Industries	Agriculture (salad, wine), retail, manufacturing (includes food products)	Retail, manufacturing (includes food products), agriculture	Retail, construction, manufacturing (includes food products), agriculture	Retail, construction, manufacturing (includes food products)	Retail, manufacturing (includes food products), agriculture
Key Trading Partners	San Joaquin Valley, Southern California, San Francisco Bay Area	San Francisco Bay Area	San Francisco Bay Area	San Joaquin Valley, Southern California, San Francisco Bay Area	San Joaquin Valley, San Francisco Bay Area, Southern California
Major Connecting Roads to U.S. 101	SR 156	SR 152 (some truck restrictions) SR 129 SR 156	SR 17/I-880 SR 1/SR 129	SR 46 SR 41 SR 1 SR 166	SR 135 SR 154 SR 246 SR 1

Source: Bureau of Economic Analysis, RTP-MTP/SCS for each MPO, Central Coast California Commodity Flow Study. Population projections based off 2000 or 2010 Census figures. U.S. Census QuickFacts

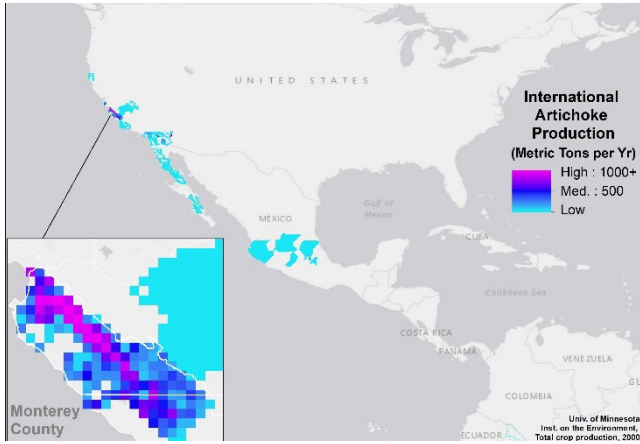
^a Forestry, fishing, and related activities; Mining; Utilities; Wholesale trade not included to protect confidential information.

^b Forestry, fishing, and related activities; Mining; Utilities; Transportation and Warehousing not included to protect confidential information.

^c Utilities; Transportation and Warehousing not included to protect confidential information.

FIGURE 12: CENTRAL COAST CALIFORNIA SUMMARY ECONOMIC PROFILE BY COUNTY (SOURCE: 2016 US 101 CENTRAL COAST CALIFORNIA FREIGHT STRATEGY)

All Central Coast counties are major producers of agricultural products, including related agricultural processing and warehousing. According to the 2016 *US 101 Central Coast California Freight Strategy (AMBAG)*, the agricultural industry supports 25 percent of employment on the Central Coast. The region is also home to the “Salad Bowl of the World”, the Salinas Valley, and the “Artichoke Capital of the World”, Castroville.



The Salinas Valley is the number one vegetable-producing region in the nation.³ It supplies 80 percent of the nation's lettuces and nearly the same percentage of artichokes.

US 101 is also designated as a Strategic Highway Network (STRAHNET) route and provides mobility for military transport, spaceport, and national defense operations in the Central Coast. U.S. 101 is the only highway in the Central Coast region designated as a Surface Transportation Assistance Act (STAA) National Network route and is the backbone of the freight network that moves \$50 billion of goods annually. U.S. 101 serves a strategic role in national defense, linking six military bases in the Central Coast and the only west coast commercial spaceport at Vandenberg Space Force Base.

Intersecting Routes

US 101 connects to critical east-west highways for goods movement between the Central Valley and Central Coast via highways 41, 46, 58, 152, 156, and 166, among others. These key transportation networks combined with the Central Coast region's robust commercial activities and \$6.5 billion-dollar agricultural industry make this area a principal economic producer/generator for both the state and nation.

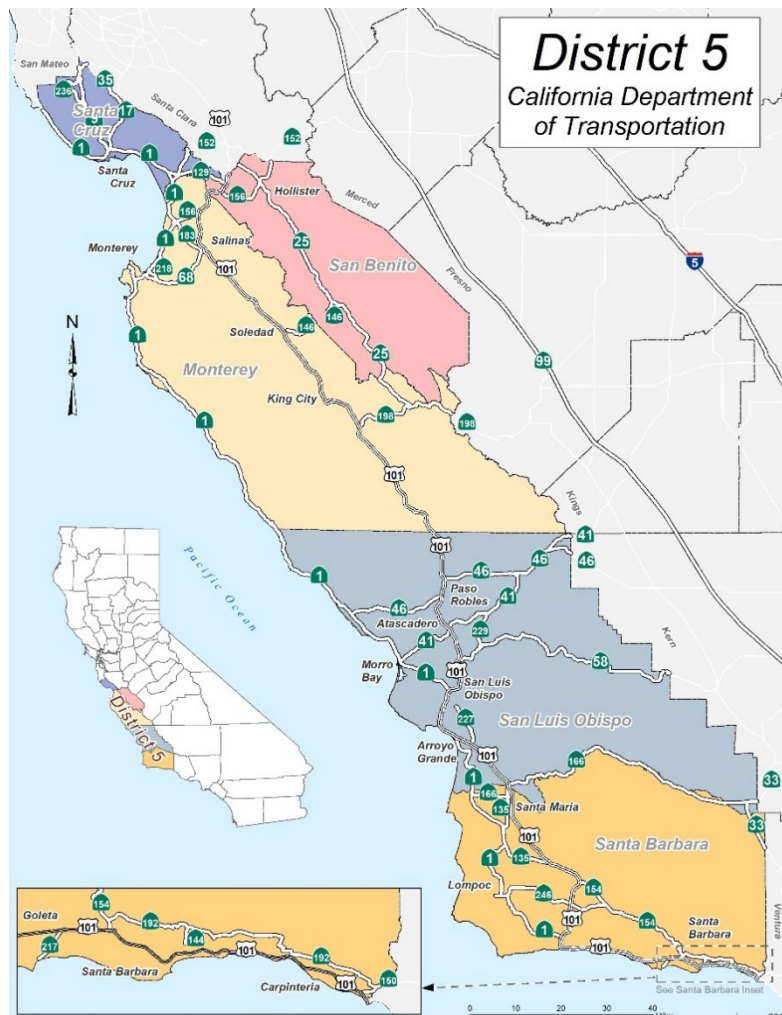


FIGURE 13: DISTRICT 5 MAP

³ USDA National Agricultural Statistics Service, 2010

Travel Patterns

US 101 serves as a lifeline for communities throughout the Central Coast. In Santa Barbara County, many people commute from Ventura County to the Santa Barbara and Goleta area. This is due to lower housing cost in Ventura County compared to Santa Barbara (more info can be found in [Trends: Housing Growth and Jobs-Housing Balance](#)). Commuters from the northern Santa Barbara County communities (Santa Maria, Lompoc, Buellton, etc.) to Goleta and Santa Barbara are also common.

In southern San Luis Obispo County, people commute to Santa Maria or farther south into Santa Barbara County. In northern San Luis Obispo County, US 101 connects to State Route 46, which is an important freight route connecting to the Central Valley. The City of San Luis Obispo also serves as the primary employment center in the county. Commuters travel from Nipomo and the Five Cities area (Arroyo Grande, Grover Beach, Oceano, Pismo Beach, and Shell Beach) from the south; Templeton and Atascadero from the north; and Cambria and Morro Bay/Los Osos from the coastal communities (via Highway 1 to US 101).



FIGURE 14 WEEKDAY TRAFFIC ON US 101 IN THE CITY OF SAN LUIS OBISPO.

In Monterey County, agriculture, goods movement, and hospitality industries drive trip generation on US 101. State Routes 68 and 156 serve as east-west connectors to tourist locations in the Monterey Peninsula (like the Monterey Bay Aquarium, hotels, and restaurants), which draw large crowds every year. Similar to Santa Barbara, the Monterey Peninsula suffers from the lack of affordable housing, so many people live farther south in the county where housing is cheaper. This trend has placed a greater demand on US 101 and resulted in increased congestion heading north from Gonzales through Salinas. A large percentage of north-bound trips from the City of Salinas are made to Santa Clara County's Silicon Valley. Further emphasizing the US 101's importance in Monterey County, when sections of Highway 1 are closed (e.g., after the recent debris flow in January 2021 at Rat Creek in Big Sur) the US 101 corridor becomes the regional alternative for travelers/residents.

In San Benito County, US 101 is mainly used for interregional trips: people commuting to work in Santa Clara County, tourists traveling to the Monterey Peninsula, or travelers moving north/south as an alternative to Interstate 5. San Benito is mostly rural, which

explains the predominance of interregional trips versus local trips. SR 156 east and SR 152 through interconnection with US 101 serve as key statewide connectors for goods movement.

Active Transportation

The District 5 Active Transportation Plan advances the Vision Statement and Goals in *Toward an Active California*, the statewide bicycle and pedestrian plan, and is part of the comprehensive planning process to identify locations with walking and bicycling needs in each Caltrans District across California. Caltrans staff and regional and agency partners use the Plan to address high priority needs along and across the State Highway System (SHS). Needs identified in the Plan inform future investments on the SHS by Caltrans and local partners.

State highways play a critical role in towns and cities across California. They serve as main streets, provide access to transit and important destinations people visit every day, and often serve as the primary routes connecting communities. The Plan identifies challenges and potential solutions for walking and bicycling along and across Caltrans roadways. The Plan seeks to enhance safety and make it more comfortable and convenient for everyone to walk and bicycle more often by identifying needs and priorities for future investments. When more people are able to walk and bike because the roadways near them support those options, our communities experience improved air quality, health benefits, social equity, and economic vitality.

Many Caltrans highways were built specifically to operate as high-speed, controlled-access roads serving motor vehicle trips. As a result, 20% of SHS roadway miles in District 5 prohibit walking and 15% prohibit bicycling. Approximately half of all of the segments of the District 5 SHS that prohibit walking and bicycling are on rural roads. In these locations, people walking, or bicycling must travel on parallel facilities like local roads, trails, or paths. People can, however, walk and bicycle on all Main Street and Intercommunity Rural Connector segments in District 5. This leaves many opportunities available to ensure roadways are available for safe and comfortable walking and bicycling, especially in places where active transportation demand is relatively high.

Priority Active Transportation Locations Along US 101

The District 5 Active Transportation Plan identifies priority locations for active transportation along US 101. The criteria are weighted by safety, equity, mobility, and preservation measures. The locations were sorted in tiers based on their relative intensity of need, with Tier 1 representing the highest intensity, Tier 2 representing moderate intensity, and Tier 3 representing the lowest intensity. Refer to Caltrans District 5 Active Transportation Story Map at <https://district-5-active-transportation-plan-caltrans.hub.arcgis.com/> for more information. Additionally, priority active transportation locations, specifically bike/pedestrian crossing, are shown corridor-wide in the equity section of Chapter 3.



FIGURE 15 WALKING AND BICYCLING PROHIBITION IN DISTRICT 5

Location-Based Needs

The ATP identified a total of 121 pedestrian crossing needs, 86 pedestrian corridor needs, 124 bicycle crossing needs, 128 bicycle corridor needs District-wide. Fifty-six of the addressed needs were identified along US 101. Below are two examples of the location-based needs:

STRESSFUL BICYCLE CROSSINGS

This metric uses a similar stress analysis described for pedestrian crossings but applies it to places where people cross conventional state highways by bicycle.



FIGURE 16: A BICYCLE CROSSING NEAR THE US 101 OVERPASS IN ARROYO GRANDE (DISTRICT 5 ACTIVE TRANSPORTATION PLAN)

FREEWAY INTERCHANGE NEEDS

These needs are at locations that meet various gap criteria, including narrow sidewalks, a lack of sidewalks, an uncontrolled highway on- or off-ramp crossing, unmarked highway ramp crosswalks, or poor crosswalk visibility. A freeway ramp intersection meeting at least one of these criteria is included as a need in this plan.



FIGURE 17: THIS INTERCHANGE ON SAN LUIS BAY DRIVE NEAR US 101 HAS BEEN DESCRIBED AS STRESSFUL FOR PEDESTRIANS TO NAVIGATE (PICTURE SOURCE: HELENE FINGER)

Corridor-wide Challenges

Climate Change

Sea level rise, extreme heat, more frequent wildfires, and shifting snow and rainfall patterns have serious consequences for the transportation system, public health, safety, and the economy. California's coast must be resilient to 3.5 feet of sea level rise by 2050. If left unaddressed this rise in sea level will cause damage to our roads, bridges, airports, seaports, and other infrastructure.

Preparing for these growing risks requires resilient infrastructure, reliable emergency response systems, and mitigating risks with clean transportation options. Caltrans supports and is involved in future long-range planning for sea level rise impacts. The 2013 *Caltrans Activities to Address Climate Change* report⁴ identifies Caltrans' efforts to identify best practices in greenhouse gas (GHG) emission reduction for its operations.

⁴ <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/caltrans-climatechangerprt-final-april-2013-a11y-.pdf>

FLOODING

CHP rescues driver on flooded Hwy. 101 in Monterey County, roads shut down for hours

By Kris Reyes
Thursday, December 5, 2019



FIGURE 18: IN EARLY DECEMBER 2019, FLOODING SHUT DOWN US 101 AND DRIVERS WERE STUCK FOR HOURS. SOURCE: ABC 7 NEWS (DECEMBER 5, 2019).

Thomas Fire Grows to 65,000 Acres Overnight, Burns Down to Highway 101 West of Ventura

Mandatory evacuations issued for areas in Ventura and the Ojai Valley; air quality warning released in Santa Barbara County



FIGURE 19: THE 2017 THOMAS FIRE BURNED DOWN THE FACE OF THE RIDGE ABOVE HIGHWAY 101 IN THE AREA OF SEACLIFF, SOLIMAR BEACH, AND FARIA BEACH WEST OF VENTURA. SOURCE: NOOZHAWK (DECEMBER 5, 2017).

Greenhouse Gas Emissions

Transportation is the largest contributor to statewide GHG emissions, accounting for 41 percent in 2017.⁵ To combat this issue, people will need to move away from single occupancy vehicles and move towards more sustainable practices, such as carpooling, taking transit, or biking/walking. Similarly, switching to an alternative fuel source such as electric, hydrogen, propane, and/or natural gas as a fueling source may also reduce GHG.

Governor Newsome's Executive Order N-79-20 emphasizes this need by asserting "the State must prioritize clean transportation solutions that are accessible to all Californians, particularly those who are low-income or experience a disproportionate share of pollution..."⁶. The Executive Order states that that "100 percent of in-state sales of new passenger cars and trucks will be zero-emission by 2035. It shall be a further goal of the State that 100 percent of medium- and heavy-duty vehicles in the State be zero-emission by 2045 for all operations where feasible and by 2035 for drayage trucks".

Per the US Department of Energy Alternative Fuels Data Center, US 101 is a designated "National Alternative Fuel Corridor" for electric vehicle and compressed natural gas (with hydrogen signage as "pending" as of the writing of this Plan)⁷. Alternative Fuel Corridors are designated by the U.S. Department of Transportation Federal Highway Administration (FHWA) and are a national network of plug-in electric vehicle (EV) charging and hydrogen, propane, and natural gas fueling infrastructure along national highway system corridors.

⁵ <https://ctp2050.com/wp-content/uploads/2020/08/CTP2050-Transportation-Plan-Draft-1.pdf>

⁶ <https://www.gov.ca.gov/wp-content/uploads/2020/09/9.23.20-EO-N-79-20-Climate.pdf>

⁷ https://www.fhwa.dot.gov/environment/alternative_fuel_corridors/maps/

Agriculture and Defense Mobility

The Central Coast is home to many agricultural businesses and three major military installations with over 25,000 military personnel and civilian employees. US 101 is the major transportation infrastructure that allows for the delivery of Central Coast agricultural products and national defense transport.



FIGURE 20: AGRICULTURE FIELDS ALONG US 101 IN MONTEREY COUNTY.

The Salinas Valley in Monterey County is also commonly referred to as the “Salad Bowl of the World”, which emphasizes the region’s importance and reputation. For the Central Coast’s time-sensitive agricultural goods, delays can be detrimental and cause their food products to spoil and other health issues relating to produce.

US 101 serves Vandenberg Space Force Base near Lompoc, which is the only installation in the United States where operational intercontinental ballistic missiles and polar-orbiting space satellites are launched. US 101 also bisects Camp Roberts near the San Luis Obispo/Monterey County line and supports training as well as foreign and domestic missions for the California National Guard.

Both industries heavily rely on US 101, which shows the significance of providing efficient and reliable mobility. US 101 is not only essential for delivering consumer goods, but it also plays a vital part in the State’s and nation’s safety.



FIGURE 21: SIGN ON US 101 OFF-RAMP

Truck Parking

With the high level of freight movement on US 101, there is a need to evaluate existing and future truck access, parking, and overall travel needs throughout District 5. Providing roadside rest area facilities, that can accommodate enough large trucks, is a challenge. For example, the Gaviota roadside rest areas have limited and informal truck parking. Brake check areas such as those located at Nojoqui Summit, Refugio Interchange, or Cuesta Grade have experienced litter and biological hazardous material left onsite. Because of this, these areas have been/are subject to permanent closure. Truck parking also creates tensions between communities and the industry, which frequently result in complaints to Caltrans or other public agencies.

Caltrans is working in partnership with the District 5 MPOs and RTPAs on a regional freight study to identify priorities for improvements that would have the greatest benefit to freight.

Access Management

Access management refers to the design, application, and control of entry and exit points along highways, major arterials, and other roadways. Managing access of the roadways can result in more efficient traffic flow, improve safety, and extend the functional life of the roadway. Although each segment of US 101 is geographically and characteristically unique, highly trafficked segments of the US 101 are often indicative of congestion and delay while conflict points (e.g. uncontrolled left turns, highway crossings, etc.) increase the possible locations where vehicles may cross paths. Per the US 101 TCR, these conditions may increase in the future due to increased volumes. The Business Plan encourages proactive study of access management needs and promotes state, local, and regional access management planning efforts that effectively direct resources to short- and long-term needs.

Interstate 5 (I-5) Closures

US 101 serves as the only viable parallel north-south interregional travel alternative to the Central Valley's Interstate 5, which carries over 116 thousand vehicles per day. This is a particularly significant role when I-5 is subject to extended closures due to extreme weather conditions like that of January 2023's atmospheric river⁸ which brought flooding and devastatingly heavy rains to California's Central Coast. I-5 closes about seven times per year due to extreme weather events such as snow, mudslides, fires, accidents, or other incidents. The lack of alternative travel options is made clear each time the I-5 Grapevine area closes, resulting in thousands of vehicles redirecting to US 101.

Emerging Technologies

Connected and autonomous vehicles (CAV), transportation network companies (TNCs), dockless bikes and scooters, and emerging technologies such as drones, artificial intelligence, blockchain, and 5G Internet, are rapidly transforming how people and goods can travel.

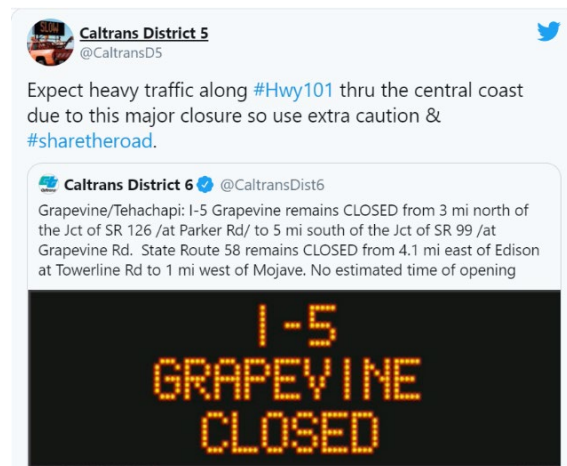


FIGURE 22: DISTRICT 5 TWEET WARNING PEOPLE OF INCREASED TRAFFIC ON US101

⁸ <https://www.nesdis.noaa.gov/news/atmospheric-rivers-hit-west-coast>

It is crucial to ensure that these emerging technologies improve rather than hinder (increase auto travel, exacerbate inefficient land use, and pose risk to our safety and privacy) California's transportation system.

Active Transportation Gaps

A safe active corridor is only as strong as its weakest link. Even small gaps in connectivity can be a significant deterrent to walking or biking. These barriers have been identified in the [2021 Active Transportation Plan](#).

Rail and Transit

The California state rail system includes intercity, commuter, and freight rail services and the infrastructure to operate them. All three systems frequently share the same infrastructure, which is generally owned by private railroads, and in some cases, public entities. In District 5, Union Pacific Railroad (UPRR) is the sole owner of the Coast mainline rail right-of-way between Moorpark and San Jose. The railroad is located parallel to US 101 through much of District 5. Because freight and passenger services share the same corridor, joint planning and policy development increases the efficiency and effectiveness of the rail system and supports more cost-effective infrastructure development and maintenance. The State works closely with the Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN) and the Coast Rail Coordinating Council (CRCC) to improve service speeds, reliability, and frequency of passenger rail.

Multimodal transportation enhancements must be pursued to reduce demand and to support mobility on US 101. First/last mile transportation gaps at transit centers are a major barrier for communities and travelers throughout the District. According to the US 101 Transportation Concept Report (TCR), there is a need for improving the carrying capacity for bicycles on trains and buses to encourage the integration of alternative



FIGURE 23: COVER OF THE CALTRANS DISTRICT 5 2021 ACTIVE TRANSPORTATION PLAN.

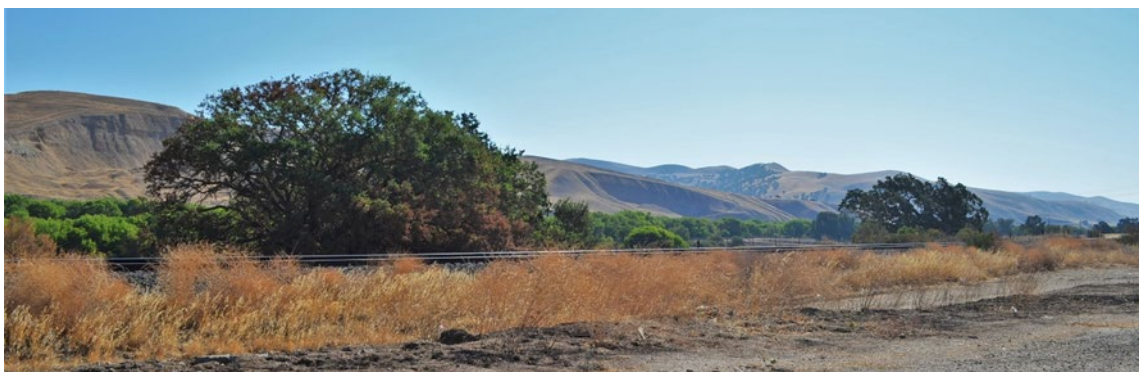


FIGURE 24: RAILROAD TRACKS RUNNING PARALLEL TO US 101 OUTSIDE OF SAN ARDO.

transportation modes. Multimodal stations or future transit centers should also be strategically placed in locations accessible to all modes of transportation.

Through a growing partnership with transit operators, Caltrans and partners have identified areas lacking transit-supportive infrastructure. To mitigate these barriers, Caltrans has developed the California Intercity Bus Study (CIBS) which aims to design a coordinated statewide transit network based on interconnected regional networks.

The Business Plan aligns with CIBS' goals of increasing ridership, reducing VMT, supporting more equitable accessibility, and promoting economic development. The Business Plan also endorses local and regional efforts that enhance connectivity and remove barriers to the transit network. The Business Plan supports the integration of transit, rail, and active transportation on frontage roads, parallel routes, and adjacent paths into a coordinated multimodal transportation system.

Landscaping

Caltrans maintains landscaping adjacent to the highway and in highway medians. With limited resources, maintaining landscaping to a standard that is expected by the public and local jurisdictions is a challenge. Caltrans supports landscaping strategies that utilize native species and promotes safety by reducing the amount of time maintenance workers are exposed to the traffic for roadside maintenance.



FIGURE 25: LANDSCAPING IN SANTA BARBARA.

Wildlife Habitat Connectivity

Man-made infrastructure often physically disconnects wildlife habitats and increases wildlife mortality due to vehicle collisions. Highways especially present a problem as animals cannot cross the roads easily, which in turn effects their migration and movements. This can have serious consequences for wildlife, such as not having access to food, water, and shelter, and it could even lead to the isolation of entire wildlife populations. Highways with dense traffic and physical infrastructure such as median barriers exacerbate this problem.

Examples of wildlife corridor features that promote safe passage and habitat connectivity:

- Culverts
- Overpasses
- Shelves that allow animals to take temporary refuge during floods
- Directional fencing
- Electric mats, a nonlethal alternative to cattle grates for discouraging animal passage
- Escape ramps ("jump-outs") that enable an animal to leap over fencing to safe ground
- Permeable median barriers (cables or beams)
- Roadway signs and other driver-warning systems

Caltrans strives to avoid environmental impacts by considering the natural environment during project planning. Additionally, improving the permeability of the State Highway System and providing crossing opportunities for wildlife (particularly for threatened and endangered species) is good environmental stewardship and aligns with state and federal environmental laws, the Infrastructure Investment and Jobs Act (IIJA), and the Caltrans Strategic Plan. Additionally, incorporating wildlife connectivity into transportation projects can benefit project delivery by reducing permitting timelines and offsite mitigation requirements.

FIGURE 26: CALTRANS MILE MARKER, SUMMER 2019: SECURING SAFE PASSAGE FOR WILDLIFE

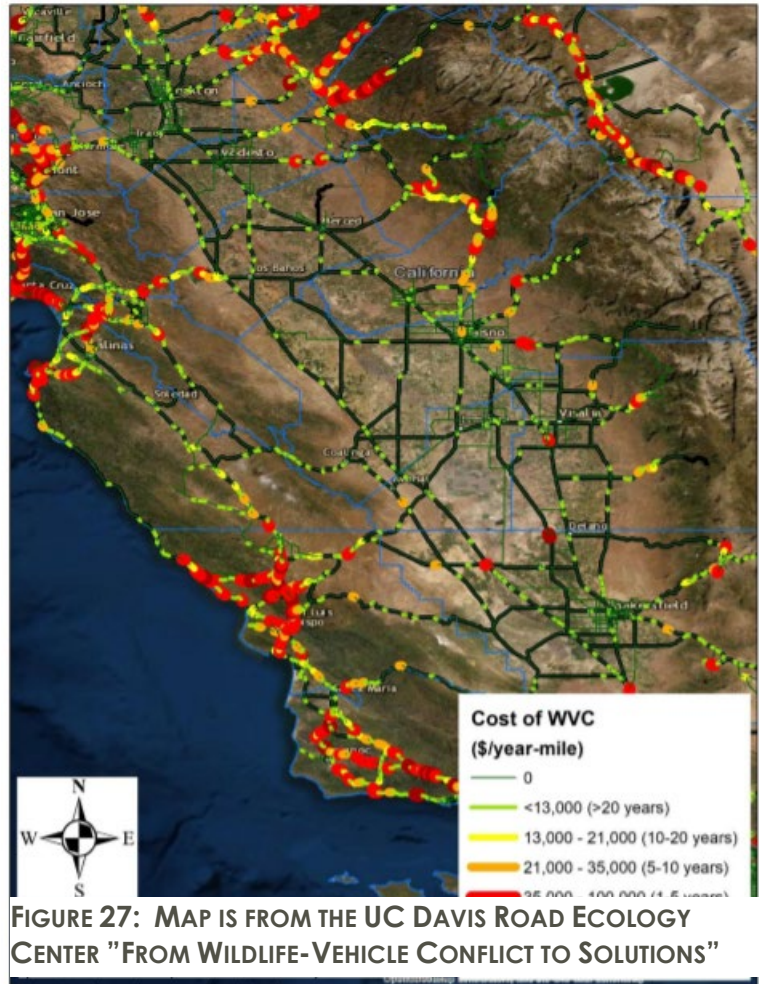
All Caltrans projects undergo a rigorous environmental analysis if the proposed project would interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, as a

requirement under the California Environmental Quality Act. Projects also must comply with the federal and California Endangered Species Acts.⁹

Providing safe passage and habitat connectivity can be done through various features. These project components could literally save some species from extinction. In the Santa Barbara region, the California tiger salamanders are in danger of extinction due to loss of habitat, hybridizing with a non-native salamander species (in the south), and roadway perils. The US 101 corridor, the longest one on the Central Coast, would benefit from wildlife corridor features to support California's unique wildlife populations.

The University of California Davis (UC Davis) Annual 'Roadkill' Report identifies hot spots and paths forward. In the 2021 report¹⁰, US 101 in Santa Barbara County is considered to be a key hot spot for roadkill.¹¹ It also estimates that the total cost of reported (large) wildlife-vehicle collisions in California from 2016 to 2020 was at least \$1 billion but could be as high as \$2 billion since many collisions do not get reported to the police.

The authors of the UC Davis Report encourage legislation that would allow for improved wildlife passage infrastructure. In November 2021, President Biden signed the \$1.2 trillion Bipartisan Infrastructure Bill (Infrastructure Investment and Jobs Act) into law. This bipartisan package earmarks billions of dollars in funding for roads, rail, transit, and broadband internet — as well as \$350 million for animal-friendly infrastructure like bridges, underpasses, and roadside fences.¹²



⁹ <https://dot.ca.gov/-/media/dot-media/programs/risk-strategic-management/documents/mile-marker/mm-2019-q2-wildlife-crossing-a11y.pdf>

¹⁰ https://roadecology.ucdavis.edu/sites/g/files/dgvnsk8611/files/files/CA_Roadkill_Hotspots_2021_2.pdf

¹¹ <https://www.ucdavis.edu/climate/news/conflict-solutions-california-wildlife-and-drivers>

¹² <https://www.vox.com/down-to-earth/2021/11/12/22774958/animals-wildlife-crossings-bridges-infrastructure>

Trends

The following trends were identified by stakeholders throughout the Business Plan's public engagement process. For a detailed description, refer to Chapter 6 for more information on the engagement efforts.

Housing Growth and Jobs-Housing Balance

Santa Barbara County's north-south geographies are one example of how the jobs-housing balance affects the travel conditions for Central Coast Communities. SBCAG's Regional Growth Forecast (RGF) 2050¹³ details population and housing statistics and jobs-housing balance in the Santa Barbara region.

Santa Barbara County's South Coast is one of the least affordable small metropolitan area housing markets in the nation. According to the California Association of Realtors, Santa Barbara city has a median sold home price in excess of \$2.3 million in 2023 while some communities like Montecito sell for a median price of approximately \$8.75 million. Compared to northern cities such as Santa Maria or Lompoc where the median sold home price is approximately \$550-600k, housing on the South Coast is significantly more expensive than in neighboring areas to the north and south.¹⁴ Due principally to the high cost of local housing on the South Coast, significant numbers of workers commute daily from lower-cost areas into the higher-cost South Coast to work.

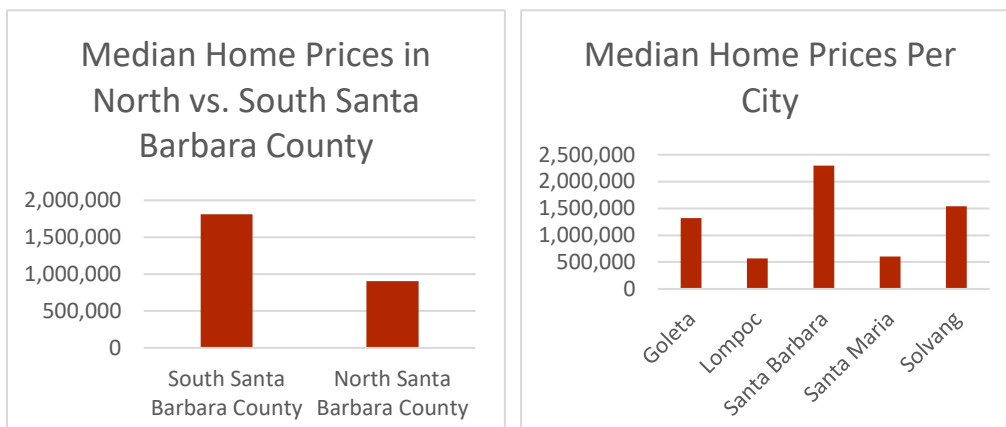


FIGURE 28 MEDIAN HOME PRICES 2023, SANTA BARBARA, SOURCE: CALIFORNIA ASSOCIATION OF REALTORS.

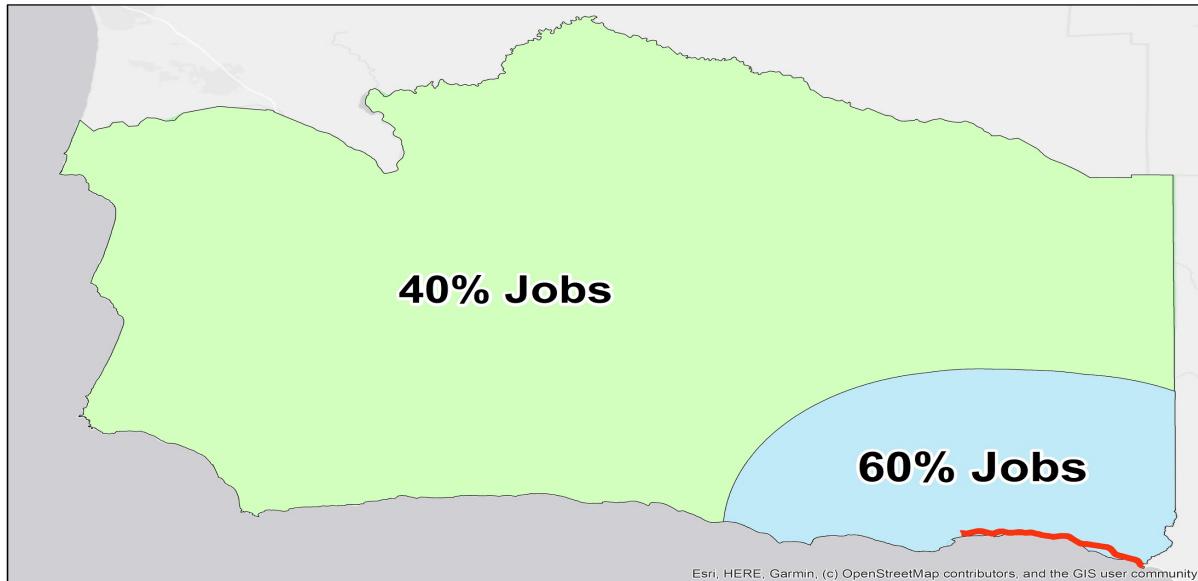
The SBCAG *101 in Motion* study limits' 15-mile buffer contains about 60 percent of the county's total jobs (Regional Travel Demand Model Traffic Analysis Zones). This is further

¹³ http://www.sbcag.org/uploads/2/4/5/4/24540302/regional_growth_forecast_2050.pdf

¹⁴ Since Goleta and Santa Barbara are relatively close in terms of latitude, these were considered Southern Santa Barbara and since Lompoc, Santa Maria, and Solvang are North of these cities, they were considered Northern Santa Barbara. Montecito is an unincorporated community in Santa Barbara County, but it was not considered in this analysis as the median home prices are an outlier in the county, thus contributing skew that does not reflect accurate housing prices.

examined in the RGF 2050. This commuting pattern underlines the need for additional workforce housing on the South Coast.

Historical differences in average rental rates have been as disparate as 35% between the South Coast and North Santa Barbara County. These cost statistics help to explain the large number of people who must reside far from their workplaces on the South Coast, affecting the region's travel patterns and increasing work trip lengths. The employment distribution figure below shows the concentration of jobs located on the South Coast in relation to the *101 in Motion* study area.



Legend

- 101 in Motion Corridor Limits
- 15-Mile Buffer around the 101 in Motion Corridor Limits

FIGURE 29 EMPLOYMENT DISTRIBUTION IN SANTA BARBARA COUNTY

The majority of jobs are located in the South Coast, with 133,000 jobs or 60 percent of the total. North County has 89,000 jobs, or 40 percent, of total jobs. The Santa Maria region has 52,000 jobs, or 23 percent; the Lompoc region 22,300 jobs, or 10 percent; and the Santa Ynez region has 14,800 jobs, or seven percent of countywide jobs. As a result of the jobs-housing imbalance in South Santa Barbara County, major transportation issues in this region include:

- High volumes of interregional commuting by Ventura County residents to jobs on the South Coast
- High volumes of commuters, interregional through traffic, truck traffic, and weekend recreational travel on US 101, all contributing to existing traffic congestion and low levels of service from Turnpike Avenue south through Santa Barbara, the Montecito/Summerland unincorporated area, and the City of Carpinteria;

- Mobility challenges at some US 101 interchanges based on high vehicular traffic demand.

Sustainable and Innovative Freight Potential

A large percentage of agricultural and agriculture-related goods are destined for markets in Southern California and the Bay Area. According to the *Central Coast California Commercial Flows Study* (2012) developed by AMBAG in partnership with Caltrans, SBCAG, SLOCOG, TAMC, SCCRTC, and SBTCOG, 82 percent of freight movement by tonnage within District 5 takes place by truck. Agricultural products are delicate and more time-sensitive compared to other types of commodities. Combining those points with the understanding that, in the shipping and logistics industries, rail is generally not profitable for journeys less than approximately 700-800 miles which limits the potential for significant freight mode shift to rail in this corridor. Truck automation will further decrease shipping costs via truck and reduce some of the price incentives of shifting to rail.

Ideally, the State and the region will be able to increase the viability of other modes but considering the region's basic economy as well as these industry trends, it should be assumed that large percentages of freight will still require freight trucks on US 101. District 5 and partners need to continue to manage the corridor and make improvements to keep it efficient and productive for the economy.

The freight and logistics industry also supports hundreds of thousands of jobs within District 5. Per AMBAG's US 101 Central Coast California Freight Strategy (2016), California's Central Coast employs over 820,000 jobs across all five counties and varying industries. The gross regional product (GRP) of agriculture alone makes up 17% of Monterey's goods production.

Broadband

Broadband services are steadily becoming an important utility; advancing communications and connecting the region to the world. Access to broadband services is limited in some parts of California, specifically in rural areas, and the deployment of services remains a challenge. Availability of broadband services throughout California can enable improvements in public safety, transportation, healthcare, education, and the economy as mentioned in the *National Broadband Plan*.¹⁵

To accelerate the closing of the "Digital Divide," Caltrans encourages developing partnership during the planning, scoping, and project development phases, coordinating with the California Broadband Council and stakeholders to identify strategic corridors for the deployment of broadband with transportation projects in those strategic corridors.¹⁶

¹⁵ <https://www.fcc.gov/general/national-broadband-plan>

¹⁶ Text extracted from <https://dot.ca.gov/-/media/dot-media/programs/design/documents/broadband-faqs-a11y.pdf>

US 101 Business Plan

Chapter 3: Vision, Goals, & Objectives



CHAPTER 3: VISION, GOALS, AND OBJECTIVES

Vision

As the Central Coast's most important north-south corridor, US 101 provides a safe and efficient transportation route that serves all people and transportation modes equitably, while combatting climate change.

The US 101 Business Plan aligns with Caltrans 2020-2024 Strategic Plan Goals¹⁷:

- Safety First
- Cultivate Excellence
- Enhance and Connect the Multimodal Network
- Strengthen Stewardship and Drive Efficiency
- Lead Climate Action
- Advance Equity and Livability in All Communities

The following paragraphs highlight excerpts from the Strategic Plan that inspire and embolden the goals, visions, and objectives of the Business Plan.

Safety First

"Transportation professionals and policymakers are confronting growing problems: increases in fatalities, serious injuries, and crashes on our transportation network despite a commitment to safety. In California, nearly 3,600 people die each year in traffic crashes and more than 13,000 people are seriously injured. Today, the traditional notion that roads should be designed to maximize vehicle throughput is increasingly challenged as we rethink the function and purpose of streets, the distinct needs of road users such as bicyclists, pedestrians, and scooter users, and the exponential dangers of excessive speed. We strive to make the year 2050 the first year without a single death or serious injury on California's roads." (Strategic Plan Pg. 9)

Similar to the Strategic Plan, safety is the number one priority for the US 101 Business Plan. The Business Plan supports a Vision Zero approach to highway collisions; that is, a mission to reduce fatalities and support projects that move toward a zero-death highway system. In striving to Vision Zero, the Business Plan seeks to improve the overall health and air quality for those living, working, and traveling along the corridor through projects that embrace mode shift, alternative fuel options, and a reduction in greenhouse gases.

¹⁷ Caltrans 2020-2024 Strategic Plan <https://dot.ca.gov/-/media/dot-media/programs/risk-strategic-management/documents/sp-2020-16p-web-a11y.pdf>

Cultivate Excellence

“Caltrans relies on its people to achieve its mission. To provide quality services to all Californians and collaborate effectively with partners statewide, Caltrans develops and supports a skilled workforce committed to delivering excellent results. Creating this culture of excellence requires diligence, direction, and a firm foundation.” (Strategic Plan Pg. 10)

As a commitment to excellence, the Business Plan was constructed with partnership/stakeholder input throughout all levels of development. By utilizing the expertise of the Central Coast's regional partners as well as Caltrans internal transportation data, the Business Plan approaches local/regional issues individually and corridor wide. Efforts that the Business Plan encourages and aligns with include, but are not limited to, the Caltrans Strategic Plan, CAPTI, California Transportation Plan 2050 (CTP), California Transportation Asset Management Plan (TAMP), and District 5 local/regional partner's Regional Transportation Plans. Creating a unified transportation system with commonly aligned values imparts integrity, efficiency, and equitability.

Enhance and Connect the Multimodal Network

“Travel demand has shifted significantly in recent years, with emerging technology and transportation services providing new mobility options and a major disruption to travel, of all modes, caused by the pandemic. Rapid changes to travel behavior necessitate that Caltrans change the way we operate and manage the statewide multimodal transportation network. To that end, we are working closely with our partner organizations to modernize and integrate transportation services and improve connections between various modes of travel — all to improve the experience of those who use the system. We will continue to increase investment in our bicycle and pedestrian travel network, as well as rail and transit, leverage new technologies to develop a more seamless multimodal system and create greater access for historically underserved communities.” (Strategic Plan pg. 11)

To track these enhancements, the Business plan will establish performance metrics aimed at improving travel time reliability, increasing/enhancing bike and ped accessibility in disadvantaged communities (DAC), and supporting mode shift through active transportation and transit enhancement initiatives.

Strengthen Stewardship and Drive Efficiency

“Caltrans is the steward of the State Highway System and continues to deliver on the “fix-it-first” philosophy to support our aging infrastructure while efficiently maximizing the use of our limited transportation funding. Caltrans and its transportation partners recognize the need for and importance of asset management to drive socially equitable investment decisions as part of effective performance and asset management best practices.” (Strategic Plan pg. 12)

To ensure transparency and drive efficiency, the Business Plan has established a financial plan to leverage and guide funds for projects along the US 101 corridor. The

financial plan will work concurrently with established and planned investment strategies from state and local/regional partnerships. By linking State policies and goals from various statewide guiding documents (CTP 2050, CAPTI, Caltrans Strategic Plan) with transportation needs from Caltrans other modal plans and corridor-specific projects, Caltrans and partners can leverage federal and state discretionary funding through the project nomination process. Refer to Chapter 7 for the US 101 Business Plan's financial plan.

Lead Climate Action

“Now more than ever before, the climate crisis is directly impacting the health and safety of all Californians and disproportionately affecting our low-income communities and communities of color. Climate change is exacerbating natural disasters, with extreme heat, drought, and wildfires devastating communities and rising sea levels threatening our coastline. While we have made great strides to advance complete streets and zero-emission vehicles, pilot new materials and renewable fuels, and investigate nature-based solutions, the severity of the climate crisis simply demands that we do more.” (Strategic Plan pg. 13)

To combat a changing climate, the Business Plan aligns with and supports projects and planning efforts that increase active transportation, mode shift, and equitable mobility. The Business Plan establishes measurable goals and strategies that target a reduction of vehicle miles traveled (VMT) and greenhouse gas emissions (GHG). Refer to the Sustainability and Climate change goals on pages 56-61 for a descriptive overview of goals, strategies, and performance measures.

Advance Equity and Livability in All Communities

“Caltrans is committed to improving the quality of life for all Californians and therefore, must contend with the systemic inequities and disparities created by our transportation system that has manifested in underserved communities. Addressing equity and livability within a vast, increasingly dynamic transportation network will require Caltrans to adopt many new approaches focused on collaborative community and partner engagement, measuring impacts on public health and community vibrancy, and prioritization of investment in historically harmed and segmented communities. Our vital role in eliminating barriers toward a more equitable transportation network requires nothing less than bold and decisive action.” (Strategic Plan Pg. 14)

As such, the Business Plan has established measurable goals and strategies to decrease hardship for those within disadvantaged communities (DAC), increasing alternative transportation options, and eliminating barriers that disconnect communities. Refer to the Advance Equity and Livability in All Communities goal later in this Chapter for a descriptive overview of goals, strategies, and performance measures.

Vision Description

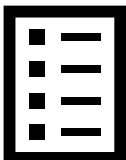
The US 101 Business Plan provides the data, strategy, and community support needed to secure financial investment in the corridor to successfully achieve the corridor's vision. The vision at the top of this page was adopted from the *Caltrans Strategic Plan Launch (2021)*, which reflects the core values of Caltrans.

The full technical vision for the US 101 corridor, as it was described in the 2014 *US 101 Transportation Concept Report (TCR)*, is as follows:

- Optimize system efficiency through improvements that encourage mode-shifts and a reduction of single occupancy vehicle travel. This includes:
 - Support for Transportation Demand Management strategies, including vanpooling, ridesharing, new and improved park-and-ride lot facilities, increased efficiency and transitions between transit systems, online real time traffic information programs, and other commuter programs.
 - Implementation of Transportation System Management strategies including ramp metering, High Occupancy Vehicle lanes, Changeable Message Signs and other Intelligent Transportation Systems features where appropriate.
- Increase opportunities for improved multimodal options and integration to and along US 101 through:
 - Transit, rail, and bicycle improvements.
 - Support for development of parallel road networks to provide active travel options.
 - Support enhancements to the existing local active transportation network.
- Improve safety and operations by managing access and reducing conflict points through continuing, cooperative, and comprehensive planning with local entities on parallel and local route development to enhance the transportation network.
- Provide for a sustainable transportation system through asset management and life-cycle cost considerations.
- Support reliable travel.

Collaboration on Developing Vision

In the beginning stages of the US 101 Business Plan, a Charter was established by Caltrans District 5 and the Coalition partners. Each partner agreed to fully endorse the Business Plan product. The agreed upon goals, that are also included in the Charter, go hand in hand with the US 101 TCR vision that was identified above (Vision Description).



Difference between Vision and Goals

The vision informs and guides the development of the Business Plan and paints the larger image of Caltrans' projected view of the corridor in the future. The goals set forth measurable targets that will help assess if the organization is successfully accomplishing the vision.

Goals, Objectives, and Performance Measures

The US 101 Business Plan is consistent with, and builds upon, the policies of the California Transportation Plan 2050 (CTP). The US 101 Business Plan Vision is also consistent with the Caltrans mission statement and the 2020 Caltrans' Corridor Planning Process Guide. These documents informed and guided the development of the US 101 Business Plan goals, objectives, and performance measures.

Furthering the identified vision, five overarching goals and complementary sets of more specific objectives were developed to guide decision making and ensure consistency throughout the plan. These goals, as well as performance measures described later in this document, are correlated with strategies and projects identified in Chapter 5.

Collaboration on Developing Goals

Caltrans Staff went through a process of tracking each Coalition member's Regional Transportation Plan's goals and consolidated them down to five US 101 Business Plan goal areas. Caltrans confirmed that all Coalition members approve of the goals.

The next page shows an overview of the five goal areas.

✓ S = Specific

📏 M = Measurable

🤝 A = Agreed

✗ R = Realistic

⌚ T = Time-bound

Performance Measures

According to the Federal Highway Administration, transportation planning "objectives should have 'SMART' characteristics – Specific, Measurable, Agreed, Realistic, and Time-bound – and should be regional or multi-jurisdictional in nature."

The Business Plan is consistent with the "SMART" characteristics and with the Caltrans' *Corridor Planning Process Guide* (2020), which provides a guide on how to select the level and type of analysis desired in a corridor planning effort.

Overview of Goals

Goal: Safety & Health

Provide safety for all users of the transportation system and promote public health.



Goal: Sustainability & Climate Change

Practice environmental stewardship, preserve the transportation system, reduce pollution, and mitigate impacts of climate change.



Goal: Economy

Manage the corridor's assets, support the economy, and enhance the region's livability.



Goal: Mobility

Provide a reliable and efficient transportation system for all people and goods.



Goal: Equity

Promote social equity and ensure all socio-economic groups have accessible and equitable level of transportation services.



The next section provides a corridor-wide overview of the performance measures relating to these goals. Appendix B provides a more detailed look at the individual segment levels.

Safety and Health

Goal Description



Provide safety for all users of US 101 and promote public health.

The safety of transportation system workers and of the users of California's transportation system is Caltrans' number one priority. Reducing total collisions is important in Caltrans' efforts to provide a safe transportation system for all users, including bicyclists and pedestrians.

Safety and Health Objective 1: Strive Towards Zero Deaths

OBJECTIVE DESCRIPTION

Reduce fatalities on the transportation system.

SIGNIFICANCE TO SAFETY AND HEALTH

Every day ten people die on California's transportation system. At least two are pedestrians and bicyclists. Caltrans and partners cannot normalize this and must move Toward Zero Deaths. Caltrans has adopted a "Toward Zero Deaths" practice in its policies and plans. Some examples of plans that have adopted this practice are the Strategic Management Plan and the Strategic Highway Safety Plan. The Business Plan fully supports this.

PERFORMANCE MEASURE

Number of fatalities.

PERFORMANCE MEASURE SOURCE

This data is included in the Caltrans Traffic Accident Surveillance and Analysis System (TASAS) Selective Accident Rate Calculation Report (Table B). The figures included in this plan represent the three-year period from January 1, 2017, to December 31, 2019.

CORRIDOR-WIDE PERFORMANCE SUMMARY

The map on the next page depicts the historical fatalities that were mentioned in the previous paragraph. The map emphasizes the need to move toward zero deaths. Callouts within the map (i.e. "1", "2", "3", etc.) depict US 101 segment numbers as described in Chapter 2 and **does not** indicate the number of fatalities on the highway.

MAP # 1: SAFETY AND HEALTH OBJECTIVE 1: STRIVE TOWARDS ZERO DEATHS



Safety and Health Objective 2: Promote Healthy Communities

OBJECTIVE DESCRIPTION

Improve Health for US 101 Corridor Communities.

SIGNIFICANCE TO SAFETY AND HEALTH

Because the transportation system helps shape how communities are designed and operate, it can have a profound influence - both positive and negative - on public health.¹⁸ A transportation system that provides access to active transportation choices and minimizes its negative impacts on neighborhoods can influence people's health and the overall health of the community.

PERFORMANCE MEASURE

California Healthy Places Index (percentile rank).

PERFORMANCE MEASURE SOURCE AND METHODOLOGY

The California Healthy Places Index (HPI) was developed by the Public Health Alliance of Southern California. The data was downloaded from the Healthy Places Index website¹⁹ in August 2020. Its data source and year was indicated to be PHASC-VCU, 10/11/17.

This index combines local factors that predict life expectancy and compares community conditions across California. The HPI score is the sum of its eight weighted Policy Action Areas: Economic, Education, Transportation, Social, Neighborhood, Housing, Clean Environment, and Healthcare Access. The final HPI scores are then assigned a percentile rank, with ranks closer to 100 indicating healthier community conditions, and ranks closer to 0 indicating less healthy community conditions. The HPI scores are organized by Census Tract.

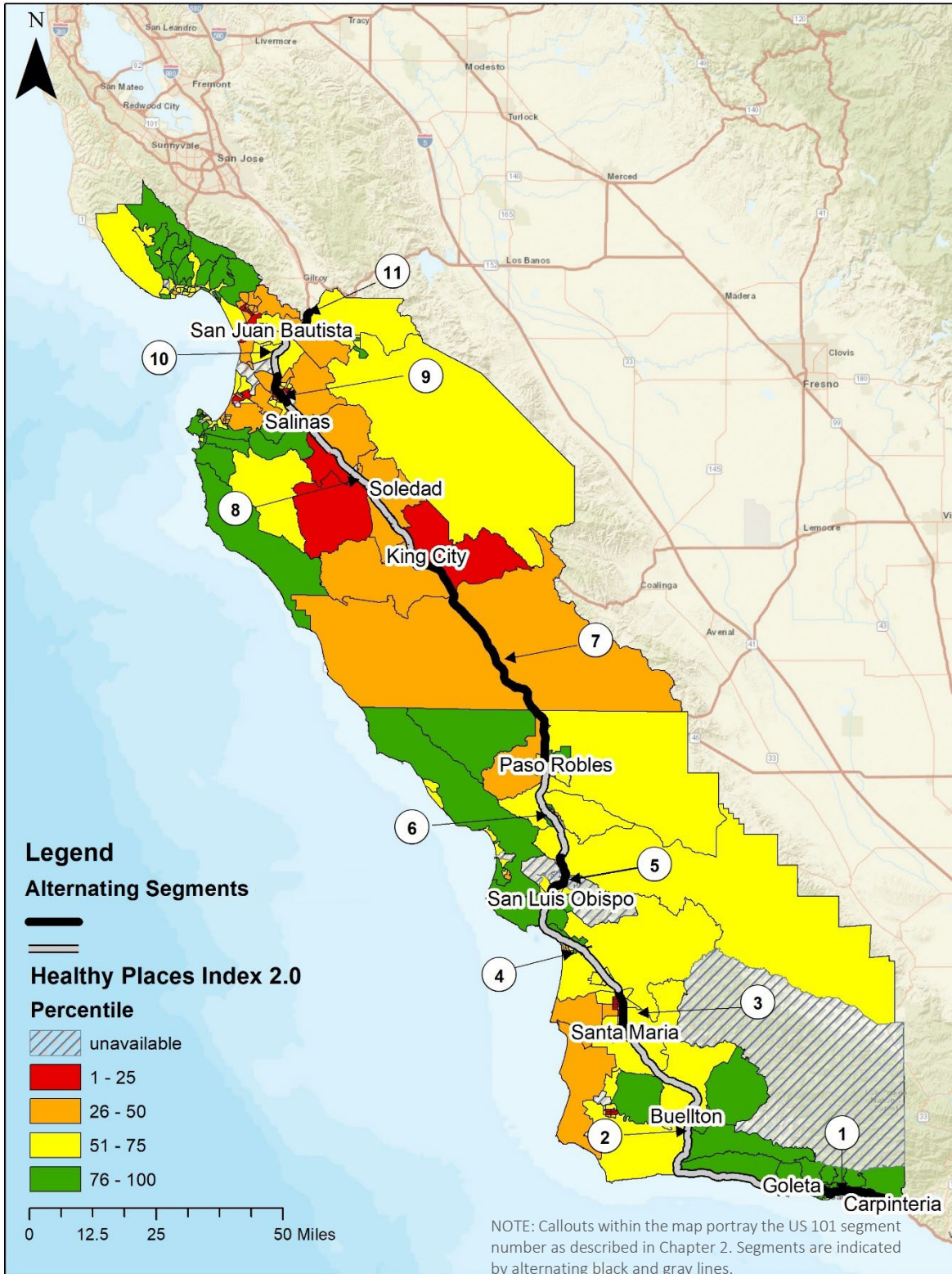
CORRIDOR-WIDE PERFORMANCE SUMMARY

The map on the next page depicts the Healthy Places Index percentile rank(s) for the Census Tracts in the Central Coast counties (District 5). As of the time of this report, HPI scores are lower (meaning less healthy community conditions) in the northern parts of the District compared to the southern parts.

¹⁸ <https://www.fhwa.dot.gov/publications/publicroads/13mayjun/05.cfm>

¹⁹ <https://healthyplacesindex.org/>

MAP # 2: SAFETY AND HEALTH OBJECTIVE 2: PROMOTE HEALTHY COMMUNITIES



Safety and Health Objective 3: Reduce Harmful Air Pollutants

OBJECTIVE DESCRIPTION

Improve air quality for US 101 Corridor Communities by reducing the harmful air pollutant ozone.

SIGNIFICANCE TO SAFETY AND HEALTH

Ground level ozone is harmful to humans and the environment as it is the main ingredient in "smog."²⁰ It can trigger a variety of respiratory problems, such as bronchitis and asthma. It can also reduce lung function and harm lung tissue.

Ozone is a transformative pollutant created by chemical reactions between oxides of nitrogen (NOx) and volatile organic compounds (VOC). This happens when pollutants emitted by cars, power plants, industrial boilers, refineries, chemical plants, and other sources chemically react in the presence of sunlight.

PERFORMANCE MEASURE

Ozone. Mean value of daily maximum 8-hour ozone concentration (ppm) over the summer months (May-October), averaged over three years (2017 to 2019). This indicator is from the California Department of Public Health's Climate Change and Health Vulnerability Indicators Project.

PERFORMANCE MEASURE SOURCE AND METHODOLOGY

The Ozone data was retrieved from CalEnviroScreen 4.0. This indicator measures the average amount of ozone in the air during the most polluted 8 hours of summer days.

The California Air Resources Board (ARB) has set the 8-hour-average standard at 0.070 parts per million (ppm). This standard defines the highest level of ozone that can be present without adverse health effects, such as airway inflammation and lung function decrements. According to the United States Environmental Protection Agency (EPA), this standard is met at an air quality monitor when the 3-year average of the annual fourth-highest daily maximum 8-hour average ozone concentration is less than or equal to 0.070 ppm.

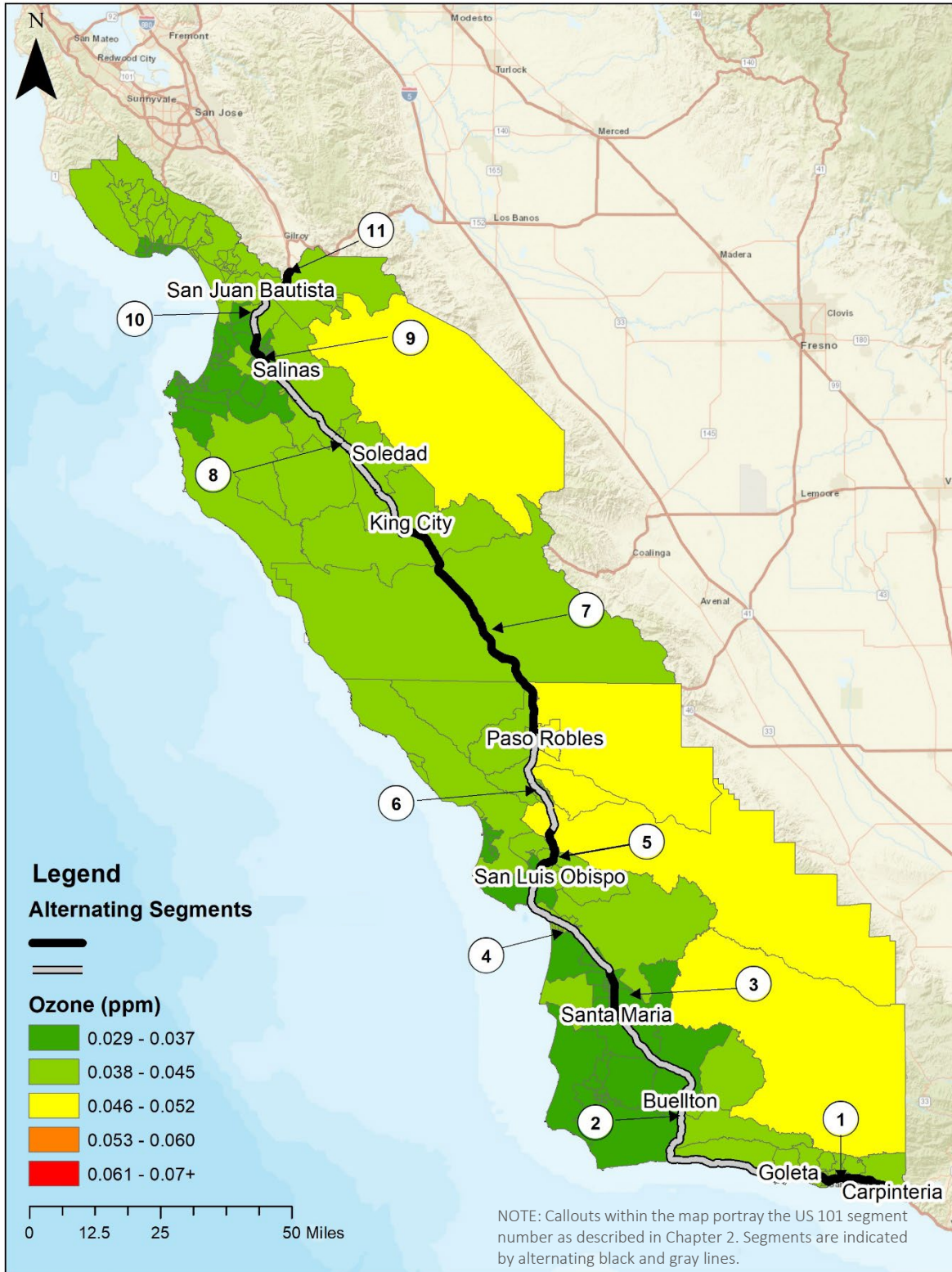
CORRIDOR-WIDE PERFORMANCE SUMMARY

The map on the next page shows the ozone concentration parts per million (ppm) for all census tracts of the Central Coast area. Concentrations of ozone range from 0.29 ppm to 0.495 ppm with the highest concentrations primarily east of the US 101. The mean concentration for all tracts within Caltrans District 5 is 0.0375 ppm and the 0.070 ppm standard is met in all District 5 tracts. For a map of each segment and the surrounding Census Tracts, see Appendix B. For a description of all CES 4.0 metrics and methodologies, refer to the following link:

[#https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40#](https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40#)

²⁰ <https://www.epa.gov/ground-level-ozone-pollution/ground-level-ozone-basics>

MAP # 3 SAFETY AND HEALTH OBJECTIVE 3: IMPROVE AIR QUALITY



Sustainability and Climate Change

Goal Description



Practice environmental stewardship, preserve the transportation system, reduce pollution, and mitigate impacts of climate change.

California's transportation system strives for being at the forefront of sustainable practices, as the state is already experiencing the impacts of climate change. Preserving the transportation system, keeping pollution to a minimum, and recognizing the dangers of climate change as well as mitigating them, are all important factors for being recognized as a sustainable transportation system.

Sustainability and Climate Change Objective 1: Reduce Transportation Impacts

OBJECTIVE DESCRIPTION

Reduce per capita Vehicle Miles Traveled (VMT) on the transportation system.

SIGNIFICANCE TO SUSTAINABILITY AND CLIMATE CHANGE

Lowering VMT is important for sustainability and climate change as it would mean that less vehicles are using the transportation system. Because of this, less transportation-related emissions would be emitted, and the air quality would improve. Reducing the numbers of passenger vehicles could also shift travel to more sustainable transportation options, such as walking and biking.

PERFORMANCE MEASURE

Vehicle Miles Traveled (VMT) Per Capita²¹

PERFORMANCE MEASURE SOURCE & METHODOLOGY

The data source is the National Performance Management Research Data Set (NPMRDS). The data includes both passenger and freight vehicles and was for weekdays (Tuesdays, Wednesdays, and Thursdays) from Apr 02, 2019, through Jun 27, 2019, between 06:00 AM and 07:59 PM, averaged by the hour. NPMRDS uses time and location information from probe vehicles and generates aggregated speed and travel time data. The data are available across the National Highway System (NHS), with a spatial resolution defined by Traffic Message Channel (TMC) location codes. Each TMC provides Average Daily Traffic (ADT) and mileage which when multiplied equals VMT. The population data was obtained from the Census Bureau (population by tracts that are within 1 mile of US 101 in Caltrans District 5).

CORRIDOR-WIDE PERFORMANCE SUMMARY

The map on the next page depicts the VMT (Per Capita) averages per segment on US 101 for the Central Coast region. It shows that Segment 2 has the highest VMT (Per Capita). This could be explained due to the low number of people residing in that area.

²¹ Note: Caltrans shifted from Level of Service (LOS) to VMT to comply with Senate Bill 743.

MAP # 4 SUSTAINABILITY AND CLIMATE CHANGE OBJECTIVE 1: REDUCE TRANSPORTATION IMPACTS



Sustainability and Climate Change Objective 2: Provide Healthy Transportation Options

OBJECTIVE DESCRIPTION

Increase mode share and active commuting on the transportation system.

SIGNIFICANCE TO SUSTAINABILITY AND CLIMATE CHANGE

Shifting people from personal vehicles to active commuting options reduces transportation-related emissions and helps to mitigate transportation impacts contributing to climate change.

PERFORMANCE MEASURE

Active commuting percentage. This is the percentage of workers (16 years and older) who commute to work by transit, walking, or cycling.

PERFORMANCE MEASURE SOURCE & METHODOLOGY

The active commuting data was retrieved from the Healthy Places Index website. It's data source and year was indicated to be the American Community Survey (ACS), Table B08301 Means of Transportation to Work, Year 2011-2015.

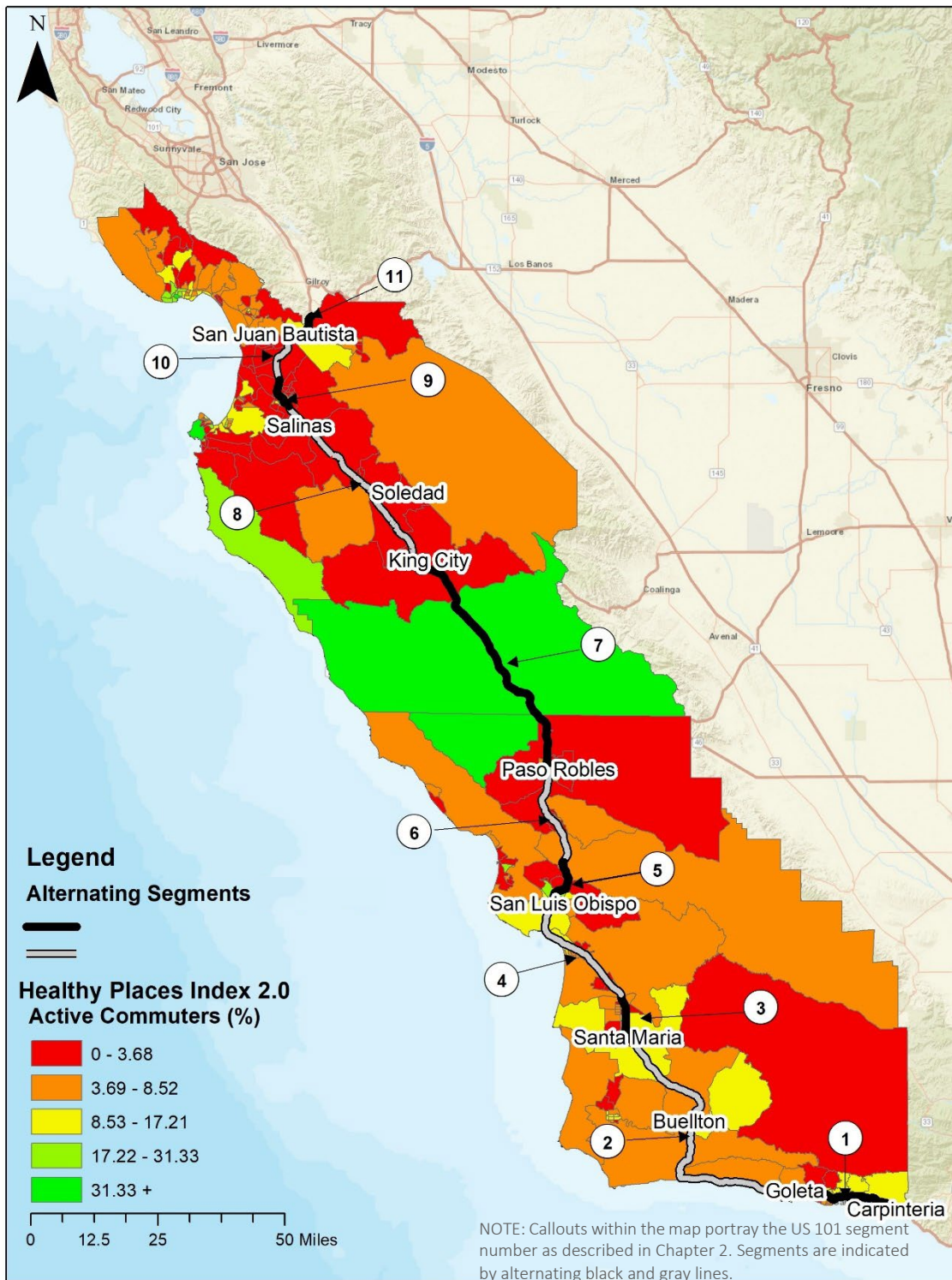
CORRIDOR-WIDE PERFORMANCE SUMMARY

The map on the next page depicts the active commuting percentages for all the Census Tracts in the Central Coast area.

Surprisingly, the Census Tract with the highest active commuter percentage is the big southernmost rural Census Tract in Monterey County. After further investigation, the cause of this interesting result is uncertain. Potential variables may include Fort Hunter Liggett and its unique influence on population of the Tract, or the combination of low survey sample sizes and low population, which could increase the chances of a skew in the results based on outliers.

Some other areas with high active commuting percentages can be found in the City of Santa Barbara. The Segment-scale maps in the Appendix show additional detail than the regional-scale map in this section.

MAP # 5: SUSTAINABILITY AND CLIMATE CHANGE OBJECTIVE 2: PROVIDE HEALTHY TRANSPORTATION
OPTIONS MAP



Sustainability and Climate Change Objective 3: Advance Clean & Carbon Neutral Systems

OBJECTIVE DESCRIPTION

Increase alternative fuel stations along the transportation system.

SIGNIFICANCE TO SUSTAINABILITY AND CLIMATE CHANGE

This goal helps comply with Executive Order N-79-20, which states that all new vehicles and trucks sold in California will need to be zero-emission by 2035.

Increasing the amount of alternative fuel stations along US 101 will reduce range anxiety for alternative fuel/zero-emission vehicle owners. This will help promote more sustainable practices, which directly ties in with the Sustainability and Climate Change goal.

PERFORMANCE MEASURE

Alternative fuel stations within 1 mile of US 101 in Caltrans District 5

PERFORMANCE MEASURE SOURCE & METHODOLOGY

Alternative fuel stations include electrical vehicle (EV) charging, hydrogen, Compressed Natural Gas (CNG), and Liquefied Natural Gas (LNG) stations. The alternative fuel stations data gets updated by Caltrans' internal database.

CORRIDOR-WIDE PERFORMANCE SUMMARY

The map on the next page depicts the alternative fuel station totals along the US 101 segments. There is a noticeable concentration of EV charging stations within the urbanized areas of the District. Additional charging/fueling infrastructure will be needed throughout the rural and disadvantaged communities of the District in order to support State and Federal initiatives.

MAP # 6: SUSTAINABILITY AND CLIMATE CHANGE OBJECTIVE 3: ADVANCE CLEAN & CARBON NEUTRAL SYSTEMS



Economy

Goal Description



Manage the corridor's assets, support the economy, and enhance the region's livability.

California's transportation system allows it to rank as the world's fifth largest economy if it was a sovereign nation (2019). US 101 connects the greater Los Angeles region with the Bay area, which makes it one of the most important interregional routes of the Central Coast. US 101 plays a vital role in providing the support system for the local and regional economy.

Economy Objective 1: Support Economic Growth

OBJECTIVE DESCRIPTION

Decrease the frequency of congestion for passenger vehicles and freight trucks.

SIGNIFICANCE TO ECONOMY

Reducing the frequency of congestion is vital for the economy. Slowdowns on the transportation system can cause businesses to lose money, especially on the Central Coast, which is home to many agricultural productions. Delays can be detrimental and may cause food products to spoil. Moreover, less time spent in congestion equates to more time available for commuters and travelers to support local economies.

PERFORMANCE MEASURE & METHODOLOGY

Frequency of Congestion. The reliability measure presented here is the frequency that congestion exceeds some expected threshold. For the Business Plan purposes, this is expressed as the percent of time that the observed travel speeds fall below the 75th percentile of free flow speeds. The frequency of congestion is reported for weekdays during peak traffic periods.

Performance Measure Source

The data was obtained from the National Performance Management Research Data Set (NPMRDS). The data includes both passenger and freight vehicles and was for weekdays (Tuesdays, Wednesdays, and Thursdays) from Apr 02, 2019, through Jun 27, 2019, between 04:00 PM and 07:59 PM, averaged by the hour.

Corridor-wide Performance Summary

The map on the next page depicts the Frequency of Congestion for passenger and freight vehicles for each District 5 US 101 Transportation Management Center (TMC). It shows that the Santa Barbara area and Pismo Beach have the highest congestion frequency in the District.

MAP # 7: ECONOMY OBJECTIVE 1: SUPPORT ECONOMIC GROWTH



Economy Objective 2: Facilitate Efficient Goods Movement

OBJECTIVE DESCRIPTION

Improve Truck Travel Time Reliability (TTTR) on the transportation system.

SIGNIFICANCE TO ECONOMY

Improving the TTTR means that truck drivers would be able to better predict how long it will take them to drop off or pick up their freight loads. This can be especially important for time-sensitive goods, such as the Central Coast's fresh vegetables and fruits, that could spoil if it takes too long to deliver. This will benefit the economy as less time would be spent running behind on freight schedules and goods can be appropriately accounted for.

According to FHWA, reliability's economic factor is "A greater probability of on-time delivery reduces both production and distribution costs, due to lower buffer stocks."²²

PERFORMANCE MEASURE

TTTR

Performance Measure Source & Methodology

The data source is NPMRDS. This measure is only including freight vehicles for weekdays (Tuesdays, Wednesdays, and Thursdays) from Apr 02, 2019, through Jun 27, 2019, between 06:00 AM and 07:59 PM, averaged by the hour.

The Business Plan methodology includes assigning each US 101 Business Plan segment a TTTR value representing the average TTTR.

Corridor-wide Performance Summary

The map on the next page depicts the average TTTR value per US 101 segment. Segments 1 and 9 have a TTTR value over 1.5 and are considered not reliable. Segments 4 and 11 may also become considered unreliable should congestion worsen.

²² <https://ops.fhwa.dot.gov/publications/fhwahop15034/ch2.htm>

MAP # 8: ECONOMY OBJECTIVE 2: FACILITATE EFFICIENT GOODS MOVEMENT



Economy Objective 3: Provide Access to Jobs

OBJECTIVE DESCRIPTION

Increase jobs per capita.

SIGNIFICANCE TO ECONOMY

Jobs per capita is an indicator of how well the economy is doing in a region. Job growth creates additional opportunities for economic growth. This is because the regional economy can be reorganized around abundant labor and technologies. As a result, economies in rapidly growing areas may become more efficient and healthier than those of areas with declining jobs.

PERFORMANCE MEASURE

Jobs per capita

Performance Measure Source & Methodology

The jobs data was obtained from the Longitudinal Employer-Household Dynamics (LEHD), which is part of the Center for Economic Studies at the U.S. Census Bureau. The data downloaded for the Business Plan is from 2017 and includes the census blocks within 1 mile of US 101 in District 5.

Corridor-wide Performance Summary

The map on the next page shows the jobs per capita that are within the 1-mile buffer of the District 5 US 101 corridor. While jobs are primarily consolidated within urbanized areas, segment 8 shows a prominent number of jobs within a largely agricultural land use area. The Salinas Valley, being the “Salad bowl capital of the world”, relies heavily on agricultural workers and the corresponding industries. The dispersion of jobs hubs is also significant to regional/interregional travel as many people living within the rural communities of the District must travel to the larger urbanized areas for work.

MAP # 9: ECONOMY OBJECTIVE 3: PROVIDE ACCESS TO JOBS



Mobility

Goal Description



Provide a reliable and efficient transportation system for all people and goods.

Most recently in 2020, California has been experiencing a global pandemic and mass wildfires. These disasters have proven that California's transportation system is vital for goods, supplies, evacuation, and emergency services.

Mobility Objective 1: Optimize System Performance

OBJECTIVE DESCRIPTION

Decrease delay by improving the flow of traffic.

SIGNIFICANCE TO MOBILITY

Delay is an indicator of the lack of mobility or a slowing of the free-flow traffic. Reducing the delay will improve a transportation system's mobility.

PERFORMANCE MEASURE

Daily Vehicle Hours of Delay per mile. Delay refers to the additional time Californians are forced to spend in their vehicles due to traffic congestion, measured in annual vehicle hours of delay (VHD). In 2015, Californians spent more than one million hours sitting in traffic. In 2017, it was estimated that the average California commuter spent more than 40 hours in delay annually. Congestion and delay increase the cost of transportation by requiring people to spend more money on fuel and lose valuable time that could be spent with family, friends, or at work (*California Transportation Plan 2050*).

Performance Measure Source & Methodology

The data source is NPMRDS. This measure is including passenger and freight vehicles for weekdays (Tuesdays, Wednesdays, and Thursdays) from Apr 02, 2019, through Jun 27, 2019, between 06:00 AM and 07:59 PM, averaged by the hour.

Delay, for the purposes of the Business Plan, is when the "observed travel time" (i.e. travel time as measured by NPMRDS) is less than the 55-mph travel time. The map below represents the total hours of delay in each direction.

Corridor-wide Performance Summary

The map on the next page shows the average Daily Vehicle Hours of Delay (Per Mile) for each Business Plan segment. The segments experiencing the most Daily Vehicle Hours of Delay (per mile) are segments 1 and segment 4. Segments 5, 10, and 11 also experience considerable delay.

MAP # 10: MOBILITY OBJECTIVE 1: OPTIMIZE SYSTEM PERFORMANCE



Mobility Objective 2: Improve the Reliability of Travel

OBJECTIVE DESCRIPTION

Improve Travel Time Reliability (TTR) on the transportation system.

SIGNIFICANCE TO MOBILITY

Travel Time Reliability links to mobility as it influences the predictability of the system. The system is more reliable if users can anticipate normal travel times and do not need to include large buffers of extra time to ensure on-time arrival.

PERFORMANCE MEASURE

TTR

Performance Measure Source & Methodology

The TTR data was obtained from NPMRDS. This measure includes passenger and freight vehicles for weekdays (Tuesdays, Wednesdays, and Thursdays) from Apr 02, 2019, through Jun 27, 2019, between 04:00 PM and 07:59 PM, averaged by the hour.

TTR measures the predictability in a transportation system. The index is calculated by dividing the 85th percentile travel time by the free flow travel time.

The Business Plan methodology includes assigning each US 101 Business Plan segment a TTR value representing the average TTR across the segment.

Corridor-wide Performance Summary

The map on the next page depicts the average TTR value per US 101 segment. The segments that are least reliable are in Santa Barbara and Salinas. Segment 5, between San Luis Obispo and Santa Maria, also experiences travel time reliability issues, which may worsen should congestion increase in the future.

MAP # 11: MOBILITY OBJECTIVE 2: IMPROVE THE RELIABILITY OF TRAVEL



Mobility Objective 3: Expand and Improve Parking Facilities

OBJECTIVE DESCRIPTION

Increase the amount of Park and Ride facilities on the transportation system.

SIGNIFICANCE TO MOBILITY

Park and Ride lots are especially important for encouraging ridesharing. Increasing ridesharing or transit usage (if a transit stop is close to the Park and Ride lot), can help reduce single occupancy vehicles on the transportation system. This would assist with improving mobility.

PERFORMANCE MEASURE

Amount of Park and Ride locations that are within 1 mile of US 101.

Performance Measure Source & Methodology

The Park and Ride lot data was retrieved from District 5's Park and Ride database.

Corridor-wide Performance Summary

The map on the next page shows the Park and Ride lot locations that are within 1-mile of US 101. The most lots within 1-mile of US 101 are in San Luis Obispo County. All segments present areas of opportunity to increase the number of lots and minimize potential mobility gaps within the corridor.

MAP # 12: MOBILITY OBJECTIVE 3: EXPAND AND IMPROVE PARKING FACILITIES MAP



Equity

Goal Description



Promote social equity and ensure all socio-economic groups have accessible and equitable level of transportation services.

California's transportation system strives for advancing social equity and environmental justice by providing options that meet the needs of Californians regardless of age, race, ethnicity, national origin, gender, sexual orientation, ability, or income.

Equity Objective 1: Improve Transportation-Related Outcomes for Disadvantaged Communities (DACs)

OBJECTIVE DESCRIPTION

Improve transportation-related outcomes for DACs.

SIGNIFICANCE TO EQUITY

The CalEnviroScreen directly ties to equity as it helps keep track of environmental justice and therefore can be a tool to promote social equity. State law defines environmental justice as "the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation and enforcement of environmental laws, regulations, and policies."

PERFORMANCE MEASURE

CalEnviroScreen 4.0 (CES) *Traffic Impacts* Indicator Map. CES was developed by the Office of Environmental Health Hazard Assessment (OEHHA) and the California Environmental Protection Agency (CalEPA). The Traffic Impacts indicator is one of several indicator maps used to track pollution burden and environmental inequities throughout California. Per CES, "traffic impacts" represent the vehicles in a specified area, resulting in human exposures to chemicals that are released into the air by vehicle exhaust, as well as other effects related to large concentrations of motor vehicles. Major roadways have been associated with a variety of effects on communities, including noise, vibration, injuries, and local land use changes such as increased numbers of auto-oriented development. Studies have shown that non-white and low-income people make up the majority of residents in high-traffic areas (Gunier et al., 2003; Tian et al., 2013) and that schools that are located near busy roads are more likely to be in low-income neighborhoods than those farther away (Green et al., 2004).²³

Performance Measure Source & Methodology

The data was downloaded from the CES website. The indicator was developed using the sum of traffic volumes adjusted by road segment length (vehicle kilometers per

²³<https://oehha.ca.gov/media/downloads/calenviroscreen/report/calenviroscreen40reportf2021.pdf#page=98>

hour) divided by total road length (kilometers) within 150 meters of the census tract (traffic volumes estimates for 2017). For additional data sources and indicator information, please refer to page 98 of the CES 4.0 Report.²⁴

Corridor-wide Performance Summary

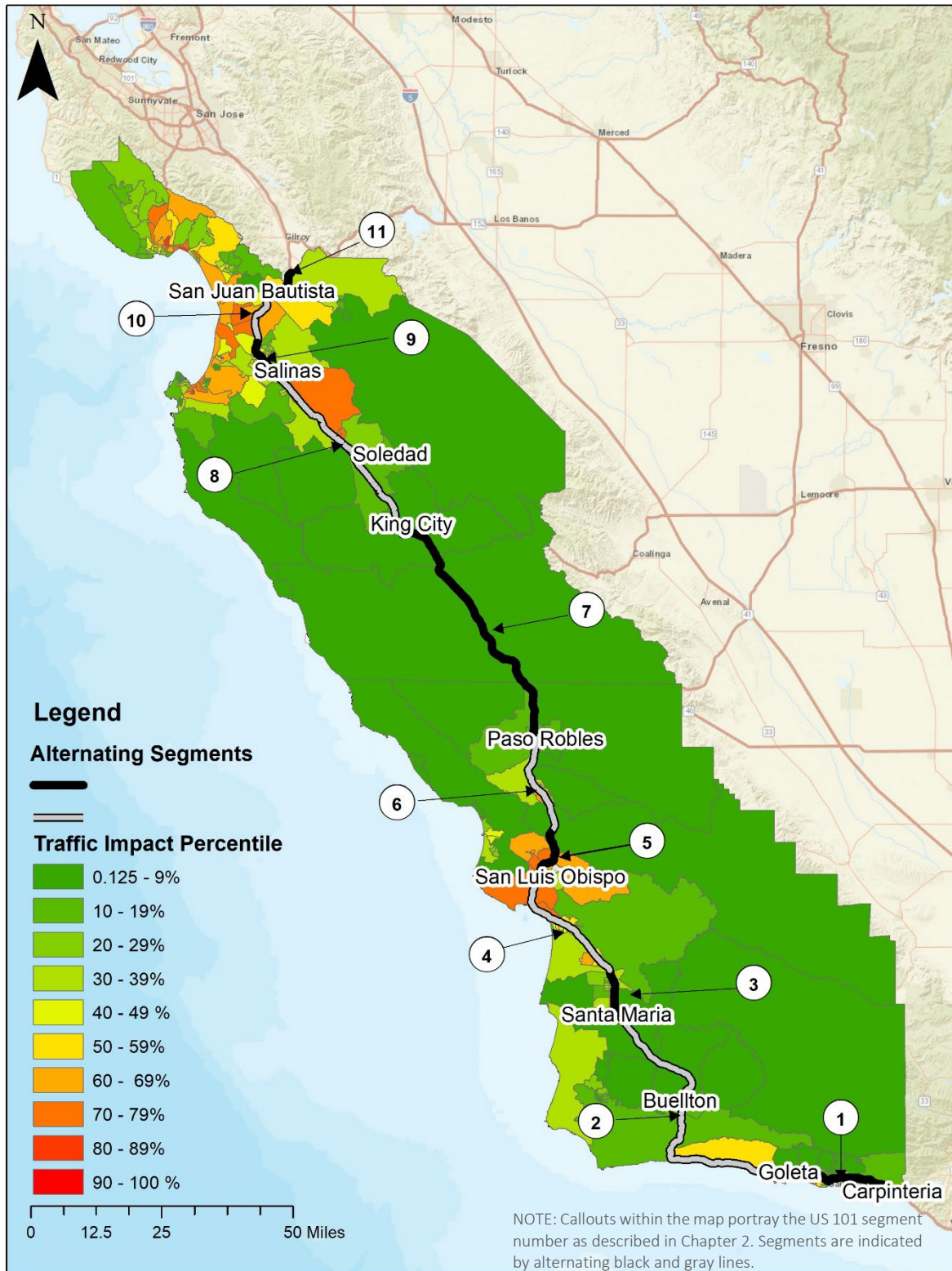
The CES 4.0 “Traffic Indicator” map is symbolized by percentile. The higher the percentile, the greater the traffic related impact. Higher population areas along the corridor, such as Goleta, San Luis Obispo, and Salinas, face the most potential for traffic related impacts. At approximately the 92nd percentile, Census Tract 6079011501 in San Luis Obispo is the highest percentile tract along the corridor.

For a map of each segment and the surrounding Census Tracts, see Appendix B. For a description of CES 4.0 metrics and methodology, refer to the following link:

<https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40>.

²⁴<https://oehha.ca.gov/media/downloads/calenviroscreen/report/calenviroscreen40reportff2021.pdf>

MAP # 13: EQUITY OBJECTIVE 1: IMPROVE TRANSPORTATION-RELATED OUTCOMES FOR DACS MAP



Equity Objective 2: Reduce Burdens and Disparities for DACs

OBJECTIVE DESCRIPTION

Reduce burden and disparities for disadvantaged communities along the US 101 corridor.

SIGNIFICANCE TO EQUITY

The Hardship Index identifies economically disadvantaged communities, which would give an idea on locations that could benefit from increased economic development. Lowering these economically disadvantaged communities would enhance the region's livability.

PERFORMANCE MEASURE

Hardship Index

Performance Measure Source & Methodology

The Hardship Index was downloaded from the Healthy Places Index website, which identifies its data source to be the American Community Survey²⁵.

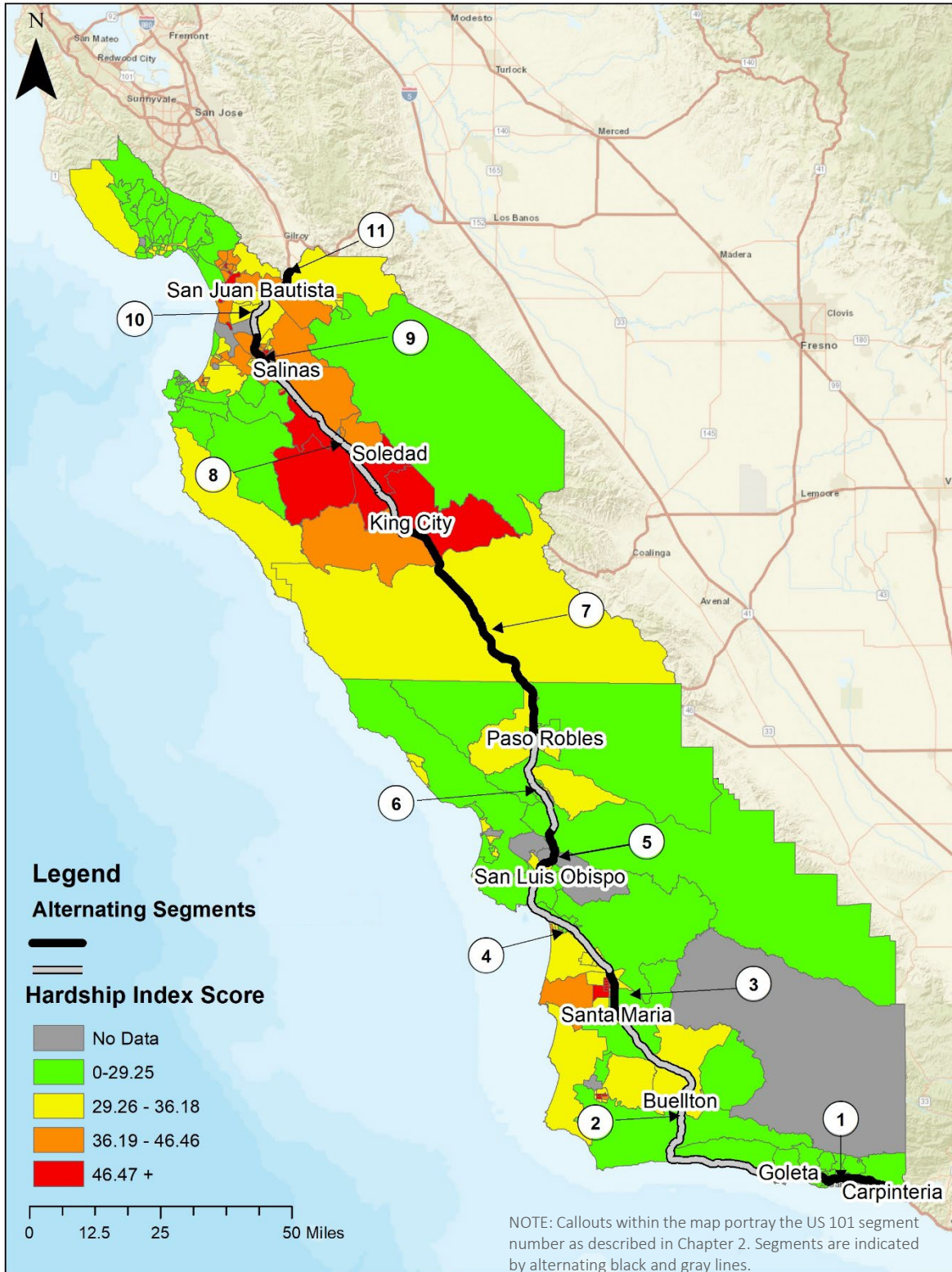
The Hardship Index is a score that measures economic hardship and identifies economically disadvantaged communities. Economic hardship is a lack of economic resources of working populations and dependency of populations unable to generate economic resources. It is made up of six indicators: unemployment rate, dependency (percent of population aged >65 years or <18 years), low education attainment (percentage of people over 25 with less than a high school education), per capita income, housing overcrowding (>1 occupant per room), poverty level (<100% of federal poverty).

Corridor-wide Performance Summary

The map on the next page shows the Hardship Index values for all tracts within the Central Coast counties. The highest Hardship Index values can be found in Monterey County. Identifying and prioritizing transportation projects that benefit the communities with the highest Hardship Index scores is paramount to ensuring a safe, reliable, and equitable transportation system for all users.

²⁵ American Community Survey (ACS_15_5YR_DP02_DP03_DP04_S0101_B19301_S1701, Year: 2011-2015)

MAP # 14: EQUITY OBJECTIVE 2: REDUCE BURDENS AND DISPARITIES FOR DACs MAP



Equity Objective 3: Improve Access to Safe Mobility Options

OBJECTIVE DESCRIPTION

Increase Bicycle/Pedestrian Access in DACs by increasing the number of crossings by 2025.

SIGNIFICANCE TO EQUITY

Historically, many low-income communities and underserved populations have been left out of conversations about transportation planning and this has been a factor in conditions where pedestrians and bicyclists are over-represented in crashes. An equitable transportation system fosters fairness and helps facilitate access to opportunities for all community members. ²⁶ Providing accessible facilities to safely cross a highway by bike or foot is essential for fostering equity in DACs and improving access to safe mobility options.

PERFORMANCE MEASURE

Amount of bicycle and pedestrian gaps at US 101 crossings that are in or within 0.5 miles of a DAC.

Performance Measure Source & Methodology

This data was sourced from the bicycle and pedestrian needs identified in the [District 5 Caltrans Active Transportation \(CAT\) Plan \(2021\)](#).

Corridor-wide Performance Summary

The map on the next page shows the locations of the bike/ped gaps as identified in the AT Plan. The maps in Appendix B show the gaps at the individual segment level more effectively than the regional-scale map in this section. The Business Plan and AT Plan both seek to enhance safety and make it more comfortable and convenient for everyone to walk and bicycle more often by identifying needs and priorities for future investments. When more people are able to walk and bike because the roadways near them support those options, our communities experience improved air quality, health benefits, social equity, and economic vitality.

²⁶ <https://www.pedbikeinfo.org/topics/equity.cfm>

MAP # 15: EQUITY OBJECTIVE 3: IMPROVE ACCESS TO SAFE MOBILITY OPTIONS MAP



US 101 Business Plan

Chapter 4:

Historical Conditions



CHAPTER 4: Historical Conditions

Segment 1

Segment Overview

Segment Limits

Ventura/Santa Barbara County Line – Hollister Ave in the City of Goleta (PM 0.00/26.907)

Designations

This segment operates as a 4- to 6-lane freeway.

Historical Conditions

The TCR shows that the 2008 Annual Average Daily Traffic (AADT) volumes range from 16,000 to 79,000 in the northbound direction and 14,000 to 72,000 in the southbound direction.

Caltrans Historical 2010 AADT volumes show total AADT volumes ranging from 35,000 to 130,000. The Caltrans Historical AADT data also indicates a steady increase in volumes between 1994 and 2010. Volumes are expected to continue increasing to a range of 63,000 to 170,000 by 2040 according to the US 101 South Coast HOV Traffic Study (2008).

Background

There are no parallel roadways to US 101 in this segment that can serve as a suitable alternative for interregional goods movement and commuter trips. The Ventura County Transportation Commission operates the Coastal Express, an interregional commuter express bus service along the corridor. The Coastal Express provides high-frequency service during peak commute periods. This service is operated by the Los Angeles – San Diego – San Luis Obispo Joint Powers

Segment	1
Freeway & Expressway	Yes
National Highway System	Yes
Strategic Highway Network	Yes
Scenic Highway	Eligible
Interregional Road System	Yes
High Emphasis	Yes
Focus Route	Yes
Functional Classification	Other Freeway or Expressway
Goods Movement Route	Yes
Truck Designation	National Network
Primary & Secondary System	Primary
Rural/Urban/Urbanized	Urban Area
Metropolitan Planning Organization	SBCAG
Regional Transportation Planning Agency	SBCAG
Congestion Management Agency	SBCAG
Local Agency	Santa Barbara County, City of Goleta, and City of Santa Barbara
Tribes	N/A
Air District	Santa Barbara County Air Pollution Control District
Terrain	Mostly Rolling with some Flat areas

Authority (LOSSAN) and the California State Transportation Agency (CalSTA). Interregional rail service is provided through the Surfliner, which travels between San Diego and San Luis Obispo. This segment is critical to interregional travel between Ventura County and Santa Barbara. Additionally, this segment is designated as a Critical Urban Freight Corridor.

Mobility Conditions

Based on the TCR, two time periods were assessed for mobility conditions specific to segments of US 101.

Baseline Year 2010 / Existing Mobility Conditions:

- Lack of parallel roadways for providing alternative routes for interregional goods movement and commuter trips
- High fluctuation of AADT in Northbound and Southbound directions
- PM peak hour congestion levels exceed capacity in Southbound direction between Cabrillo Boulevard and Evans Avenue
- PM peak hour congestion levels are high in Northbound direction from Mission Street to Laguna Street

Horizon Year 2035 / Forecasted Mobility Conditions:

Forecasted mobility conditions are considered with “build” conditions. “Build” conditions, per the US 101 TCR, are the forecasted conditions assuming completion of all projects included in the constrained Regional Transportation Plans.

Projected increase in travel demand between Santa Barbara and Ventura Counties

- Traffic Volumes are expected to continue to increase to a range of 63,000 to 170,000

Challenges Identified by Stakeholders

In addition to the mobility conditions above, a variety of other challenges were cited during the Partner and Stakeholder Efforts as part of the US 101 Business Plan. More information regarding the engagement efforts can be found in Chapter 6. Here is the listing of the challenges identified by stakeholders:

- Dissatisfied with the existing amount of EV-charging stations
- Dissatisfied on the current amount of transit, bicycle, and/or pedestrian options
- Dissatisfied with the current availability of Park & Ride lots along US 101
- Dissatisfied with the existing US 101 bike and pedestrian crossings
- Very concerned about smog
- Congestion on local arteries due to diverting traffic that is trying to avoid congestion on US 101 locations:
 - Coast Village Road
 - Lillie Avenue in Summerland
- Lack of alternatives for emergency ingress/egress
- Off-ramp backups onto travel lanes

- Montecito area lacks transit centers
- Need for completing gaps in the Coastal Trail
- Air pollution
- Equity - affordable housing is clustered near corridor and these communities are exposed to harmful air pollutants
- Jobs/housing imbalance leads to congestion and VMT



FIGURE 30: US 101 OUTSIDE OF CARPINTERIA

Segment 2

Segment Overview

Limits

Hollister Ave - Clark Ave in Santa Maria (PM 26.907/82.183)

Designations

Segment 2 is a 4-lane facility operating primarily as an expressway with portions of the route functioning as freeway near the City of Goleta, City of Buellton, and community of Los Alamos.

Segment 2 transitions between a freeway and expressway facility that extends for 55.05 miles of flat and mountainous terrain. It begins near the City of Goleta/City of Santa Barbara city limits at Hollister Avenue. It extends north through Buellton and Los Alamos and concludes in Orcutt at the northern limit of the Clark Ave Interchange. Segment 2 is a 4-lane freeway with truck climbing lanes on the Nojoqui Grade. There is also a small segment of three northbound lanes near the Refugio State Park.

Historical Conditions

In the base year (2010), congestion levels were low throughout the segment with exception to the area between El Capitan Beach State Park and SR 1, which had moderate congestion levels in the northbound direction.

This segment also contains multiple at-grade access points.

Segment	2
Freeway & Expressway	Yes
National Highway System	Yes
Strategic Highway Network	Yes
Scenic Highway	Eligible
Interregional Road System	Yes
High Emphasis	Yes
Focus Route	Yes
Functional Classification	Other Freeway or Expressway
Goods Movement Route	Yes
Truck Designation	National Network
Primary & Secondary System	Primary
Rural/Urban/Urbanized	Primarily Rural with Urban Area and Urban Cluster
Metropolitan Planning Organization	SBCAG
Regional Transportation Planning Agency	SBCAG
Congestion Management Agency	SBCAG
Local Agency	Santa Barbara County, City of Buellton, City of Goleta
Tribes	Santa Ynez Band of Chumash Indians near US 101 off of SR 246
Air District	Santa Barbara County Air Pollution Control District
Terrain	Mostly Rolling with some Flat and Mountainous areas+A4:A1:C21

The Gaviota Tunnel and Arroyo Quemado Canyon Bridge have flashing beacons which promote bicycle safety.

Background

Segment 2 serves as an interregional route and freight route. It also serves as a commuter route providing connection between employment clusters in southern Santa Barbara County and communities in northern Santa Barbara County. US 101 provides linkage to SR 135, SR 154, SR 246, and SR 1. It provides ocean views, coastal access, and the only rest stops in the county at the Gaviota Safety Roadside Rest Area.

US 101 through the Gaviota Coast serves as the Pacific Coast Bicycle Route for interregional bicycle travel.

Mobility Conditions

Based on the TCR, two time periods were assessed for mobility conditions specific to segments of the US 101.

Baseline Year 2010 / Existing Mobility Conditions:

- Moderate congestion on US 101 in northbound direction at the southern limits of the City of Buellton
- Lack of accessible truck parking within the US 101 corridor

Horizon Year 2035 / Forecasted Mobility Conditions:

Forecasted mobility conditions are considered with “build” conditions. “Build” conditions, per the US 101 TCR, are the forecasted conditions assuming completion of all projects included in the constrained Regional Transportation Plans.

- Expected peak hour volume will increase to range of between 2,900 and 5,200 vehicles

Challenges Identified by Stakeholders

In addition to the mobility conditions above, a variety of other challenges were cited during the Partner and Stakeholder Efforts as part of the US 101 Business Plan. More information regarding the engagement efforts can be found in Chapter 6. Here is the listing of the challenges identified by stakeholders:

- Connection between north and south (multi-modal connectivity)
 - Gaviota area
- Dissatisfied with the existing amount of EV-charging stations
- Dissatisfied on the current amount of transit, bicycle, and/or pedestrian options
- Dissatisfied with the current availability of Park & Ride lots along US 101
- Dissatisfied with the existing US 101 bike and pedestrian crossings
- Very concerned about smog
- Jobs/housing imbalance leads to congestion and VMT
- Bicycle and pedestrian safety
- Need for more bicycle and pedestrian crossings

- Lack of truck EV charging infrastructure



FIGURE 31: GAVIOTA TUNNEL

Segment 3

Segment Overview

Limits

Clark Avenue - State Route 166 East (PM 82.183/0.802)

Designations

Segment 3 is a 4-lane freeway starting at the Clark Ave interchange and ending at Santa Maria Way. US 101 was widened to a 6-lane freeway between Santa Maria Way and SR 135 to meet traffic demand.

Historical Conditions

The highest historical AADT recorded occurs between SR 135 and SR 166 East, with an AADT of 65,000. This location is expected to continue as the most travelled stretch of the Segment, based on the model forecast. Operational improvements to manage the demand at this location should be further evaluated.

According to the 2014 TCR, by 2035 high congestion is projected between SR 135 and the Santa Maria River Bridge in the northbound direction. In the southbound lanes, demand is projected to exceed capacity. This can likely be contributed to population growth projections and cross-county commuting trends.

Note: The SBCAG 2013 Regional Travel Demand Model based on growth projections identifies lower travel demand levels at the northern portion of this segment from SR 135 to the Santa Barbara/San Luis Obispo County line than what is presented in the TCR. 2010 traffic count data adjustments made to these growth projections result in the higher congestion level projections as shown in the TCR.

Segment	3
Freeway & Expressway	Yes
National Highway System	Yes
Strategic Highway Network	Yes
Scenic Highway	Eligible
Interregional Road System	Yes
High Emphasis	Yes
Focus Route	Yes
Functional Classification	Other Freeway or Expressway
Goods Movement Route	Yes
Truck Designation	National Network
Primary & Secondary System	Primary
Rural/Urban/Urbanized	Urban Area
Metropolitan Planning Organization	SBCAG & SLOCOG
Regional Transportation Planning Agency	SBCAG & SLOCOG
Congestion Management Agency	SBCAG & SLOCOG
Local Agency	Santa Barbara County, San Luis Obispo County, and City of Santa Maria
Tribes	N/A
Air District	Santa Barbara County Air Pollution Control District and San Luis Obispo Air Pollution Control District
Terrain	Rolling

Background

The Santa Maria River Bridges Widening project that was completed in 2013 extended the 6-lane widening from the SR 135 to SR 166 East. It also added a Class I bicycle and pedestrian path that connected the Santa Maria River Levee Trail from south of the river to Hutton Road, north of the river.

There are eight full interchanges in Segment 3.

Segment 3 serves the City of Santa Maria as well as commuters from southern San Luis Obispo County and northern Santa Barbara County. It also serves regional and interregional travel and facilitates goods movement and military transport needs from the Central valley to the coast by way of SR 166 East.

An increase in population growth and commuting between the counties of Santa Barbara and San Luis Obispo is anticipated.

Mobility Conditions

Based on the TCR, two time periods were assessed for mobility conditions specific to segments of the US 101.

Baseline year 2010 / Existing Mobility Conditions:

- High demand between SR 135 and SR 166 East

Horizon Year 2035 / Forecasted Mobility Conditions:

Forecasted mobility conditions are considered with “build” conditions. “Build” conditions, per the US 101 TCR, are the forecasted conditions assuming completion of all projects included in the constrained Regional Transportation Plans.

- The location at the Santa Barbara and San Luis Obispo County Line is expected to experience moderate-to-high levels of congestion by the horizon year due to intercounty travel patterns
- Growth of freight related movement will occur between East and West routes adjacent to US 101, such as SR 166

Challenges Identified by Stakeholders

In addition to the historical and forecasted mobility conditions above, a variety of other challenges were cited during the Partner and Stakeholder Efforts as part of the US 101 Business Plan. More information regarding the engagement efforts can be found in Chapter 6. Here is the listing of the challenges identified by stakeholders:

- Dissatisfied with the existing amount of EV-charging stations
- Dissatisfied on the current amount of transit, bicycle, and/or pedestrian options
- Dissatisfied with the current availability of Park & Ride lots along US 101
- Dissatisfied with the existing US 101 bike and pedestrian crossings
- Very concerned about smog
- Off-ramp backups onto travel lanes

- Main Street, Santa Maria
- Nipomo area
- Emphasized need for reliable north-south movement for goods and people and connection to east-west corridors
- Identified the Santa Maria Donovan interchange and discussed that multimodal function in that area needed
- Need for safe and comfortable bike/ped connectivity near Santa Maria schools
 - Santa Maria Union Valley



FIGURE 32: STATE ROUTE 1/VANDENBERG SPACE FORCE BASE OFF-RAMP

Segment 4

Segment Overview

Limits

SR 166 East to South Higuera St in San Luis Obispo (PM 0.802/R24.296)

Designations

Throughout Segment 4, US 101 is a 4-lane freeway starting at SR 166 East and continuing through the community of Nipomo, where it transitions to an expressway from Los Berros Road to Traffic Way. US 101 continues as a 4-lane freeway with auxiliary lanes through the Five Cities Area and Shell Beach, including a southbound truck climbing lane at Avila Beach Drive.

Historical Conditions

In 2010, vehicles experienced high peak hour volumes in both southbound and northbound directions. The highest AADT was located in the urban areas around Oak Park Boulevard, 4th Street, Spyglass, and San Luis Bay Drive, with AADT ranging from 66,000 to 68,000 in the base year.

Background

Segment 4 connects Arroyo Grande, Grover Beach, Oceano, Pismo Beach, Shell Beach, and Avila Beach and provides vital access for these communities. Local traffic depends on this part of US 101 to many daily trip types. This segment presents the most challenges in terms of congestion and operations in San Luis Obispo County, according to San Luis Obispo Council of Governments'

Segment	4
Freeway & Expressway	Yes
National Highway System	Yes
Strategic Highway Network	Yes
Scenic Highway	Eligible
Interregional Road System	Yes
High Emphasis	Yes
Focus Route	Yes
Functional Classification	Other Freeway or Expressway
Goods Movement Route	Yes
Truck Designation	National Network
Primary & Secondary System	Primary
Rural/Urban/Urbanized	Urban Area, Urban Cluster and Rural
Metropolitan Planning Organization	SLOCOG
Regional Transportation Planning Agency	SLOCOG
Congestion Management Agency	SLOCOG
Local Agency	San Luis Obispo County, City of Arroyo Grande, City of Grover, City of Pismo Beach
Tribes	N/A
Air District	San Luis Obispo Air Pollution Control District
Terrain	Rolling

(SLOCOG) 2014 US 101 Corridor Mobility Master Plan and the Caltrans District 5 2021 US 101 Santa Maria to San Luis Obispo Multimodal Corridor Plan.

Mobility Conditions

Based on the TCR, two time periods were assessed for mobility conditions specific to segments of the US 101.

Baseline year 2010 / Existing Mobility Conditions:

- Congestion is moderate-to-high in the AM and PM peak in both directions
- Most of the corridor in the southbound direction exceeds capacity
- In the northbound direction the corridor transitions between moderate, high, or beyond capacity levels with only a small portion of the corridor from Tefft Street to Los Berros Road operating at low congestion levels

Horizon Year 2035 / Forecasted Mobility Conditions:

Forecasted mobility conditions are considered with “build” conditions. “Build” conditions, per the US 101 TCR, are the forecasted conditions assuming completion of all projects included in the constrained Regional Transportation Plans.

- Traffic demand will exceed capacity in the northbound direction between the Oak Park Road and San Luis Bay Drive
- Traffic demand is anticipated to exceed capacity in the southbound direction in the following locations:
 - South Higuera Street - Avila Beach Drive
 - Spy Glass Drive - SR 1
 - Five Cities Drive - Oak Park Blvd
 - Traffic Way - SR 166 East
- Both directions will have moderate-to-high congestion in the horizon year except from Tefft Street to Los Berros Road in the northbound direction, which will maintain low congestion conditions.

Challenges Identified by Stakeholders

In addition to these mobility conditions, a variety of other challenges were cited during the Partner and Stakeholder Efforts as part of the US 101 Business Plan. These challenges are documented in Chapter 6.

- Dissatisfied with the existing US 101 bike and pedestrian crossings
- Very concerned about smog



FIGURE 33: NORTHBOUND US 101 IN PISMO BEACH

Segment 5

Segment Overview

Limits

South Higuera Street to SR 58 (PM 24.296/37.863)

Designations

Segment 5 serves primarily as a 4-lane freeway with 4- and 6-lane expressway and conventional highway sections. The route is a 4-lane freeway from the southern limit of the segment beginning at South Higuera Street through the City of San Luis Obispo. The route then transitions to a 6-lane expressway and conventional highway through the Cuesta Grade and reduces to a 4-lane facility from north of the Cuesta Grade to SR 58 in Santa Margarita.

Historical Conditions

In 2010, the highest demand occurred between Madonna Road Interchange and South Higuera Street, with an AADT of approximately 62,000.

Segment 5 contains multiple at-grade intersections located on the Cuesta Grade between the City of San Luis Obispo and SR 58.

Background

Segment 5 serves as a principal arterial for the City of San Luis Obispo and accommodates interregional travel, tourism, goods movement, and commuter traffic.

Segment	5
Freeway & Expressway	Yes
National Highway System	Yes
Strategic Highway Network	Yes
Scenic Highway	Eligible
Interregional Road System	Yes
High Emphasis	Yes
Focus Route	Yes
Functional Classification	Other Freeway or Expressway
Goods Movement Route	Yes
Truck Designation	National Network
Primary & Secondary System	Primary
Rural/Urban/Urbanized	Urban Area and Rural
Metropolitan Planning Organization	SLOCOG
Regional Transportation Planning Agency	SLOCOG
Congestion Management Agency	SLOCOG
Local Agency	San Luis Obispo County and City of San Luis Obispo
Tribes	N/A
Air District	San Luis Obispo Air Pollution Control District
Terrain	Rolling to Mountainous

Historical Mobility Conditions

Based on the TCR, two time periods were assessed for Mobility Conditions specific to segments of the US 101.

Baseline year 2010 / Existing Mobility Conditions:

- Peak hour volumes from South Higuera Street to Los Osos Valley Road create high congestion levels

Horizon year 2035 / Forecasted Mobility Conditions:

Forecasted mobility conditions are considered with “build” conditions. “Build” conditions, per the US 101 TCR, are the forecasted conditions assuming completion of all projects included in the constrained Regional Transportation Plans.

- Peak hour volumes between Madonna Road and South Higuera Street are projected to exceed capacity in the southbound direction; the same location is projected to operate at moderate-to-high congestion levels in the northbound direction

Challenges Identified by Stakeholders

In addition to these mobility conditions, a variety of other challenges were cited during the Partner and Stakeholder Efforts as part of the US 101 Business Plan. These challenges are documented in Chapter 6.

- Dissatisfied with the existing US 101 bike and pedestrian crossings
- Very concerned about smog



FIGURE 34: TRUCKS STOPPED AT THE TOP OF THE GRADE IN SAN LUIS OBISPO. PHOTO WAS TAKEN FROM THE EAST CUESTA RIDGE ROAD PARKING LOT.

Segment 6

Segment Overview

Limits

SR 58 to SR 46 East (PM 37.863/57.900)

Designations

Segment 6 is a 4-lane freeway. This segment is 20.4 miles travelling through rolling terrain beginning at SR 58 and extending to SR 46 East in Paso Robles.

Historical Conditions

AADT is expected to grow by 570-1,700 vehicles per year. In 1994, AADT volumes ranged from 24,000 to 41,000. In 2010, volumes increased to a range of 32,000 to 63,000. AADT is expected to continue to increase by 2035 to a range of 47,000 to 100,000. The most congested location is at SR 46 West, with AADT of 63,000.

Background

Segment 6 serves regional and interregional traffic by providing connectivity with east/west routes SR 58, SR 41, and SR 46. US 101 also serves the local circulation needs of Atascadero, Templeton, and Paso Robles.

Historical Mobility Conditions

Based on the TCR, two time periods were assessed for mobility conditions specific to segments of the US 101.

Baseline year 2010 / Existing Mobility Conditions:

- Demand exceeds capacity in both

Segment	6
Freeway & Expressway	Yes
National Highway System	Yes
Strategic Highway Network	Yes
Scenic Highway	Eligible
Interregional Road System	Yes
High Emphasis	Yes
Focus Route	Yes
Functional Classification	Other Freeway or Expressway
Goods Movement Route	Yes
Truck Designation	National Network
Primary & Secondary System	Primary
Rural/Urban/Urbanized	Primarily Urban Area with Rural
Metropolitan Planning Organization	SLOCOG
Regional Transportation Planning Agency	SLOCOG
Congestion Management Agency	SLOCOG
Local Agency	San Luis Obispo County, City of Atascadero, and City of El Paso de Robles
Tribes	N/A
Air District	San Luis Obispo Air Pollution Control District
Terrain	Rolling

northbound and southbound directions between Atascadero and Paso Robles
Horizon Year 2035 / Forecasted Mobility Conditions:

Forecasted mobility conditions are considered with “build” conditions. “Build” conditions, per the US 101 TCR, are the forecasted conditions assuming completion of all projects included in the constrained Regional Transportation Plans.

- Northbound traffic volumes are expected to exceed capacity between Santa Rosa Road and South Spring Street
- Southbound traffic volumes are expected to exceed capacity between South Spring Street and Curbaril Avenue

Challenges Identified by Stakeholders

In addition to these historical mobility conditions, a variety of other challenges were cited during the Partner and Stakeholder Efforts as part of the US 101 Business Plan. These challenges are documented in Chapter 6.

- Dissatisfied with the existing US 101 bike and pedestrian crossings
- Very concerned about smog



FIGURE 35: VEHICLES STOPPING ALONG THE NORTHBOUND RIGHT SHOULDER OF US 101 IN PASO ROBLES. THE US 101/SR 46 OFF-RAMP FREQUENTLY EXPERIENCES CONGESTION AND STOPPAGES AS TRAVELERS DEPART FOR SR 46.

Segment 7

Segment Overview

Limits

State Route 46 East to First Street in King City (PM 57.900/R39.7)

Designations

This segment is a 4-lane freeway from the San Luis Obispo County Line to King City.

Historical Conditions

This segment experiences low congestion in the northbound and southbound directions. Little to no daily vehicle growth is expected for the segment. In 2010, the AADT volumes ranged from 17,000 to 23,000. AADT is expected to slowly increase to 31,000 by 2035. The highest AADT volumes are located at North Spring Street.

Background

The route accommodates significant amounts of interregional traffic, including commercial, agricultural, tourism, business, and military transport. This segment serves Fort Hunter-Liggett and provides a critical link for emergency response to the southern Monterey County coastal communities.

Historical Mobility Conditions

Based on the TCR, two time periods were assessed for mobility conditions specific to segments of the US 101.

Segment	7
Freeway & Expressway	Yes
National Highway System	Yes
Strategic Highway Network	Yes
Scenic Highway	No
Interregional Road System	Yes
High Emphasis	Yes
Focus Route	Yes
Functional Classification	Other Freeway or Expressway
Goods Movement Route	Yes
Truck Designation	National Network
Primary & Secondary System	Primary
Rural/Urban/Urbanized	Primarily Rural with Urban Clusters
Metropolitan Planning Organization	SLOCOG & AMBAG
Regional Transportation Planning Agency	SLOCOG & TAMC
Congestion Management Agency	SLOCOG & TAMC
Local Agency	San Luis Obispo County, City of El Paso de Robles, Monterey County
Tribes	N/A
Air District	Santa Barbara Air District and San Luis Obispo Air District and Monterey Bay Air Resources District (MBARD)
Terrain	Mostly Flat with some Rolling area

Baseline year 2010 / Existing Mobility Conditions:

The TCR did not identify mobility issues within the segment limits.

Horizon Year 2035 / Forecasted Mobility Conditions:

Forecasted mobility conditions are considered with “build” conditions. “Build” conditions, per the US 101 TCR, are the forecasted conditions assuming completion of all projects included in the constrained Regional Transportation Plans.

The TCR did not identify mobility issues within the segment limits.

Challenges Identified by Stakeholders

A variety of challenges were cited during the Partner and Stakeholder Efforts as part of the US 101 Business Plan. These challenges are documented in Chapter 6.

- Dissatisfied on the current amount of transit, bicycle, and/or pedestrian options
- Dissatisfied with the existing amount of EV-charging stations
- While infrequent, military motorcade and heavy equipment movement to and from Fort Hunter Liggett can create congestion related delays and travel time reliability impacts along this segment



FIGURE 36: VIEW OF CAMP ROBERTS IN SAN MIGUEL FROM US 101.

Segment 8

Segment Overview

Limits

First Street in King City to Airport Boulevard in City of Salinas (PM R39.7/85.6)

Designations

A five-mile section of 4-lane expressway extends between King City and Greenfield. There is a small segment of freeway through Greenfield, and then US 101 transitions into an expressway facility until southern Soledad where it again turns into a 4-lane freeway through Gonzales.

North of Gonzales, it turns into a four-lane expressway and then back to a freeway at the southern Salinas city limits. Segment 8 has multiple at-grade intersections within the expressway portions of the route.

Historical Conditions

There is low congestion with one portion of moderate congestion in the southbound direction between Gonzalez and Salinas. In the 2035 horizon year, congestion is expected to appear between Soledad and Chualar in the northbound direction.

Background

The route accommodates significant amounts of interregional traffic, including commercial, agricultural, tourism, business, and military transport. US 101 also serves commuter traffic. It links City of Salinas with other areas in the Salinas Valley, including the rural

Segment	8
Freeway & Expressway	Yes
National Highway System	Yes
Strategic Highway Network	Yes
Scenic Highway	No
Interregional Road System	Yes
High Emphasis	Yes
Focus Route	Yes
Functional Classification	Other Freeway or Expressway
Goods Movement Route	Yes
Truck Designation	National Network
Primary & Secondary System	Primary
Rural/Urban/Urbanized	Primarily Rural with Urban Clusters
Metropolitan Planning Organization	AMBAG
Regional Transportation Planning Agency	TAMC
Congestion Management Agency	TAMC
Local Agency	Monterey County, King City, City of Greenfield, City of Soledad, and City of Gonzalez
Tribes	N/A
Air District	Monterey Bay Unified Air Pollution Control District
Terrain	Mostly Flat with some Rolling area

communities of Greenfield, Soledad, Gonzales, and King City. Commute traffic includes travel for Salinas agriculture processing, Salinas Valley State Prison, and a correctional training facility.

Within the expressway portions of the segment between King City and the City of Salinas, there are multiple at-grade access locations with median openings. These access points impact mobility on US 101 through the Salinas Valley due to the speed differential of vehicles entering the highway and mainline traffic. In the Salinas Valley area this poses a particular operational challenge for the large number of truck users that access the route at slower speeds. Conversion of expressway portions of the route to freeway through implementing access management strategies should be pursued through coordination with TAMC and adjacent local jurisdictions.

This will work toward the ultimate concept of freeway conversion. Strategies to discuss include interchange improvements, parallel frontage road development, and other operational improvements.

Historical Mobility Conditions

Based on the TCR, two time periods were assessed for mobility conditions specific to segments of the US 101.

Baseline year 2010 / Existing Mobility Conditions:

- Access points impact mobility on US 101 through Salinas Valley due to the speed differential of vehicles entering and existing (including left turning movements across high-speed traffic) the highway and mainline traffic
- Conversion of expressway portions of the route to freeway through implementing access management strategies should be pursued through coordination with TAMC and adjacent local jurisdictions. This will work toward the ultimate concept of freeway conversion. Strategies to discuss include interchange improvements, parallel frontage road development, and other operational improvements

Horizon Year 2035 / Forecasted Mobility Conditions:

Forecasted mobility conditions are considered with “build” conditions. “Build” conditions, per the US 101 TCR, are the forecasted conditions assuming completion of all projects included in the constrained Regional Transportation Plans.

- Addressing the access management challenges discussed above would mitigate and minimize future mobility challenges

Challenges Identified by Stakeholders

In addition to these mobility conditions, a variety of other challenges were cited during the Partner and Stakeholder Efforts as part of the US 101 Business Plan. These challenges are documented in Chapter 6.

- Dissatisfied with the existing amount of EV-charging stations
- Dissatisfied on the current amount of transit, bicycle, and/or pedestrian options

- Dissatisfied with the current availability of Park & Ride lots along US 101
- Very concerned about smog
- Safety concerns between Salinas and Chualar
- Facilities/interchanges were described as “outdated” and unable to accommodate growth – “they are designed for previous populations”
 - This creates limited space for bikes and pedestrians for crossing
 - Soledad and Gonzalez referenced “1960’s-era interchanges”
- Safety and congestion concerns impact alternative routes
- Operational issues in South Salinas and transit issues
 - Closely spaced ramps, weaving issues, short acceleration/deceleration lanes
- Lack of frontage roads/alternative routes
 - Need route between Soledad and Gonzales and between Old Stage Rd and Metz Rd
 - Vital for emergency purposes
- Presence of slow agriculture truck traffic mixed with fast passenger vehicle traffic
- During peak agricultural harvest season, primarily in the summer, large volumes of freight trucks can back up onto US 101 off-ramps, blocking traffic and causing safety and congestion concerns
 - Similarly, large volumes of freight trucks can back up onto major arterials when entering US 101 onramps causing similar issues in the local jurisdiction
- Transportation costs may make or break the health of agricultural businesses
- Monterey County is experiencing VMT uniqueness since transportation is fundamental to agriculture and other sectors that comprise the base economy



FIGURE 37: TRUCKS TURNING AGAINST TWO LANE TRAFFIC SOUTH OF GONZALES.

Segment 9

Segment Overview

Limits

Airport Boulevard to Sala Road north of City of Salinas (PM 85.6/92.2)

Designations

Segment 9 is designated as a 4-lane freeway and expressway with flat urban terrain. The segment begins as freeway at Airport Boulevard and transitions to expressway at Espinosa Road. This segment carries heavy commercial, recreational, and commuter traffic. Airport Boulevard and Sanborn Road are significant access points for trucks serving the industrial and agricultural processing hubs in Salinas.

Historical Conditions

This segment experiences high congestion during the PM peak in the southbound direction between East Market Street and SR 183. In the 2035 horizon year, congestion is expected to be moderate from Sanborn Road to SR 183 in the northbound direction and between Boronda Road and SR 68 in the southbound direction.

Background

This segment accommodates significant levels of daily local traffic and serves as a principal arterial for interregional traffic and goods movement.

Segment	9
Freeway & Expressway	Yes
National Highway System	Yes
Strategic Highway Network	Yes
Scenic Highway	No
Interregional Road System	Yes
High Emphasis	Yes
Focus Route	Yes
Functional Classification	Other Freeway or Expressway
Goods Movement Route	Yes
Truck Designation	National Network
Primary & Secondary System	Primary
Rural/Urban/Urbanized	Urban Area
Metropolitan Planning Organization	AMBAG
Regional Transportation Planning Agency	TAMC
Congestion Management Agency	TAMC
Local Agency	Monterey County and City of Salinas
Tribes	N/A
Air District	Monterey Bay Unified Air Pollution Control District
Terrain	Flat

Historical Mobility Conditions

Based on the TCR, two time periods were assessed for mobility conditions specific to segments of the US 101.

Baseline year 2010 / Existing Mobility Conditions:

- Afternoon congestion between East Market Street and SR 183

Horizon Year 2035 / Forecasted Mobility Conditions:

Forecasted mobility conditions are considered with “build” conditions. “Build” conditions, per the US 101 TCR, are the forecasted conditions assuming completion of all projects included in the constrained Regional Transportation Plans.

- Closely spaced interchanges in the City of Salinas create US 101 mobility challenges
- Interchange reconfiguration strategies should be developed in partnership with the City of Salinas in order to optimize long-term mobility of US 101

Challenges Identified by Stakeholders

In addition to these historical mobility conditions, a variety of other challenges were cited during the Partner and Stakeholder Efforts as part of the US 101 Business Plan. These challenges are documented in Chapter 6.

- Dissatisfied with the existing amount of EV-charging stations
- Dissatisfied on the current amount of transit, bicycle, and/or pedestrian options
- Dissatisfied with the existing US 101 bike and pedestrian crossings
- Very concerned about smog
- Very concerned about the ability of fresh produce to reach your local supermarkets in the Central Coast
- Presence of slow agriculture truck traffic mixed with fast passenger vehicle traffic
- Transportation costs may make or break the health of agricultural businesses
- Park and Ride locations should be within City limits
- The County is experiencing VMT uniqueness since transportation is fundamental to agriculture and other sectors that comprise the base economy
- Job/housing imbalance
- Reports of confusion due to signage near interchanges

Segment 10

Segment Overview

Limits

Sala Road to Monterey/San Benito County Line (PM 92.2/101.3)

Designations

Segment 9 is a 4- to 6-lane expressway with terrain progressing from relatively flat at the southern end of the limits to mountainous at the northern end. Only two interchanges are located in this segment: the SR 156 West interchange and the San Miguel Canyon Road junction. Segment 10 has many at-grade intersections.

Historical Conditions

In 2035, traffic demands are expected to exceed capacity in the northbound and southbound directions from SR 156 West to the San Benito County Line.

Background

This segment has high traffic volumes. The US 101 TCR identifies the need for improved coordination and circulation between US 101 and local road networks. This segment accommodates significant amounts of regional and interregional traffic, including commercial and agricultural trucking, recreational, and business traffic.

Historical Mobility Conditions

Based on the TCR, two time periods were assessed for mobility conditions specific to segments of the US 101.

Segment	10
Freeway & Expressway	Yes
National Highway System	Yes
Strategic Highway Network	Yes
Scenic Highway	Eligible (northern portion of segment)
Interregional Road System	Yes
High Emphasis	Yes
Focus Route	Yes
Functional Classification	Other Freeway or Expressway
Goods Movement Route	Yes
Truck Designation	National Network
Primary & Secondary System	Primary
Rural/Urban/Urbanized	Urban Area and Rural
Metropolitan Planning Organization	AMBAG
Regional Transportation Planning Agency	TAMC
Congestion Management Agency	TAMC
Local Agency	Monterey County and City of Salinas
Tribes	N/A
Air District	Monterey Bay Unified Air Pollution Control District
Terrain	Mountainous

Baseline year 2010 / Existing Mobility Conditions:

- Many at-grade access and driveway access points. The speed differential from vehicles entering and exiting the highway at these locations impact mainline mobility on US 101, and access management strategies should be pursued
- The Prunedale Improvement Project, completed in 2014, helped to address some of the Segment's challenges. The project upgraded the existing four-lane facility to partially access controlled with construction of ten miles of median barrier, two new interchanges, and an overcrossing

Horizon Year 2035 / Forecasted Mobility Conditions:

Forecasted mobility conditions are considered with “build” conditions. “Build” conditions, per the US 101 TCR, are the forecasted conditions assuming completion of all projects included in the constrained Regional Transportation Plans.

- Modifications to the existing US 101/SR 156 interchange remain as one of the final pending improvements needed within this Segment.

Challenges Identified by Stakeholders

In addition to these historical mobility conditions, a variety of other challenges were cited during the Partner and Stakeholder Efforts as part of the US 101 Business Plan. These challenges are documented in Chapter 6.

- Dissatisfied with the existing US 101 bike and pedestrian crossings
- Very concerned about the ability of fresh produce to reach your local supermarkets in the Central Coast
- Very concerned about smog
- Presence of slow agriculture truck traffic mixed with fast passenger vehicle traffic
- Transportation costs may make or break the health of agricultural businesses
- Park and Ride locations should be within City limits
- The County is experiencing VMT uniqueness since transportation is fundamental to agriculture and other sectors that comprise the base economy
- Job/housing imbalance
- Visibility issues due to litter and other obstructions



FIGURE 38: SOUTHBOUND US 101 AT THE MONTEREY COUNTY LINE.

Segment 11

Segment Overview

Limits

Monterey/San Benito County Line to San Benito/Santa Clara County Line (PM 101.3/R7.5)

Designations

Segment 11 consists of rural terrain starting at the southern limits at the Monterey/San Benito County Line and concluding in the north at the San Benito/Santa Clara County Line. This segment is four lanes containing truck climbing lanes and alternating between rural freeway and expressway.

Historical Conditions

Congestion is low in both northbound and southbound directions. By the 2035 horizon year congestion is expected to increase. Traffic volumes may eventually exceed capacity in the northbound direction between SR 129 and the San Benito/Santa Clara county line.

Background

This segment is the primary route for connecting the Salinas area with Silicon Valley. Segment 11 accommodates significant amounts of interregional traffic, including commercial and agricultural trucking, and recreational traffic.

Historical Mobility Conditions

Based on the TCR, two time periods were assessed for mobility conditions specific to segments of the US 101.

Segment	11
Freeway & Expressway	Yes
National Highway System	Yes
Strategic Highway Network	Yes
Scenic Highway	Eligible (southern portion of segment)
Interregional Road System	Yes
High Emphasis	Yes
Focus Route	Yes
Functional Classification	Other Freeway or Expressway
Goods Movement Route	Yes
Truck Designation	National Network
Primary & Secondary System	Primary
Rural/Urban/Urbanized	Rural
Metropolitan Planning Organization	AMBAG
Regional Transportation Planning Agency	SBTCOG
Congestion Management Agency	NONE
Local Agency	San Benito County
Tribes	N/A
Air District	Monterey Bay Unified Air Pollution Control District
Terrain	Rolling

Baseline year 2010 / Existing Mobility Conditions:

Per the TCR, congestion remains low in the north/southbound directions. The TCR did not identify mobility issues within the segment limits.

Horizon Year 2035 / Forecasted Mobility Conditions:

Forecasted mobility conditions are considered with “build” conditions. “Build” conditions, per the US 101 TCR, are the forecasted conditions assuming completion of all projects included in the constrained Regional Transportation Plans.

- Demand is projected to exceed capacity between Chittenden Road and the San Benito /Santa Clara County line

Challenges Identified by Stakeholders

Below are challenges identified during the Partner and Stakeholder Efforts as part of the US 101 Business Plan. These challenges are documented in Chapter 6.

- Truck parking
 - US 101/SR 129
 - Local land use compatibility
- Reported safety concerns
 - US 101/SR 25 interchange
 - Backup at the off-ramps from US 101 to SR 25 causes congestion and safety issues that should be a priority
- US 101/SR 156 bottleneck compounded with Searle Road
- Google maps + Waze navigates people through local roads to avoid US 101/SR 156 traffic
 - Anzar Road
- US 101/SR 156 Park and Ride lot needs maintenance
- Peak agriculture season increases travel between Salinas Valley and Pajaro Valley
- High trucking
- Out-of-county commuting
- US 101 infrastructure
- Transportation Demand Management and EV charging in Santa Cruz County
- US 101 congestion



FIGURE 39: CROSS TRAFFIC AHEAD - SOUTHBOUND US 101 NEAR ROCKS ROAD AND CANNON ROAD IN SAN BENITO COUNTY.

US 101 Business Plan

Chapter 5: Strategies & Investments



CHAPTER 5: Strategies & Investments

This chapter explores strategies and investments in the US 101 corridor. The Business Plan defines these terms as the following: a **strategy** is a plan of action or policy designed to achieve a major or overall aim. For the Business Plan case, a strategy is the technique on how to reach the corridor's goals and vision. An **investment** is defined as the action or process of investing money for benefit or material result. For the Business Plan these investments are capital improvements, meaning a project that builds or fixes something in the corridor.

Note: The cost estimates identified in the US 101 Business Plan are planning level estimates sourced from the respective Regional Transportation Plans (RTP). Some projects might be very early in the development process (e.g. a Project Initiation Document may not be completed yet), while others might have more refined cost estimates all the way through the design phase or escalated cost estimates. Each RTP handles projects differently.

Strategies/Actions

Multi-Modal Components

MOTIVATE MODE SHIFT THROUGH INNOVATIVE STRATEGIES

The value of California's integrated transportation system is far greater than the sum of its parts. That is why local, state, and regional agencies are increasingly taking a holistic approach to transportation planning, adopting Complete Streets plans and multimodal corridor plans to ensure that infrastructure is seamlessly integrated, well-connected, and supports all modes and users. We look to provide efficient, reliable, and sustainable goods movement that reduces health impacts on underserved communities and supports diverse, equitable, and sustained economic development through interregional transportation.

Rapid changes to travel behavior necessitates Caltrans to continually monitor our goals and priorities, as well as the way we operate and manage the multimodal transportation network. To that end, we are working closely with our partner organizations to modernize and integrate transportation services and create seamless transitions between various modes of travel — all with the goal of improving the experience of each system user. Caltrans will continue to increase investment in our bicycle, pedestrian, rail, and transit travel networks. We seek to leverage new technologies when possible. We will emphasize creating greater access for historically underserved communities.

The following list summarizes future strategies planned for the corridor:

- Use operational strategies and incentives to reduce vehicle miles traveled (VMT) through increased high occupancy modes, active transportation, and other Transportation Demand Management (TDM) methods.
- Improve network operations and invest in networks for walking, cycling, transit, rail, and multimodal trips.

- Better utilize technology and data to create a seamless multimodal travel experience and improve travel demand management.
- Optimize and expand equitable pricing.²⁷
- Increase the competitiveness of transit, shared mobility, and active transportation options.
- Optimize system performance for all modes.

Sustainability Components

SUPPORT STATE'S CLIMATE CHANGE SCOPING PLAN AND MITIGATE IMPACTS OF CLIMATE CHANGE

Now more than ever before, the climate crisis is directly impacting the health and safety of all Californians and disproportionately affecting our low-income communities and communities of color. Climate change is exacerbating natural disasters, with extreme heat, drought, and wildfires devastating communities, and rising sea levels threatening our coastline. While we have made great strides to advance Complete Streets and zero emission vehicles (ZEV), pilot new materials and renewable fuels, and investigate nature-based solutions²⁸, the severity of the climate crisis simply demands that we do more. As the stewards and owner/operator of the state's transportation network, we must do our part to reduce the environmental impact of our system by not only reducing greenhouse gas emissions (GHG) from our operations, but also strengthening the resiliency of the transportation system to withstand and recover from the worsening effects of climate change.

To mitigate the impacts of climate change we intend to:

- Develop and start implementing a Caltrans Climate Action Plan that incorporates measures such as California State Transportation Agency (CalSTA) Climate Action Plan for Transportation Infrastructure.
- Accelerate the sustainable freight sector transformation and establish a robust Climate Action program of education, training, and outreach.
- Lead the effort to collaborate with our local partners and stakeholders on climate action.
- Establish a VMT monitoring and reduction program.
- Engage with communities most vulnerable to climate change impacts to inform development and implementation of Climate Action activities.

²⁷ "Roadway pricing programs in California—whether at the state, local, or regional level—should prioritize fair and equitable payment by implementing means-based fee structures, exemptions, tax deductions, and/or other mitigations for low- and middle-income Californians and those who do not have any feasible alternatives to driving." – Page 122, [California Transportation Plan 2050](#)

²⁸ "Nature-based solutions use natural materials and processes to reduce erosion, wave damage, and flood risks, serving as alternatives to, or ecological enhancements of, traditional shoreline stabilization and infrastructure protection techniques. Examples include conservation, restoration, or construction of beaches, dunes, marsh, mangroves, maritime forests, and reefs." – [Federal Highway Administration on nature-based solutions](#)

REDUCE GREENHOUSE GAS EMISSIONS

On September 20, 2019, Governor Newsom issued Executive Order (EO) N-19-19, which calls for actions from multiple state agencies to reduce GHG emissions and mitigate the impacts of climate change. This includes a direct acknowledgment of the role the transportation sector must play in tackling climate change. The order states: California has ambitious and essential climate goals to transition to a healthier, more sustainable, and more inclusive economy, including reducing GHG emissions to 40% below 1990 levels by 2030.

Strategies to address GHG reduction should include:

- Identify and pursue opportunities to make the public right-of-way available for ZEV charging infrastructure.
- Expand California's designated Alternative Fuel Corridors to support strategic placement of charging stations for electric, hydrogen-fuel cell, ethanol-fuel (also referred to as E85 and flex fuel), and natural gas-powered vehicles.
- Expand cross-agency coordination and collaboration at the State, regional, and local level to develop a network of ZEV charging infrastructure.
- Expand vehicle truck ZEV charging infrastructure.
- Support freight alternatives to decrease truck VMT.
- Expand express bus service consistent with the California Intercity Bus Study.
- Include investments in light, medium, and heavy-duty ZEV infrastructure as part of larger transportation projects.
- Support the innovation and development of the ZEV market and help ensure ZEVs are accessible to all, particularly to those in more rural or remote communities.

CASE STUDY: SUCCESSFUL ADAPTATION EXAMPLES

The California Air Resources Board (CARB) approved the Innovative Clean Transit regulation in 2018, a first-of-its kind regulation in the U.S. The regulation sets a statewide goal for California's public transit agencies to transition to an all zero-emission bus fleet by 2040. When fully implemented, the Innovative Clean Transit regulation is expected to reduce GHG emissions by 19 million metric tons from 2020 to 2050—the equivalent of taking four million cars off the road. Through this regulation, California's public transit agencies will continue to play a pivotal role in meeting the state's air quality and climate goals.

BROADBAND

The transportation system plays an important role in providing Central Coast residents with Internet access. Information communications technologies (ICT) that enable broadband connectivity, such as fiber optics and 5G technology, are often embedded in our transportation infrastructure. "Dig once" policies have already helped ensure that transportation investments go hand-in-hand with broadband deployment. This requires additional inter-agency coordination, planning, and partnerships to strategically advance broadband deployment statewide, especially in rural and underserved areas that have historically lacked high-speed internet access. Expanding internet access

also reduces traffic congestion and vehicle emissions by enabling many office workers to work from home and therefore reducing the total amount of travel throughout the region. According to a 2007 American Consumer Institute Center for Citizen Research²⁹, telecommuting will reduce greenhouse gas emissions by 247.7 million tons over 10 years due to less driving. These are long-standing priorities which can be supported by increasing telework and integrating smart cities considerations throughout broadband deployment to make better use of existing transportation facilities.

Health Components

COMPLETE STREETS AND SOCIAL EQUITY

Caltrans Deputy Directive 64-R2 requires Caltrans to implement Complete Streets that provide for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the State Highway System. Paired with extensive efforts to expand Complete Streets at the local and regional level, this directive helps ensure that Californians have safer and more convenient access to active transportation options. Every complete street looks different, according to its context, community preferences, the types of road users, and their needs.

The California Transportation Plan 2050 includes the following strategies:

- Prioritize projects that include Complete Street elements such as protected bicycle lanes, expanded sidewalks, Americans with Disabilities Act (ADA) accessible infrastructure, and those that provide first/last mile transit access.
- Require multimodal project components and Complete Streets upgrades during maintenance, preservation, and rehabilitation activities, where feasible.
- Expand statewide campaigns to encourage active transportation and educate both active transportation users and drivers about safety.
- Expand funding for active transportation projects at the state, local, and regional level.
- Expand active transportation funding specifically for marginalized communities and center communities in the planning and decision-making process.
- Revise permitting and standards to support local and regional agencies in implementing active transportation projects on state-owned right-of-way.

Caltrans intends to prioritize networks of safe and accessible bicycle and pedestrian infrastructure, particularly by closing gaps on portions of the State Highway System that intersect local active transportation and transit networks or serve as small town or rural main streets, with a focus on investments in low-income and disadvantaged communities throughout the state.

Future plans need to strengthen our commitment to social and racial equity by reducing public health and economic harms and maximizing community benefits to disproportionately impacted disadvantaged communities, low-income communities,

²⁹ <https://www.theamericanconsumer.org/2007/10/broadband-services-economic-and-environmental-benefits/>

and Black, Indigenous, and People of Color (BIPOC) communities, in urbanized and rural regions, and involve these communities early in decision-making. Investments will need to avoid placing new or exacerbating existing burdens on these communities.

Future projects should avoid, and work to address, transportation related disparities in underserved communities. We should plan and design transportation facilities to support vibrant, livable places, with a focus on addressing the needs and concerns of underserved communities. Collaboration with partner agencies will also be critical for making equity and inclusion central in funding decisions.

CASE STUDY: SUCCESSFUL COMPLETE STREETS EXAMPLES

In coordination with Caltrans District 1 and funding support from a Caltrans Sustainable Transportation Planning Grant award, the Karuk Tribe led the Orleans Community Connectivity project to redesign a walkable, bikeable, and safe community core. The project extends three quarters of a mile along Highway 96 in Humboldt County and includes reducing travel lane widths, adding pedestrian crossings, and enhancing safety by building a multiuse path on both sides of the highway with buffers to separate nonmotorized traffic. The project is anticipated to positively influence community values, public health, and economic conditions

Priority Project Types

The US 101 Business Plan has identified five Priority Project Types, which are linked directly to the Plan's goals. The Priority Project Types were identified based on the impact the specific project type will have on the respective Business Plan goal.

Priority Project Types

Operational Improvements & Conflict Point Reduction Projects.	
Alternative Fuel Charging Stations & Air Pollutant Reduction Projects.	
Freight & Goods Movement Improvements.	
Freeway Conversion & New Interchanges.	
Bike, Ped, Transit, Rail, & Park and Ride Improvements.	

Priority Project Type 1: Operational Improvements & Conflict Point Reduction

The first priority project type is linked to the Safety and Health goal. This priority project type applies to projects that add safety improvements and remove any conflict points on the transportation system. This also includes Access Management.

FIGURE 40: RAMP METERING IS AN EXAMPLE OF AN OPERATIONAL IMPROVEMENT



Priority Project Type 2: Alternative Fuel Charging Stations & Air Pollutant Reduction

The second priority project type is linked to the Sustainability and Climate Change goal. This priority project type applies to projects that include the addition of alternative fuel stations, such as electrical vehicle charging stations or hydrogen stations. This project type also includes projects that provide healthy transportation options (active commuting modes) which further reduce greenhouse gas emissions.

Priority Project Type 3: Freight & Goods Movement Improvements

The third priority project type is linked to the Economy goal. Projects that decrease congestion, remove bottlenecks, and provide access to jobs are a few examples of the projects included in this priority project type.

Improving the movement of freight and goods on US 101 requires projects that address freight infrastructure needs, including truck parking. Currently, US 101 has two Safety Roadside Rest Areas (SRRAs) within District 5. One is located between Santa Maria and Santa Barbara in Gaviota (SB county). The second SRRRA is located at Camp Roberts/Bradley (SLO/MON county line). Both of the SRRRA stops are at capacity and there is a demand for more truck parking.

Considering this priority project type focuses on projects that ease demand and encourage seamless goods movement, there is an assumed overlap of freight-beneficial projects with other priority project types. For instance, conflict point reduction (Priority Project Type 1) enhances the safety for trucks and passenger vehicles. In separating freight and goods movement into one priority project type, the Business Plan emphasizes freight's importance to the corridor while also recognizing mutually beneficial opportunities with other priority project types.

Priority Project Type 4: Freeway Conversion & New Interchanges



The fourth priority project type is linked to the Mobility goal. As the name suggests, it includes freeway conversion and new interchange projects. It also includes improvements to the reliability of the transportation system.

FIGURE 41: GRADE-SEPARATED INTERCHANGE

Priority Project Type 5: Bike, Ped, Transit, Rail, & Park and Ride Improvements

The last priority project type is linked to Equity. Projects like multimodal and transit improvements or Park and Ride facilities expansions fall under this priority type.

RTP Constrained Project-Goals Matrix

The following sections provide a summary of the RTP Constrained Project List for each region. These projects represent investments that are “financially constrained”, meaning that these projects are anticipated to be completed within the 25-year life of the RTP based on revenue projections. The projects listed within the Business Plan have not necessarily been vetted by Caltrans with regards to the Caltrans System Investment Strategy (CSIS) or CAPTI alignment.

Santa Barbara County Constrained Project List Summary

For the full list of constrained projects in Santa Barbara County see Appendix A.

The 2021 SBCAG RTP is the source of the projects listed in this section. There are 37 constrained projects in Segment 1, 13 in Segment 2, and 5 in Segment 3. The total cost for completing the full US 101 Business Plan list of constrained projects in Santa Barbara County is about \$1.8 Billion. There are four projects with costs that have yet to be determined and twelve projects that would benefit multiple segments (e.g. US 101 roadside safety improvements, electric bus conversion, etc.).

The cost for all constrained Alternative Fuel Charging Stations & Air Pollutant Reduction Projects in Santa Barbara County is about \$96 Million. The cost for constrained Bike, Ped, Transit, Rail, & Park and Ride Improvements is about \$441 Million. The cost for constrained Freeway Conversion & New Interchanges is about \$216 Million. The cost for constrained Operational Improvements & Conflict Point Reduction Projects is approximately \$1.06 Billion. The cost for constrained Freight & Goods Movement Improvements is considered in each of the priority project types listed above.

The list below shows an excerpt of the constrained project list. Depicted are all projects that fulfill all of the goals criteria in Santa Barbara County. For the full project descriptions, cost estimates, and other constrained projects, see Appendix A.

- Carpool and Vanpool Program Support - Support the county-wide carpool and vanpool programs, including, employer outreach and counseling, carpool matching system management, vanpool formation assistance, community education and outreach, general marketing, and incentives.
- Cottage Hospital Access (Las Positas/Mission SB Aux Lane) - Circulation improvements on US 101 from Las Positas Rd to Mission St in the City of Santa Barbara
- Interchange Improvements at Cabrillo Blvd/UPPR, Los Patos and Olive Mill Road - Replace the Union Pacific Railroad bridge over Cabrillo Boulevard with a bridge meeting contemporary standards and construct capacity improvements on Cabrillo Boulevard at Los Patos. Capacity and operational improvements at the intersection of Cabrillo Boulevard and Los Patos Road. Construct roundabout to accommodate anticipated demand and alleviate existing congestion. Construct capacity and operational improvements at the intersection of Olive Mill, Coast Village Road, and US 101 northbound ramps. Build a roundabout to accommodate anticipated demand and alleviate existing congestion.

- Rincon Trail - Construct multiuse trail from US 101 Carpinteria Ave to Rincon Beach County Park in Carpinteria.
- Santa Barbara Metropolitan Transit District Fleet Electrification - Design and construction of infrastructure for electric-battery bus fleet.
- Santa Barbara Metropolitan Transit District Revenue Vehicle Replacement
- Santa Claus Lane to Carpinteria Avenue Multiuse Trail - Construct a multiuse trail from Santa Claus Lane to Carpinteria Avenue adjacent to the Sandyland Area Salt Marsh.
- South Coast 101 Multimodal Corridor Project Segments 4D & 4E - South Coast 101 HOV Lanes- Montecito/Santa Barbara.
- South Coast Regional Transit Operations and Maintenance Facility - Develop a regional transit facility to support the Clean Air Express and Coastal Express intercity bus services.
- US 101 at Glen Annie Operational Improvements
- US 101 Milpas St SB Off-Ramp Improvements
- US 101 Olive Mill Intersection Improvements - Capacity and operational improvements at northbound ramps, including a roundabout in the City of Santa Barbara.
- US 101/Betteravia Interchange Improvements - Construct a northbound loop on ramp in the southeast interchange quadrant in the City of Santa Maria.

San Luis Obispo County Constrained Project List Summary

For the full list of constrained projects in San Luis Obispo County see Appendix A.

The 2019 SLOCOG RTP is the source of the projects listed in this section. There are 26 constrained projects in Segment 4, four in Segment 5, seven in Segment 6, and one in Segment 7. There are an additional three projects that would benefit multiple segments (e.g., vehicle charging stations, electric bus conversion, etc.). The total cost for completing the full US 101 Business Plan list of constrained projects in San Luis Obispo County is about \$449 Million.

In San Luis Obispo County, the cost for constrained Bike, Ped, Transit, Rail, & Park and Ride Improvements is about \$57 Million. The cost for constrained Freeway Conversion & New Interchanges is about \$114 Million. The cost for constrained Operational Improvements & Conflict Point Reduction Projects is \$245 Million. The cost for constrained Alternative Fuel Charging Station and Air Pollutant Reduction Projects is about \$33 Million. The cost for constrained Freight & Goods Movement Improvements is considered in each of the priority project types listed above.

The list below shows an excerpt of the constrained project list. Depicted are all projects that fulfill all of the goals criteria in San Luis Obispo County. For the full project descriptions, cost estimates, and other constrained projects, see Appendix A.

- Anza Trail Segments - Construct multi-use Anza trail segment to Templeton Connector.
- Atascadero Railroad Multi-Use Path - Construct pedestrian/bike trail.

- Bob Jones Trail - Octagon Barn to Clover Ridge Ln: New connection with ped/bike facility from North Atascadero City Limits (San Ramon) to Main St. in Templeton.; Madonna Rd. to Prado Rd.: Grade separated trail crossing in the City of San Luis Obispo.
- Templeton-Atascadero Bikeway Connector - Construct multi-use Anza trail segment.
- US 101 Southbound Pismo Congestion Relief - (Phase 1): Construct S/B managed lane b/w Spyglass Ave. and Five Cities Dr; reconfigure Mattie Rd. on/off ramps, extend climbing lane in SLO County.
- US 101 Northbound Pismo Congestion Relief operational improvements
- US 101/ SR 46 East Interchange Operational Improvements

Monterey County Constrained Project List Summary

For the full list of constrained projects in Monterey County see Appendix A.

The 2022 TAMC Draft RTP is the source of the projects listed in this section. There are four constrained projects in Segment 7, eleven in Segment 8, seven in Segment 9, and five in Segment 10. There are an additional six projects that would benefit multiple segments (e.g. transit line improvements). The total cost for completing the full US 101 Business Plan list of constrained projects in Monterey County is about \$1.78 Billion.

The cost for all constrained Alternative Fuel Charging Stations & Air Pollutant Reduction Projects in Monterey County is about \$750 Million. The cost for constrained Freeway Conversion & New Interchanges is about \$834 Million. The cost for constrained Bike, Ped, Transit and Park-and-Ride Improvements is about \$176 Million. The cost for constrained Operational Improvements & Conflict Point Reduction Projects is \$22 Million. The cost for bike/ped, transit, rail, and park-and-ride improvements is about 176 Million.

The list below shows an excerpt of the constrained project list. Depicted are all projects that fulfill all of the goals criteria in Monterey County. For the full project descriptions, cost estimates, and other constrained projects, see Appendix A.

- Coast Rail Service - Establishes once daily rail service between downtown San Francisco and downtown Los Angeles with stops in Salinas, Soledad, and King City.
- Commuter Bus, Salinas Valley Transit Centers & Vanpools - Build two transit centers in the Salinas Valley (Salinas, King City) and expand commuter bus and vanpool service.
- Rail Extension to Monterey County – Phase 2 Constructs the Pajaro/Watsonville passenger rail/multimodal station.
- Rail Extension to Monterey County – Phase 3, Castroville Station constructs the Castroville passenger rail/multimodal station.
- Salinas Bus Rapid Transit - Construct Bus Rapid Transit improvements along Alisal Street and North Main Street.

- South Monterey County Transit Improvements - Increase the frequency of MST Line 23 service between King City and Salinas and constructs improvements along Abbott Street between US 101 and Romie Way in Salinas. Stops in King City, Greenfield, Soledad, Gonzales, Chualar and Salinas.
- SR 156 Expressway Conversion Phase 3 – US 101/SR 156 Interchange Improvements
- US 101 South of Salinas Improvements - Construct frontage roads and revise interchanges between Main St in Chualar and Airport Blvd in Salinas.

San Benito and Santa Cruz Counties Constrained Project List Summary

For the full list of constrained projects in San Benito and Santa Cruz Counties see Appendix A.

The 2022 SBTCOG Draft RTP is the source of the San Benito projects listed and the 2022 SCCRTC Draft RTP is the source of the Santa Cruz projects in this section. There is one constrained project in Segment 10 and eleven projects in Segment 11. The total cost for completing the full US 101 Business Plan list of constrained projects in San Benito and Santa Cruz Counties is about \$327 Million. This cost estimate does not consider the cost of one project that does not have a project cost listed as of September 2022.

The cost for constrained Bike, Ped, Transit, Rail, & Park and Ride Improvements is about \$81 Million. The cost for constrained Operational Improvements & Conflict Point Reduction Projects is about \$246 Million.

The list below shows an excerpt of the constrained project list. Depicted are all projects that fulfill all of the goals criteria in San Benito and Santa Cruz Counties. For the full project descriptions, cost estimates, and other constrained projects, see Appendix A.

- First Street Bike Route/Lane - Striping a bike lane on First Street.
- Bus-Beside-Rail Hollister to Santa Clara County - Constructing a single-lane bus route beside the existing rail, allowing bypassing traffic congestion.
- Passenger Rail Hollister to Santa Clara County - Commuter rail from Hollister to Gilroy.
- Regional Transit Connection San Benito to Salinas - Transit connection from City of Hollister to City of Salinas.
- Regional Transit Connection San Benito to Watsonville - Transit connection from City of Hollister to City of Watsonville.
- San Benito County Regional Transit Planning - Planning transit infrastructure, new service, and operational improvements.
- Union Pacific Railroad Coast Mainline Multi-Use Path - Construct a Class I, 8.81-mile multi-use path adjacent to the Union Pacific Railroad right of way.

RTP Unconstrained Project-Goals Matrix

The following sections provide a summary of the RTP Unconstrained Project List for each region. These projects represent investments that are planned within the RTP, but are not “financially constrained”, meaning that these projects are not anticipated to be completed within the 25-year life of the RTP based on revenue projections. The projects listed within the Business Plan have not necessarily been vetted by Caltrans with regards to the CSIS or CAPTI alignment

Santa Barbara County Unconstrained Project List Summary

For the full list of unconstrained projects in Santa Barbara County see Appendix A.

The 2021 SBCAG RTP is the source of the projects listed in this section. There are thirteen unconstrained projects in Segment 1, thirteen in Segment 2, and zero in Segment 3. There are an additional five projects that would benefit multiple segments (e.g., intelligent transportation systems (ITS), increase transit service, a bike share service, etc.). The total cost for completing the full US 101 Business Plan list of unconstrained projects in Santa Barbara County is about \$2.18 Billion. This number does not consider the cost of five projects that do not have a project cost listed as of September 2021.

The cost for unconstrained Bike, Ped, Transit, Rail, & Park and Ride Improvements is about \$2.03 Billion. The cost for unconstrained Freeway Conversion & New Interchanges is about \$42 Million. The cost for constrained Operational Improvements & Conflict Point Reduction Projects is \$1 Million.

San Luis Obispo County Unconstrained Project List Summary

For the full list of unconstrained projects in San Luis Obispo County see Appendix A.

The 2019 SLOCOG RTP is the source of the projects listed in this section. There are seventeen unconstrained projects in Segment 4, six in Segment 5, and eleven in Segment 6. The total cost for completing the full US 101 Business Plan list of unconstrained projects in San Luis Obispo County is about \$422 Million. This number does not consider the cost of two projects that do not have a project cost listed as of September 2021.

The cost for unconstrained Bike, Ped, Transit, Rail, & Park and Ride Improvements is about \$74 Million. The cost for unconstrained Freeway Conversion & New Interchanges is about \$239 Million. The cost for unconstrained Operational Improvements & Conflict Point Reduction Projects is \$108 Million.

Monterey County Unconstrained Project List Summary

For the full list of unconstrained projects in Monterey County see Appendix A.

The 2022 TAMC RTP is the source of the projects listed in this section. There are five unconstrained projects in Monterey County. There are 4 projects in Segment 8 including Transit and Freeway Conversion & New Interchanges projects. The total cost for completing the full US 101 Business Plan list of unconstrained projects in Monterey County is about \$261 Million.

San Benito and Santa Cruz Counties Unconstrained Project List Summary

For the full list of constrained projects in San Benito and Santa Cruz Counties see Appendix A.

The 2021 SBTCOG RTP is the source of the San Benito projects listed and the SCCRTC RTP is the source of the Santa Cruz projects in this section. There are two unconstrained projects in Segment 10 and two projects in Segment 11. The total cost for completing the full US 101 Business Plan list of unconstrained projects in San Benito and Santa Cruz Counties is about \$40 Million.

The cost for all unconstrained Alternative Fuel Charging Stations & Air Pollutant Reduction Projects is about \$1.7 Million. The cost for unconstrained Bike, Ped, Transit, Rail, & Park and Ride Improvements is about \$38 Million.

US 101 Business Plan

Chapter 6: Public Engagement Summary



CHAPTER 6: Public Engagement Summary

Introduction

The development of the US 101 Business Plan was driven by engagement strategies that centered on receiving input from partners, stakeholders, and the public. This is especially important since community support is essential for securing needed financial investments in the corridor.

Public engagement was conducted through various means throughout the Business Plan efforts. There were public Focus Group Meetings, presentations to regional Boards and TACs, and a public online survey.

Note: The majority of the public meetings occurred virtually due to the COVID-19 pandemic.

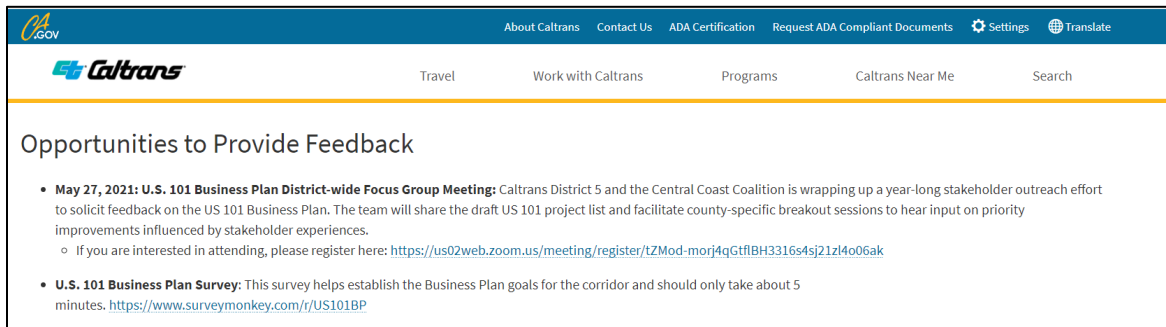


FIGURE 42: CALTRANS US 101 BUSINESS PLAN WEBSITE SHARED OPPORTUNITIES TO PROVIDE FEEDBACK

Stakeholders

The table below gives an overview of the US 101 Business Plan stakeholders. Refer to Appendix C for the complete list of stakeholders involved throughout the process

Stakeholders	Members	Role	Frequency
Steering Committee	Coalition Executive Directors and Caltrans D5 Management	Guide plan development	Regular updates at CCC meetings & as needed
Technical Advisory Committee	Coalition TAC Members	Technical assistance, provide data, reviews	Quarterly
Focus Groups	Coalition TAC Members & other Local Agency Staff pertinent to US 101	Technical assistance, provide data, reviews	Mid project

US 101 Business Plan

Board/Commission	Coalition Board Members	Receive presentations + provide input	Mid project + project completion
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Each stakeholder group is further explained below.

Steering Committee

The Steering Committee guided the Business Plan efforts throughout the development and weighed in on all the topics. This engagement occurred on a regular basis. In addition to regular status updates, the Steering Committee held key strategy meetings:

- August 22, 2019, Kickoff-Meeting – Steering Committee reviewed the Draft Charter and discussed the goals. They also received an overview of the Corridor Planning Guidebook and a summary of Business Plan best practices
- December 6, 2019, Strategy Meeting – Steering Committee guided Goals and Objectives development, discussed the Stakeholder and Public Engagement approach, and gave feedback on the scope and proposed schedule
- September 30, 2020, Strategy Meeting – Steering Committee provided comments on the proposed vision, the Business Plan outline, the Project Screening Criteria, and draft Board agendas for upcoming meetings
- October 19, 2021 – Steering Committee planned the finalization of the Plan, including final approach for presenting to Boards/Commissions.



Boards/Commissions

The Boards/Commissions helped with prioritizing improvements, the overall vision, and the commitment to partnership. The first round of the Board meetings was held in Winter 2020/2021. In these meetings the Boards were presented with an overview of the US 101 Business Plan, Business Plan segment(s) relevant to their geographic areas, and information on the upcoming Focus Group meetings. Attendance to the Focus Groups was encouraged.

- November 19, 2020, SBCOG Board
- December 2, 2020, TAMC Board
- January 6, 2021, SLOCOG Board
- January 13, 2021, AMBAG Board
- February 18, 2021, SBCAG Board

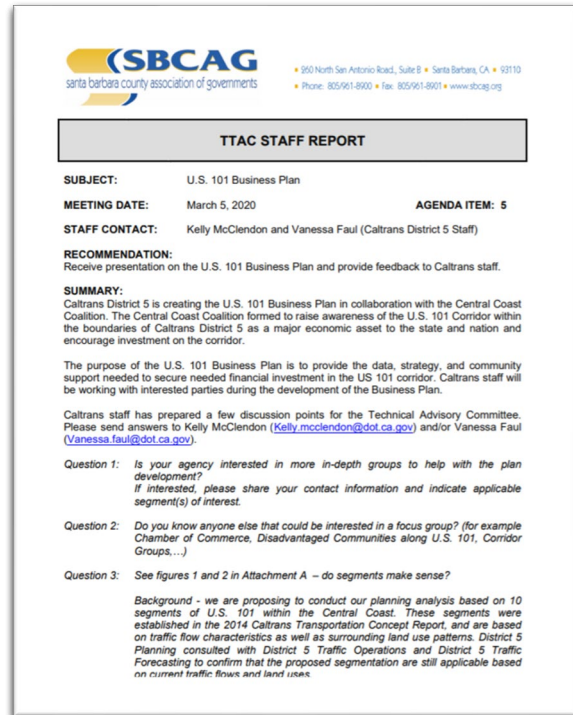
The second round of Board meetings were held in winter 2022/2023. Partner Boards received the Final Draft version of the US 101 Business Plan report and provided input as well as their support for developing the final version of the Business Plan. Official Board meeting dates are listed below:

- Nov 17, 2022 - SBCAG Board
- January 11, 2023 – AMBAG Board
- January 19, 2023 – SBCOG Board
- January 25, 2023 – TAMC Board
- February 8, 2023 – SLOCOG Board & AMBAG Board

Transportation Technical Advisory Committees (TTAC)

The TTAC is made up of partners and stakeholders. These groups assisted with confirming the Business Plan segmentation, reviewing existing conditions, discussing challenges and trends, and providing input for setting future targets appropriate for each segment as well as sharing stakeholder priorities. TTAC presentations are listed below:

- March 5, 2020, SBCAG TTAC
- May 7, 2020, TAMC TTAC
- May 7, 2020, SBCOG TTAC
- September 23, 2020, SLOCOG TTAC
- Nov 3, 2022 – SBCAG TTAC & SBtCOG TAC
- January 5, 2023 – TAMC TAC
- January 25, 2023 – SLOCOG TTAC



Focus Groups

The Focus Technical Groups were composed of Transportation Planning Officials, TAC members, and other transportation planning and implementing stakeholders from pertinent entities for each respective segment. These groups provided help on establishing baseline performance measures, future performance targets, and identifying needs. All Focus Groups were held online due to the COVID-19 pandemic.

Two rounds of Focus Groups were held. The first one was county-based and took place in Winter 2020. In this first round, the Business Plan was introduced, and the attendees provided feedback and shared their priority goals and project types through a poll.

- December 8, 2020, Santa Barbara County Focus Group
- December 8, 2020, Monterey County Focus Group
- December 10, 2020, San Benito/Northern Monterey County Focus Group
- January 27, 2021, San Luis Obispo County Focus Group

The second round was a single district-wide meeting in Spring 2021. The meeting was hosted through Zoom, which allowed for county-based breakout rooms. This allowed attendees to voice their opinions about their specific area(s) of interest.

- May 27, 2021, District-Wide Focus Group

The following stakeholder groups were also part of the public engagement process. Caltrans reached out and received input from these groups.

CHAMBERS OF COMMERCE

The chambers of commerce are advocates for the business community and the economy in the Central Coast region. Moreover, to receive and distribute goods they rely on US 101 and would take special interest in the US 101 Business Plan.

COMMUNITY GROUPS

Local community groups that are committed to working towards solutions that will improve safety along the US 101 and/or support local, regional, intrastate, and interstate trade and commerce were encouraged to participate in the US 101 Business Plan efforts. The *South of Salinas US 101 Traffic Safety Alliance* is an example of these types of community groups.

DISADVANTAGED COMMUNITIES

There are several disadvantaged communities located along US 101 within Caltrans District 5. These communities depend on the transportation system for everyday commutes and interregional travel.

AGRICULTURE GROUPS

The Central Coast is home to many agriculture businesses. They rely on freight trucks and US 101 to deliver their products to the consumers. The Business Plan included groups that are related to the agriculture sector.

RAIL GROUPS

Rail is an important alternative to US 101. The Rail Coordinators from the local transportation agencies were involved in rail discussions.

OTHER EXISTING GROUPS

The US 101 Business Plan had a broad stakeholder group to represent the diverse Central Coast. Economic organizations, transit agencies, bike groups, local colleges, minority groups, and more, were included in the Plan's efforts.

Focus Groups Takeaways

For more general info about the Focus Groups, please see the [Focus Groups](#) section above. This section will cover general challenges that were mentioned by stakeholders in the two rounds of Focus Group Meetings.

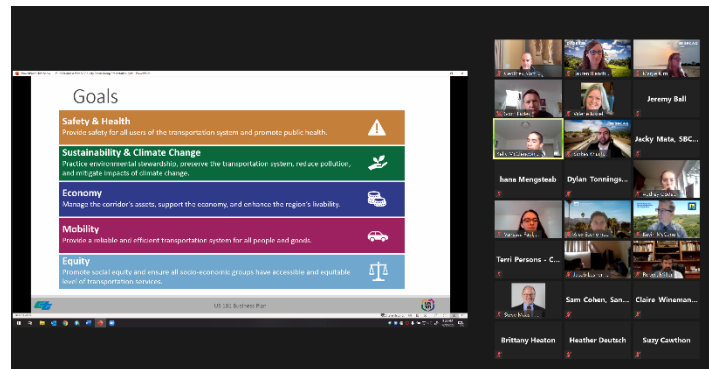


FIGURE 43 FOCUS GROUP MEETING SCREENSHOT

Location-Based Challenges Identified by Stakeholders

The location-based needs below are general county-wide themes/needs identified by stakeholders. County specific needs were identified through outreach and feedback of challenges faced by travelers in each respective segment. For additional themes and responses, please refer to the survey responses below. For additional projects and initiatives aimed at addressing these concerns, please refer to the constrained/unconstrained project list above and in Appendix A.

Santa Barbara County

Issues/Themes

Segments 1, 2, and 3:

- Peak hour congestion is high and often exceeds capacity in the southbound direction. Off-ramps back-up and leave cars stopped along US 101.
- Dissatisfied with the availability of alternative modes of travel.
- Equity issues are a concern because of a lack of available affordable housing. Much of the affordable housing options are located near areas of harmful air pollutants. The lack of affordable housing also results in higher VMT and congestion as residents are forced to drive from lower income areas to more expensive business centers for their jobs.
- Unreliable north-south travel and lack of east-west connectivity as a result of high congestion, lack of parallel roadways, trails, and alternative transportation options.
- Bike/ped safety especially at highways crossings and around schools.

US 101 Business Plan

- Lack of truck parking, park-and-ride lots, and available EV charging stations.
- Smog and air quality concerns as a result of congestion and VMT.

San Luis Obispo County

Issues/Themes

Segment(s) 4, 5, & 6:

- Congestion in sections of the corridor is having negative impacts on travel efficiency, reliability, and accessibility. There is a need for supporting Transportation Demand Management (TDM) and Transportation System Management (TSM) strategies per the 2019 RTP. TDM strategies include outreach, education, promotion, incentives, and disincentives. TSM strategies include cost efficient priority projects that enhance the corridors safety, reliability, and efficiency.
- Availability and use of park-and-ride lots is a challenge, primarily reported in segment 4.
- Safety could be addressed by way of infrastructure preservation, complete streets efforts, and other TSM strategies especially in areas of high congestion.
- Health impacts as a result of smog and other air pollutants.
- Additional funding, outreach, and cost-effective projects are needed to ensure pedestrian safety especially as it pertains to bike/ped crossings along the US 101 as well as nearby urban/suburban areas. There is a need for support of high-quality bike and pedestrian collision data in order to better inform investment strategies and priority projects.

Segment 7:

- Respondents are dissatisfied with the availability of alternative modes of transportation.
- Respondents are dissatisfied with the amount of available EV-charging stations within this segment.

Monterey County

Issues/Themes

Segment 7:

- Project need for broadband service along US 101 would help the underserved/disadvantaged community of San Ardo.
- US 101 is located between the natural flow of water from the eastern mountain range to the Salinas River. This creates flooding conditions during the rainy season that disturb transportation as well as the livelihoods of people dependent on US 101. Projects could include bridge retrofits and new interchanges.
- This segment serves Fort Hunter-Liggett and provides a critical link for emergency response to southern coastal communities.

- Need for an alternative fuel charging station and roadside rest area with broadband service. Stakeholders identified San Ardo as a potential rest area.
- Dissatisfied with the availability of alternative modes of transportation.

Segment 8:

- Need to recognize and account for disadvantaged/underserved communities (e.g., City of Greenfield, City of King City, City of Soledad, and Chualar community) and identify projects that would provide broadband service along US 101.
- US 101 is located between the natural flow of water from the eastern mountain range to the Salinas River. This creates flooding conditions during the rainy season that disturb transportation as well as the livelihoods of people dependent on US 101. Projects could include bridge retrofits and new interchanges.
- US 101 bisects the communities of Greenfield, King City, and Soledad, and active transportation projects should be identified to connect underserved communities. A Safe Routes to School project could address the issue where students living east of US 101 must walk or bike across an interchange to access the high school located west of the freeway. These projects are identified in the TAMC Active Transportation Plan.
- Alternative fuel charging stations could be planned in central business districts in the cities along the corridor.
- Monterey-Salinas Transit (MST) provides service between King City and Salinas that is critical to workers living in remote rural areas that have jobs in urban areas.
- Sections of US 101 south of Salinas have at-grade railroad crossings needed for trucks to access farm fields at uncontrolled intersections.

Segment 9:

- Segment 9 includes US 101 connections to SR 156 West and SR 68, which are critical mobility links to the coastal tourism industry. US 101 receives additional demand when SR 1 is closed due to environmental events.
- US 101 bisects the City of Salinas and active transportation and Safe Routes to School projects should be identified to connect underserved communities. These projects would be primarily located at existing interchanges.

San Benito and Santa Cruz Counties

Issues/Themes

Segment 11:

- Safety concerns had been expressed by stakeholders within the segment, especially in areas of high congestion. Stakeholders report areas of off-ramps backing up onto the highway.
- Stakeholders identified a concern for reliable movement of goods through the region.

US 101 Business Plan

- There is a lack of truck parking and park-and-ride lots. Current park-and-ride lots need maintenance.
- Stakeholders discussed pedestrian safety concerns at crossings.
- Smog and air quality concerns as a result of congestion and VMT.

Survey Results

An online Zoom poll was conducted at the May 27, 2021, virtual Focus Group Meeting. All results were downloaded and are shown in this section. Participants were encouraged to provide more information through an online survey. This SurveyMonkey poll was also shared in a Caltrans District 5 Press Release, which was picked up by a few local newspapers.

This section lists the polling questions and shows both the results from the Focus Group Meeting and from the SurveyMonkey poll. The SurveyMonkey poll had 249 respondents.



FIGURE 45 IMAGE: JUNE 8, 2021, NOOZHAWK NEWS ARTICLE EXCERPT



FIGURE 46 JUNE 14, 2021, LOPPOC RECORD NEWS ARTICLE EXCERPT

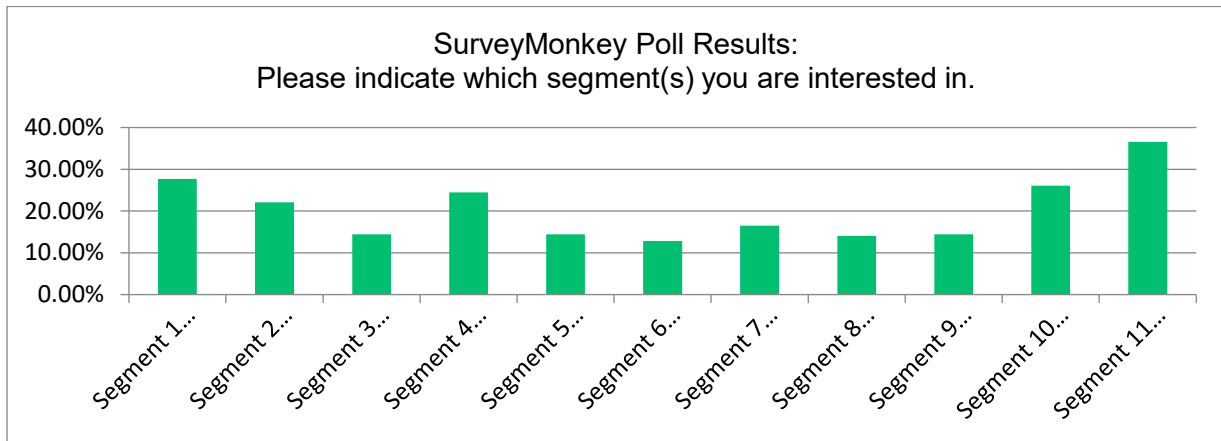
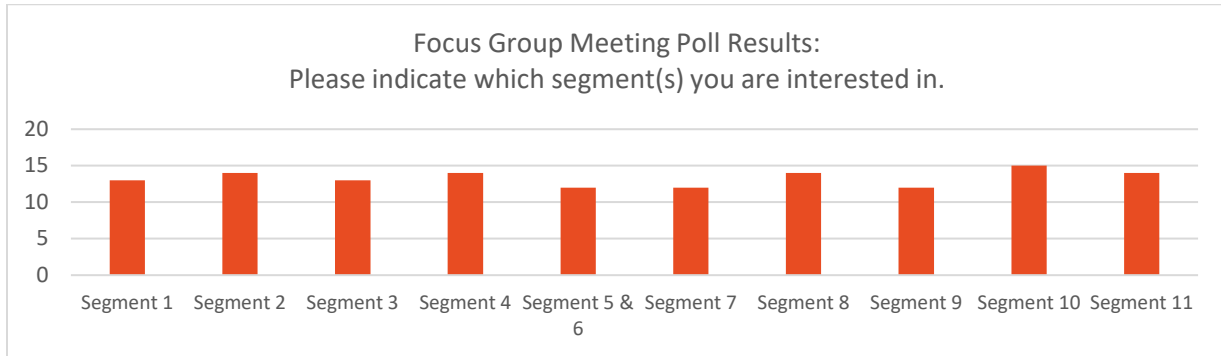


FIGURE 44 JUNE 11, 2021, BENITOLINK NEWS ARTICLE EXCERPT

Segment(s) of Interest

First, to get a better understanding of which segment(s) people are interested in, a question regarding segment(s) of interest was asked. This question also helped connect specific segments with later questions of the Focus Group Meeting Poll.

Question 1: **Please indicate which segment(s) you are interested in.**



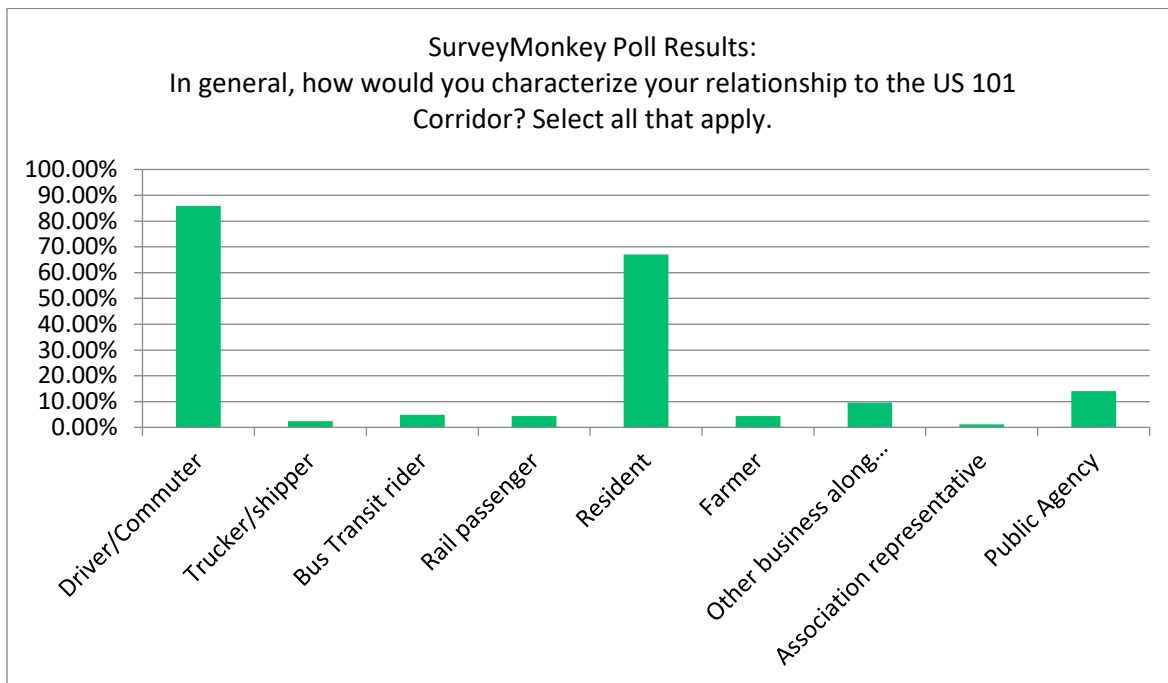
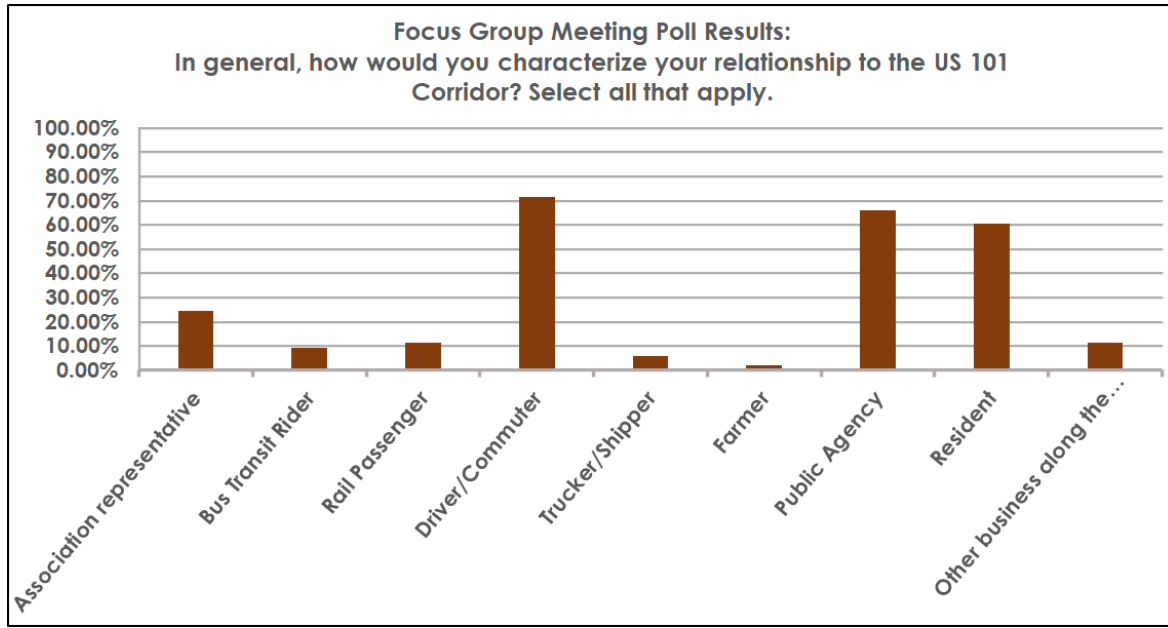
Discussion: At the Focus Group Meeting, there was a relatively even spread of interest among all segments. There were about 12-15 interested people for each segment. Segments 5 and 6 – Central San Luis Obispo County – were combined because the Zoom platform limits response options to 10 possibilities.

For the SurveyMonkey poll, there were bigger ranges in between segments. The lowest interest was for Segment 6 with only 32 respondents (about 13% of total respondents). The highest engagement number was recorded for Segment 11 with 91 respondents (about 37% of total respondents).

Relationship to the US 101 Corridor

The second question's intention was to receive information on the respondent's relationship to the corridor.

Question 2: **In general, how would you characterize your relationship to the US 101 Corridor? Select all that apply.**

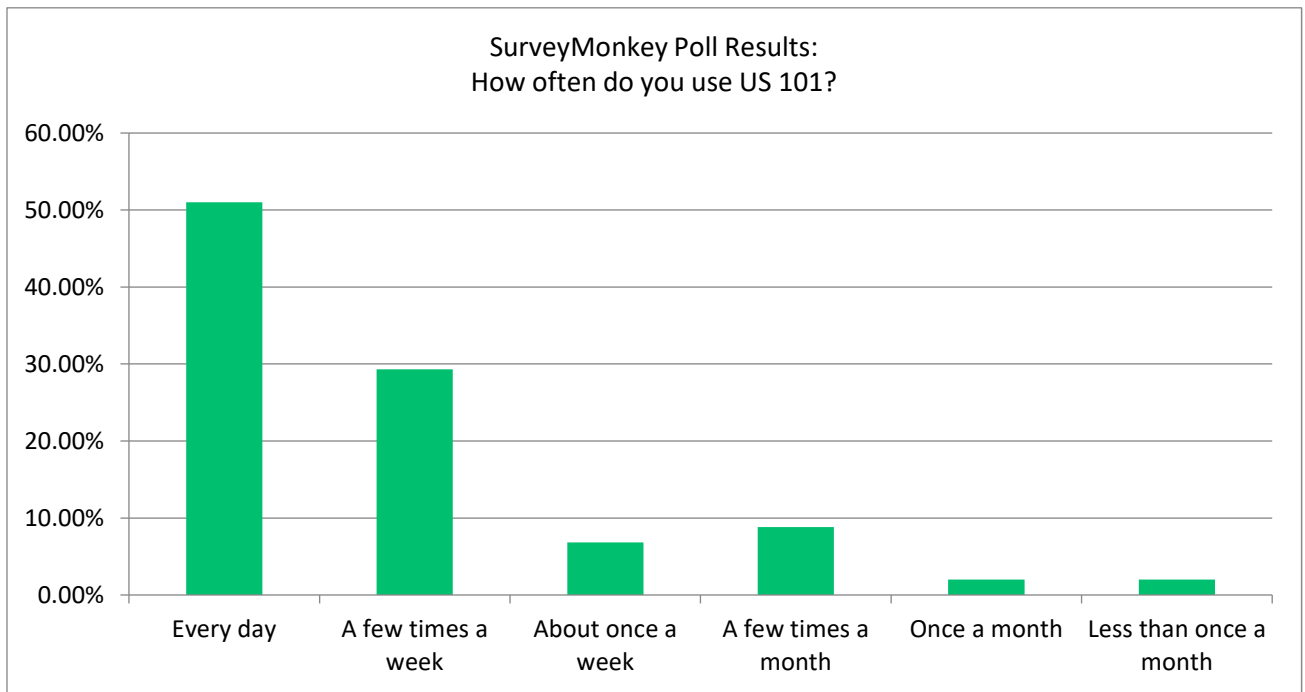
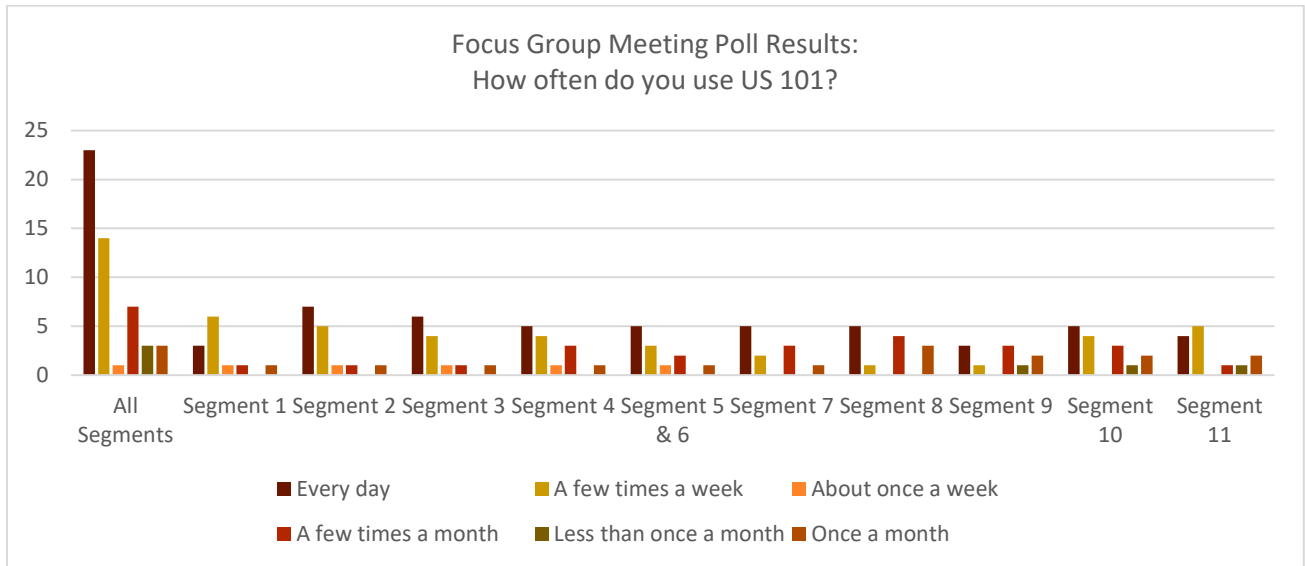


Discussion: the majority of the respondents were US 101 drivers/commuters and residents.

Frequency of Use

The third question inquired about the poll participant's US 101 use frequency.

Question 3: **How often do you use US 101?**

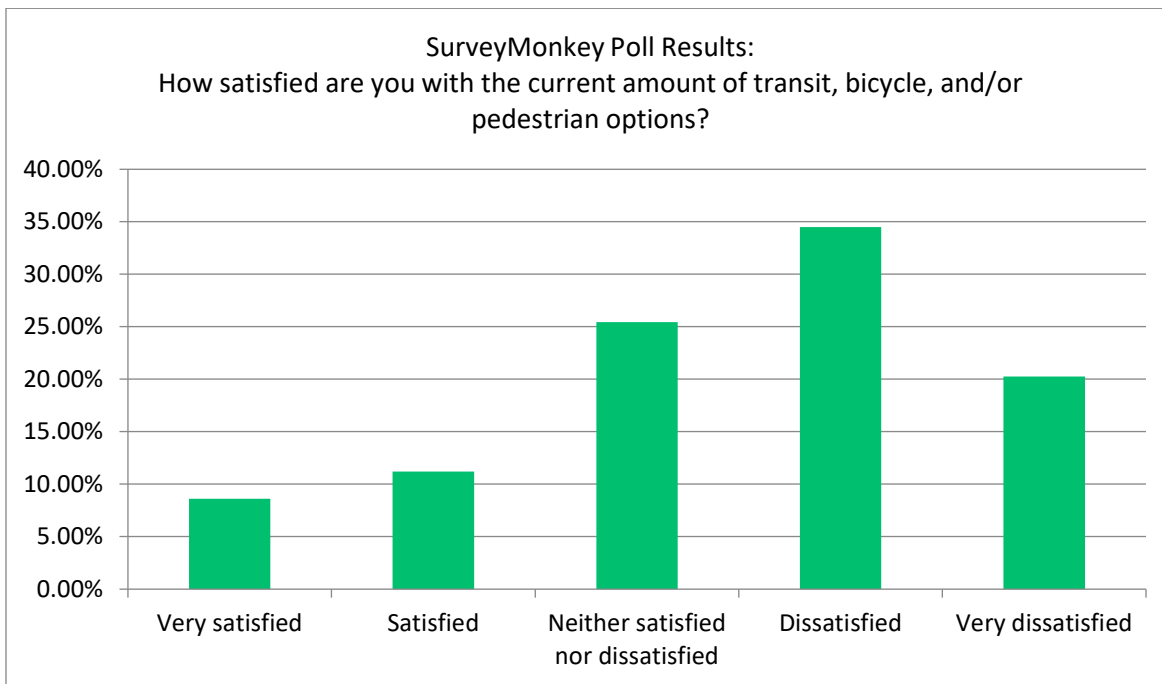
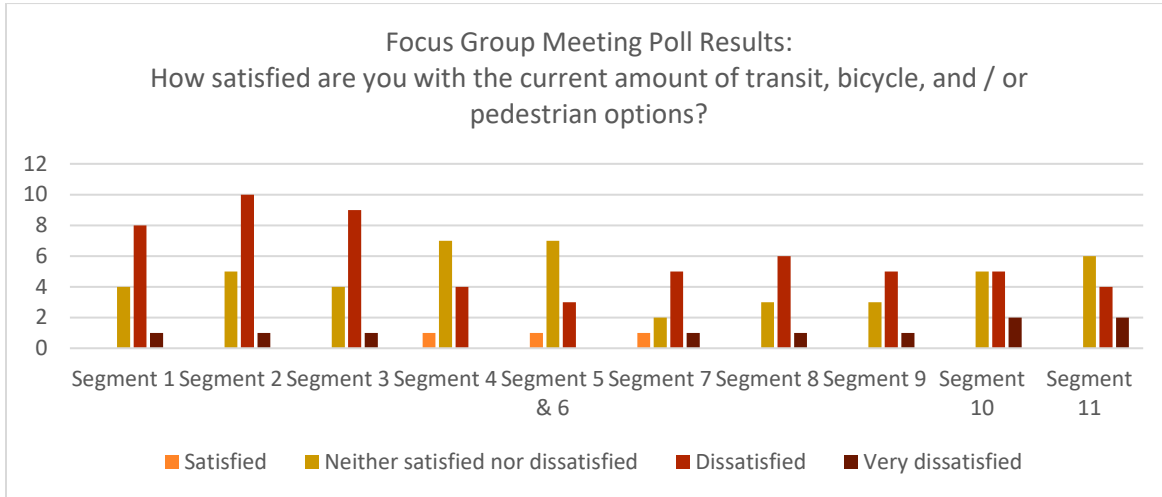


Discussion: the majority of respondents in both polls claimed that they use US 101 every day. This reflects the importance of this corridor.

Active Transportation

Moving people away from personal vehicles and offering bus/rail transit as well as walking and biking access to these modes helps reduce transportation-related emissions.

Question 4: **How satisfied are you with the current amount of transit, bicycle, and/or pedestrian options?**

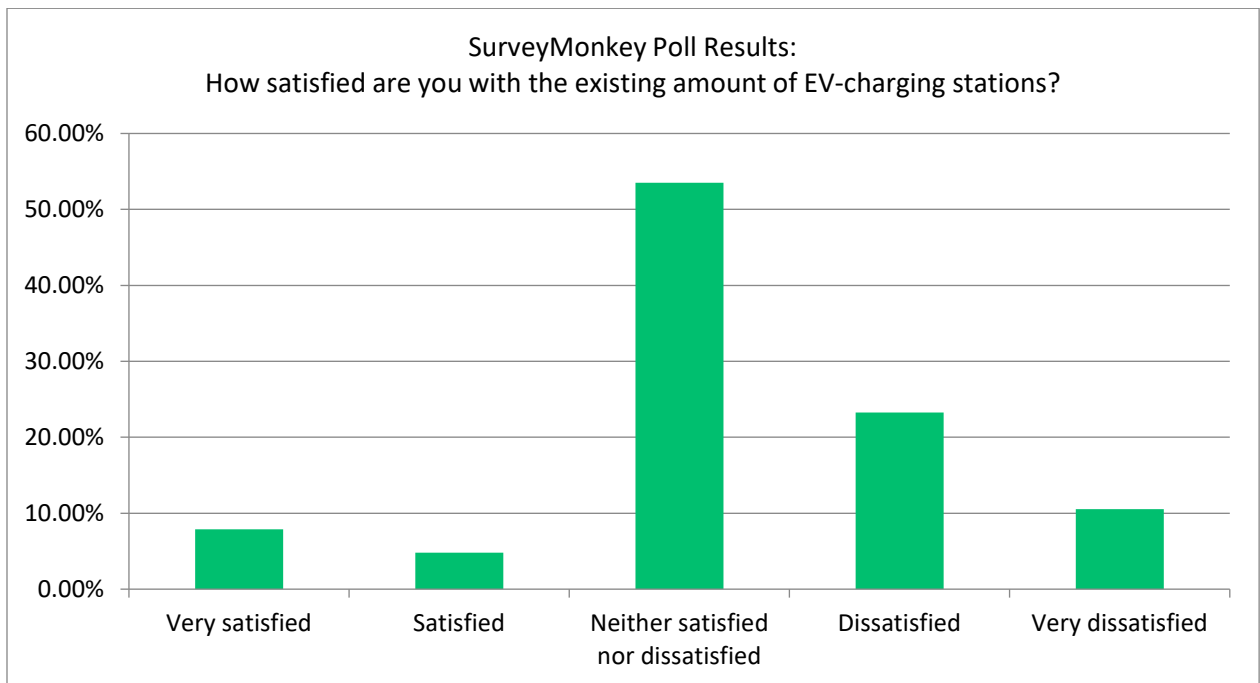
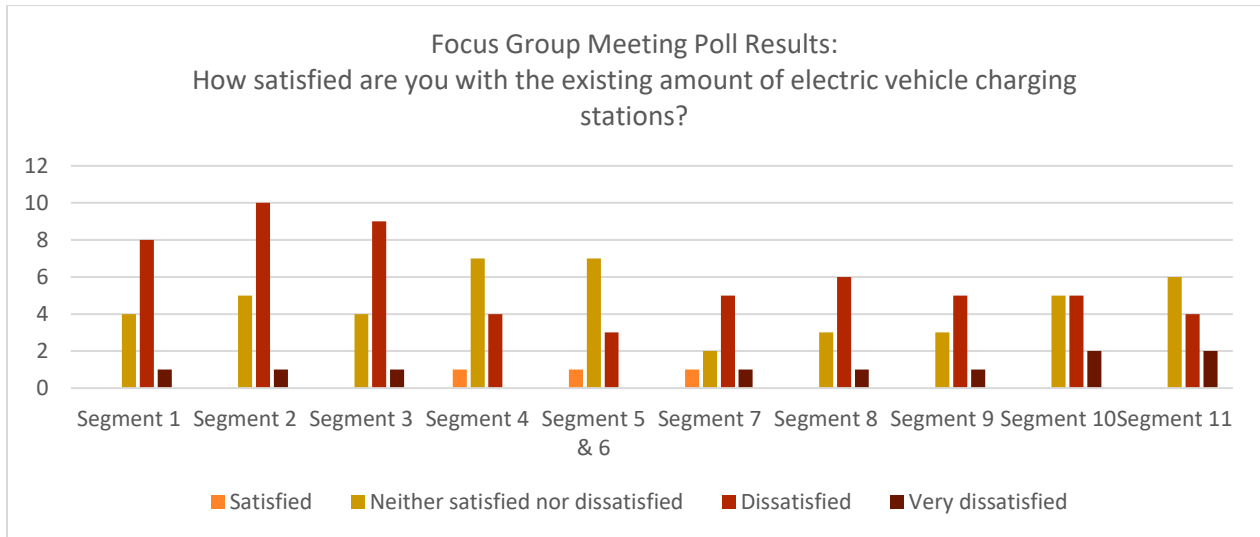


Discussion: the majority of both polls indicated that they are dissatisfied with the current amount of active transportation options. It is also interesting to note that no one in the Focus Group Meeting poll was very satisfied with the transit, bike, and pedestrian options.

Electrical Vehicle-Charging Stations

Installing more electrical vehicle (EV) charging stations along the highway will help promote EVs and reduce range anxiety for travelers and commuters in the Central Coast. Range anxiety is the fear that a vehicle has insufficient range to reach its destination and would thus strand the vehicle's occupants.

Question 5: **How satisfied are you with the existing amount of EV-charging stations?**



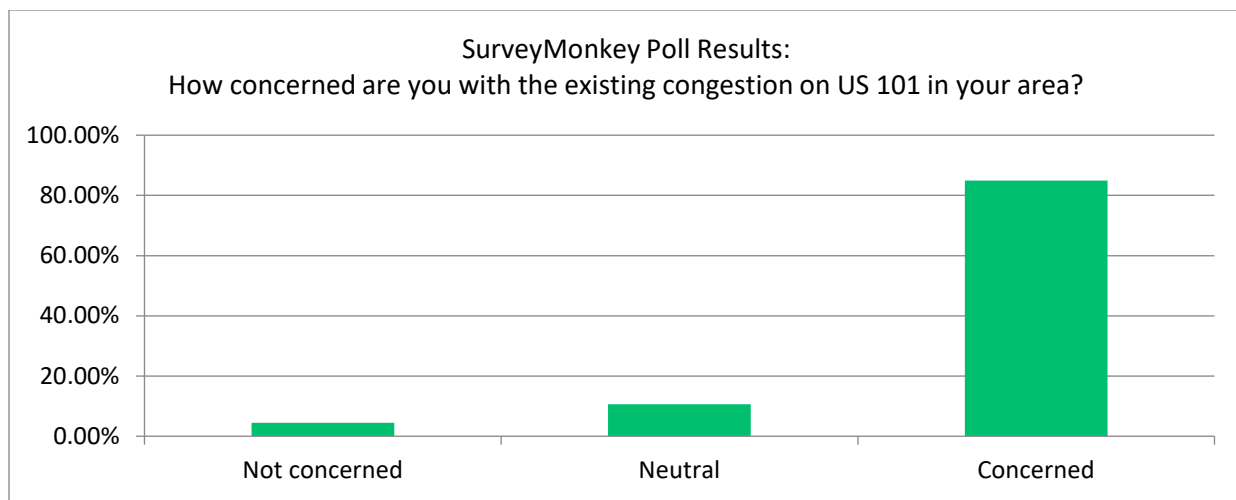
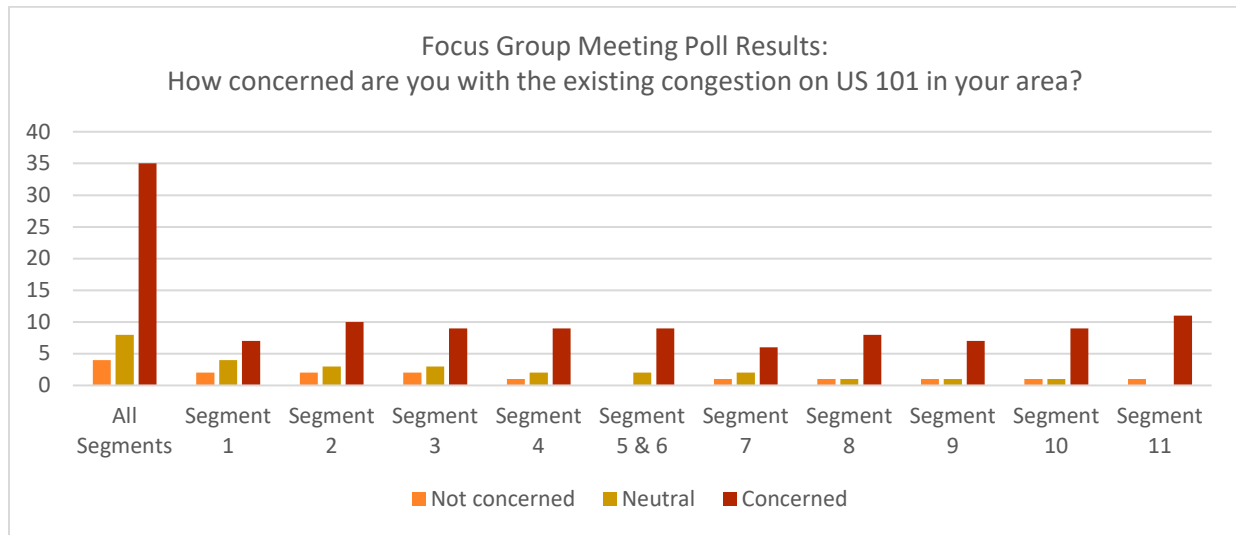
Discussion: in both polls, the majority of people selected they were either dissatisfied, or neither satisfied nor dissatisfied.

Congestion

Reducing congestion on US 101 is vital for the economy. Slowdowns on the roads can cause businesses to lose money. Especially for the many agricultural businesses in the Central Coast, delays can be detrimental and cause food products to spoil. Moreover, the less time that is spent in congestion, the more time there is available for commuters and travelers to support the local communities' economies.

Reducing traffic is also important for sustainability and climate change. Fewer cars also means less transportation-related emissions. This can be achieved through shifting to more sustainable transportation options, such as walking or biking.

Question: **How concerned are you with the existing congestion on US 101 in your area?**

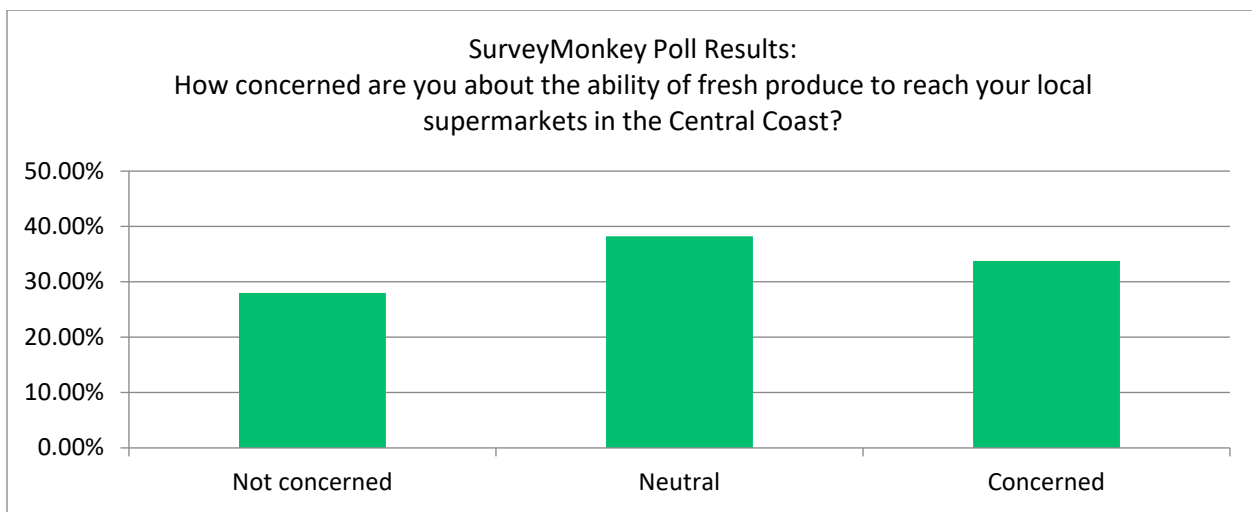
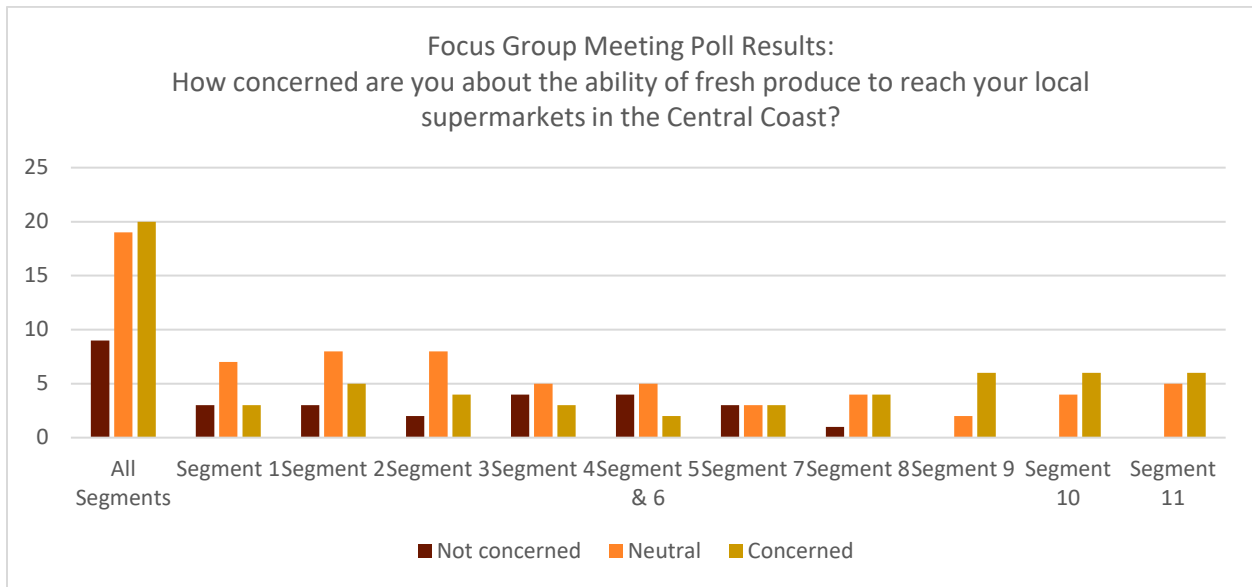


Discussion: In both polls, people overwhelmingly responded that they are concerned about the existing congestion on US 101.

Truck Reliability

Improving reliability for trucks means that truck drivers are able to better predict how long it will take them to drop off or pick up their freight loads. This can be especially important for time-sensitive goods (such as the region's fresh vegetables and fruits) that could spoil if it takes too long to deliver.

Question: **How concerned are you about the ability of fresh produce to reach your local supermarkets in the Central Coast?**

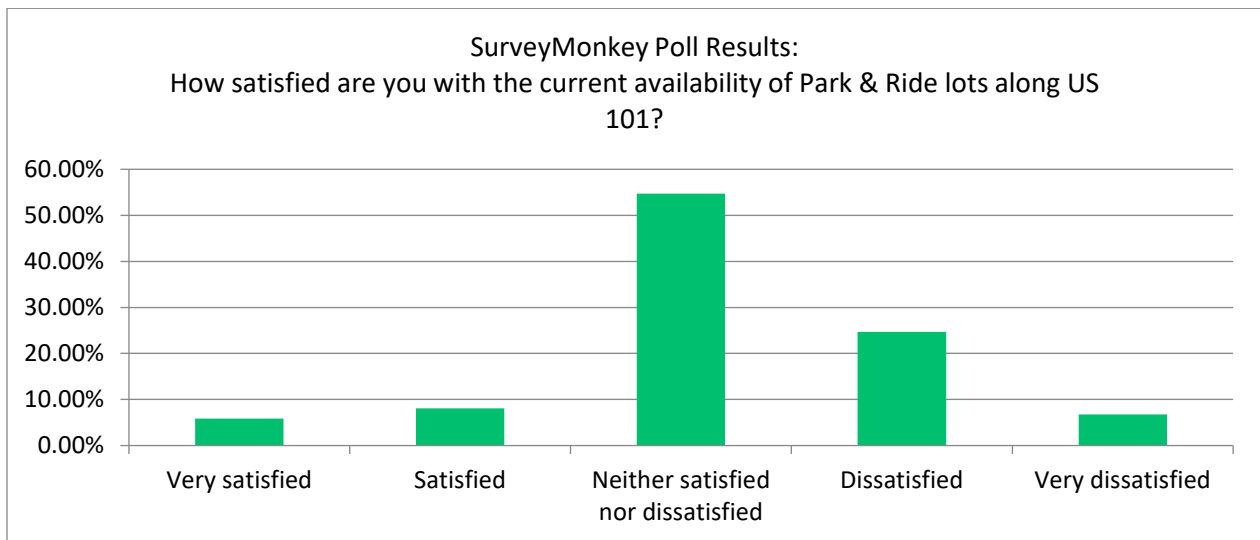
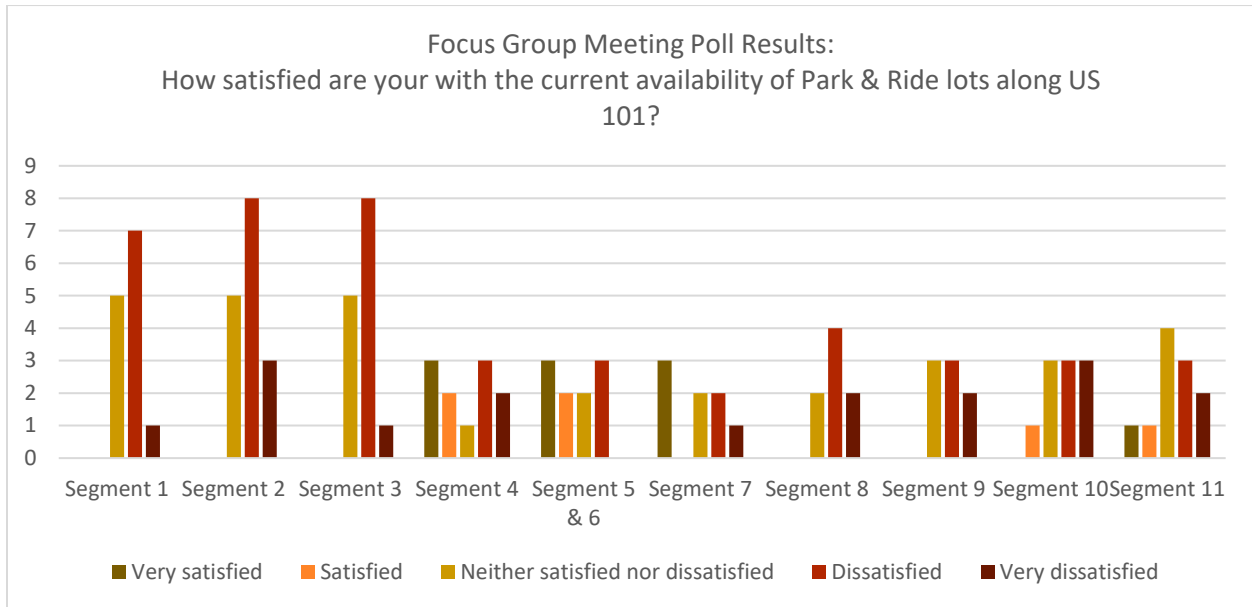


Discussion: responses are balanced.

Park and Ride Lots

Park and Ride lots are important for encouraging carpooling. Increasing carpooling or transit usage (if a transit stop is close to the Park and Ride lot) can help reduce single occupancy vehicles.

Question: **How satisfied are you with the current availability of Park & Ride lots along US 101?**

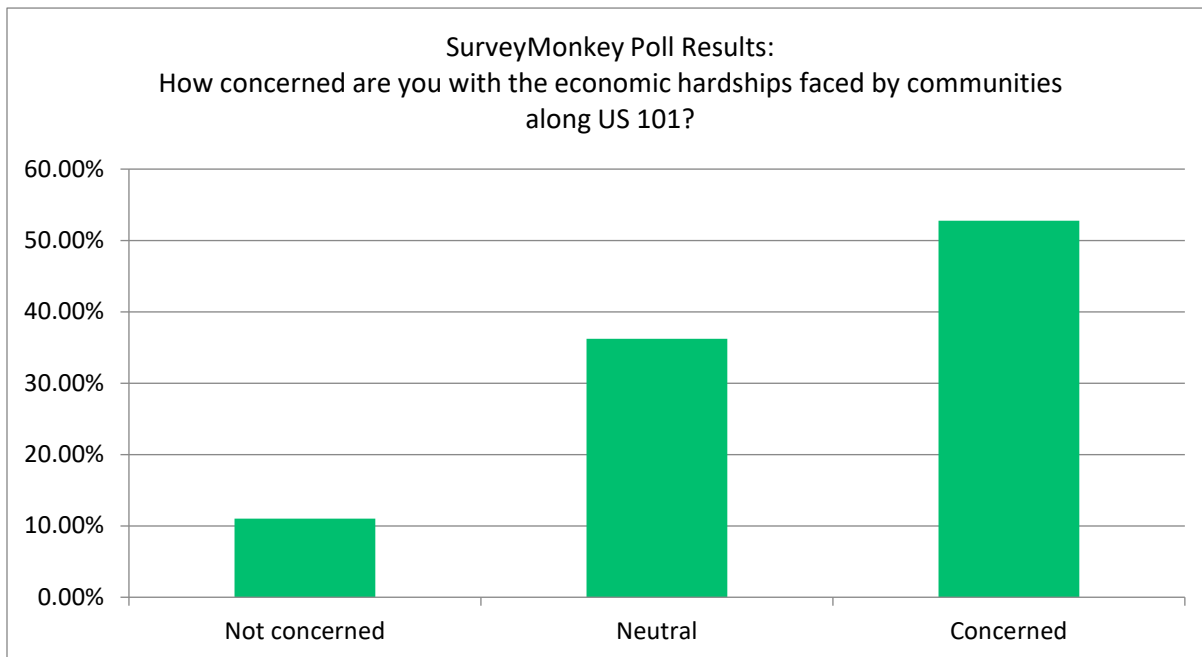
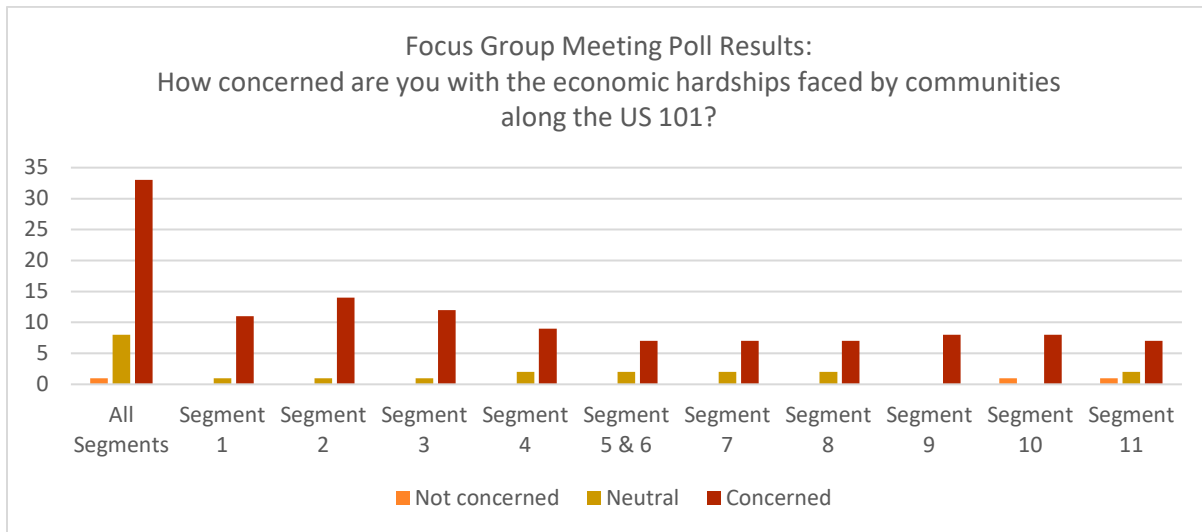


Discussion: There are a small number of Park & Ride users in the region relative to the overall population. Increasing the use of these facilities would help to decrease the demand of US 101.

Economic Hardships

Reducing the burden and disparities for Central Coast communities would enhance the region's quality of life and improve the economy of those areas. Economic hardship is a lack of economic resources of working populations and dependency of populations unable to generate economic resources.

Question: **How concerned are you with the economic hardships faced by communities along US 101?**

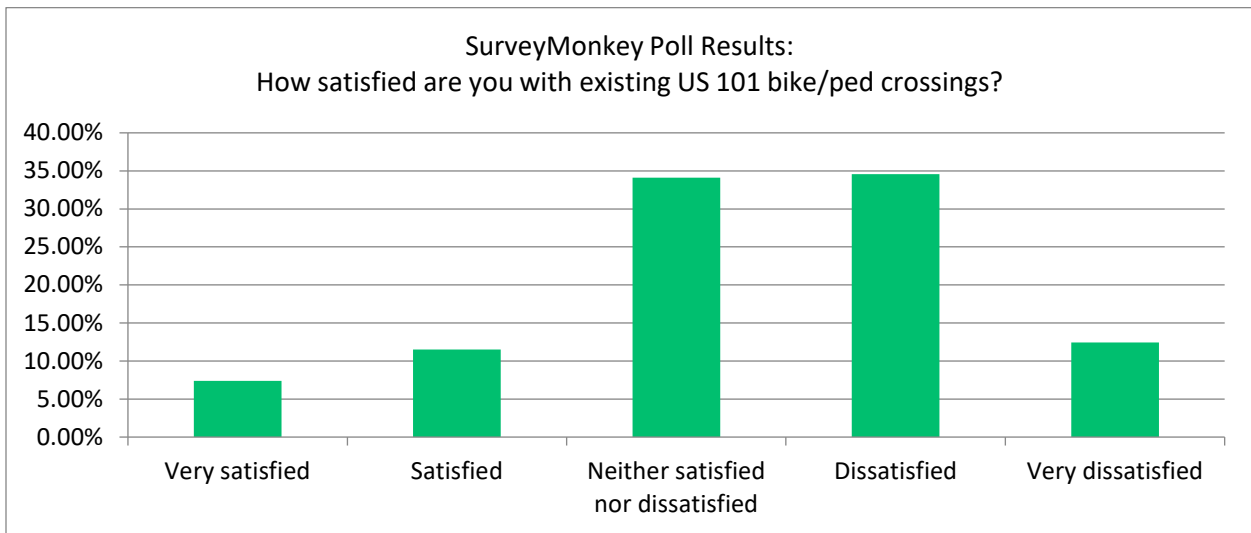
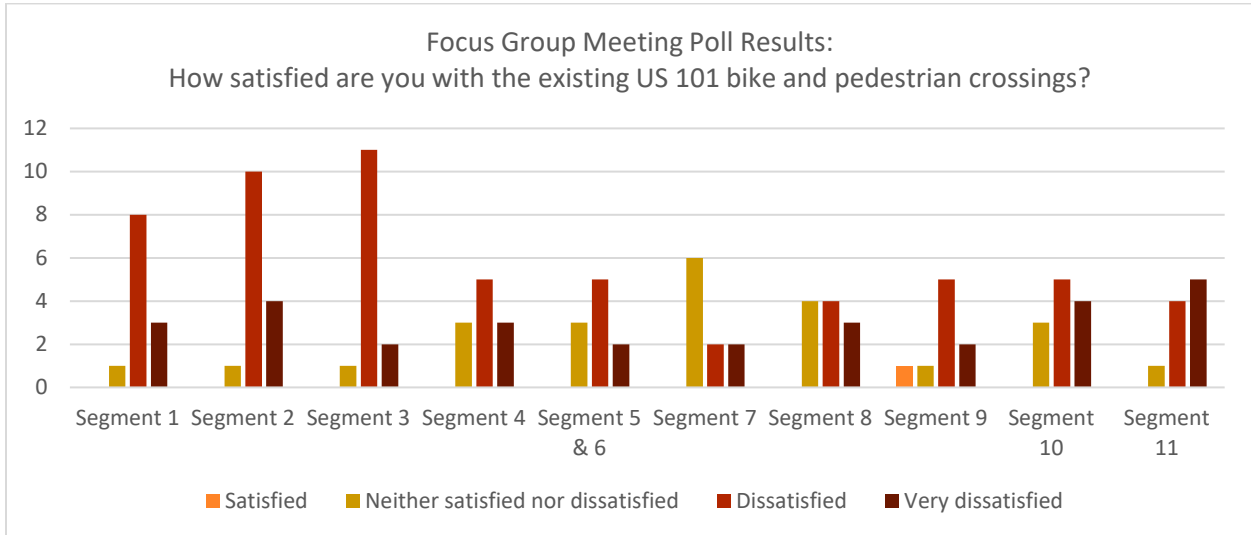


Discussion: Across all segments, respondents are concerned about economic hardships that US 101 communities face.

US 101 Bicycle and Pedestrian Crossings

Providing access to safely cross a highway by bike or foot is essential and is particularly important for fostering equity in transportation-disadvantaged communities.

Question: **How satisfied are you with the existing US 101 bike and pedestrian crossings?**

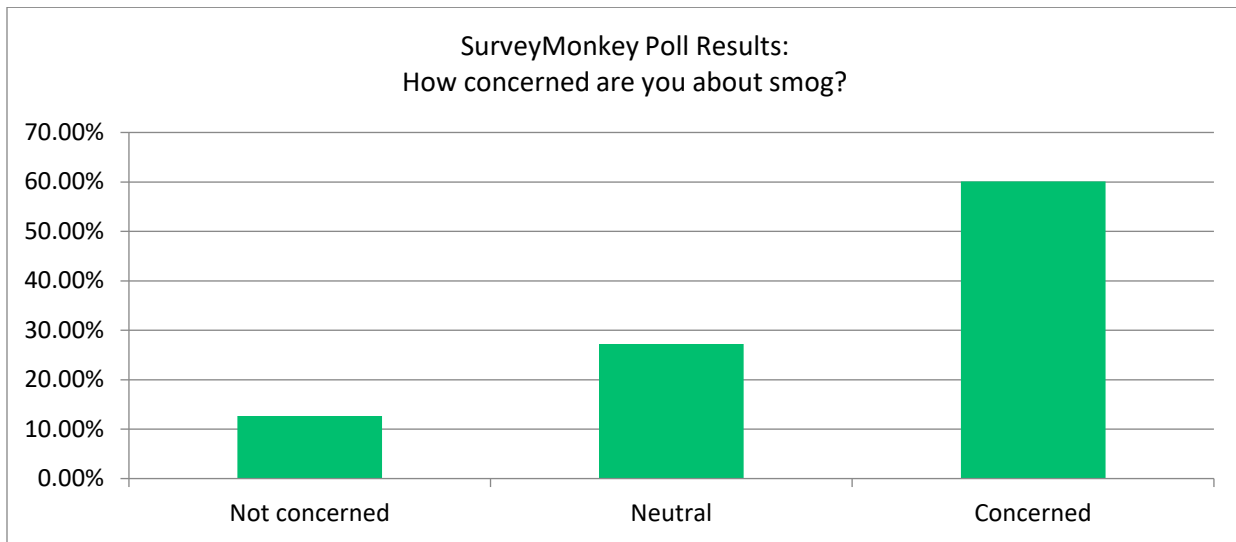
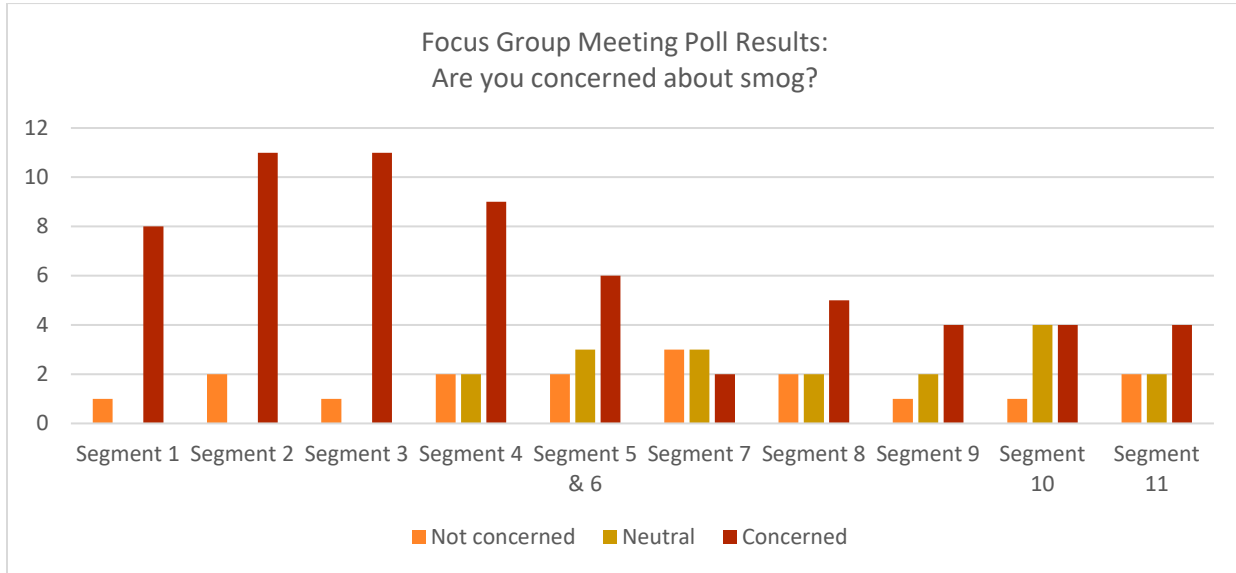


Discussion: Respondents of the Focus Group Meeting and the SurveyMonkey Poll were generally dissatisfied with the existing US 101 bike and pedestrian crossings. In the meeting, Segment 11 had the most respondents indicating that they are very dissatisfied. Only one person (in Segment 9) in the entire meeting said that they were satisfied. In the SurveyMonkey Poll, 47% of respondents claimed that they are dissatisfied/very dissatisfied. Considering that about 34% selected the neutral (neither satisfied nor dissatisfied) answer and the remaining 19% selected some sort of level of satisfaction, the majority of respondents felt dissatisfied about the existing bike/ped crossings.

Smog

Ozone is created when pollutants emitted by cars, power plants, industrial boilers, refineries, chemical plants, and other sources chemically react in the presence of sunlight. It is harmful to humans and the environment as it is the main ingredient in "smog." It can trigger a variety of respiratory problems, such as bronchitis and asthma.

Question: **Are you concerned about smog?**



Discussion: Across the board, respondents were concerned about smog. However, a small proportion was not concerned or responded neutral to the posed question.

Safety and Health Concerns

Safety is the highest priority of Caltrans and the Central Coast Coalition Partners. This next question was kept open-ended in both the Focus Group Meeting and the SurveyMonkey Poll. This allowed stakeholders to identify their wide range of concerns.

Question: **Please share any concerns you may have with regards to safety and health along the US 101 corridor?**

Focus Group Meeting Answers:

- High speed through traffic vs. slow cross traffic
- Unsheltered populations
- Health impacts of populations for those living along corridor
- Safely entering and exiting US 101
- Road condition (potholes, pavement, debris, litter, etc.)
- Off ramp traffic backing up onto through lanes
- Active transportation user stress
- Traffic congestion
- Aging interchanges and overpasses
- Quick transit access to/from US 101
- US 101 crossings for local mobility
- Air pollution concerns
- Lack of services (EV charging stations, restrooms, gas stations, hotels, safety roadside rest areas for commercial trucking, etc.)
- Long-distance EV travel
- Left turns on US 101
- Off-ramp speeds
- Freight reliability (includes agriculture concern of produce getting to a cooling facility – each hour spent in the field after harvest is a day lost of shelf life)
- Available capacity at Park and Ride lots
- Lack of connections
- Farmworker safety

SurveyMonkey Answers:

- Reckless drivers
- Pedestrian and cyclist safety
- Unsheltered encampments
- Enforcement
- Lack of wildlife crossings
- Uncontrolled cross traffic
- Congestion
- Incidents
- Noise pollution
- Driveways and adjacent roadways

US 101 Business Plan

- Signage
- Litter
- Air quality
- Short Merging lanes
- Off-ramp traffic backing up onto driving lanes
- Off-ramp speeds
- Overcrossing structures lack space for bikes and peds
- Lack of landscaping
- Need for safe public parking
- Road conditions
- Lighting
- Call boxes

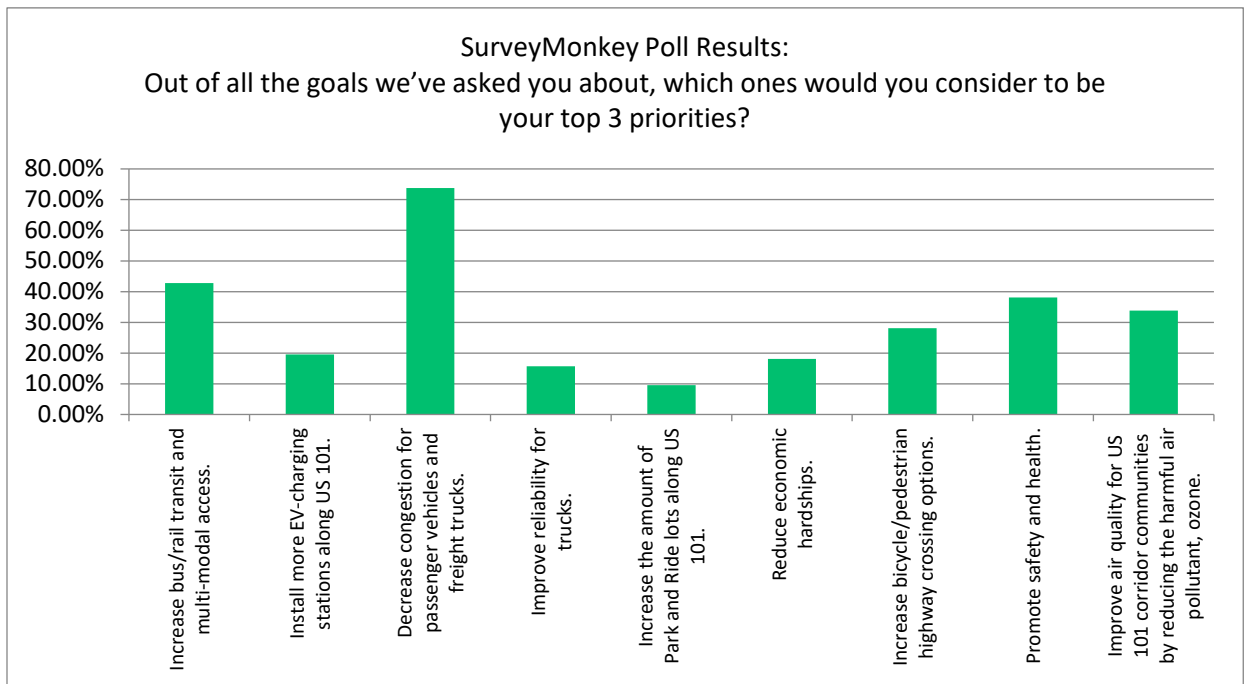
Discussion: the majority of the mentioned themes in both polls were recurring. Since the SurveyMonkey Poll respondents were not able to see what others responded, it showcased a few prominent themes that came up multiple times, such as reckless drivers (especially speeding), bike/ped safety, unsheltered encampments close to US 101, the importance of traffic enforcement, collisions/incidents, off/on-ramp challenges, cross traffic safety, etc.

Top Three Priorities

Question: **Out of all the goals we've asked you about, which ones would you consider to be your top 3 priorities?**

The available options included the following:

- Increase bus/rail transit and multi-modal access
- Install more EV-charging stations along US 101
- Decrease congestion for passenger vehicles and freight trucks
- Improve reliability for trucks
- Increase the amount of Park and Ride lots along US 101
- Reduce economic hardships
- Increase bicycle/pedestrian highway crossing options
- Promote safety and health
- Improve air quality for US 101 corridor communities by reducing the harmful air pollutant, ozone



Respondents voted for these top three priorities:

1. Decrease congestion for passenger vehicles and freight trucks.
2. Increase bus/rail transit and multi-modal access.
3. Promote safety and health.

People answered that they care the most about congestion reduction. This indicates that congestion on the US 101 corridor may also impact other priorities such as reliability, safety and health, economic hardships, and air quality.

US 101 Business Plan

Chapter 7: Implementation & Financial Plan



CHAPTER 7: Implementation and Financial Plan Funding Summary

As of August 2022, the total funding need for the Caltrans District 5 US 101 corridor is approximately \$7.3 billion (in 2022 dollars).

	Constrained (\$ Billions)	Unconstrained (\$ Billions)
Alternative Fuel Charging Stations & Air Pollutant Reduction Projects	0.9	1.7
Bike, Ped, Transit, Rail, & Park and Ride Improvements	1.2	2.3
Freeway Conversion & New Interchanges	1.1	0.4
Freight & Goods Movement Improvements*		
Operational Improvements & Conflict Point Reduction Projects	1.6	1.2
Total	4.4	2.9

*Funding needs for Freight & Goods Movement Improvements are represented in the other project types.

While it is difficult to determine how many capital projects the construction industry can deliver each year and how much of US 101 can be under construction simultaneously, the US 101 Business Plan suggests that an annual need of about \$176 million appears to be a reasonable target when accounting for constrained projects. At \$176 million in projects per year it would take about 25 years to complete all constrained projects identified at the time of the writing of the Business Plan. Actual cost may vary with annual updates.

The \$176 million per year is in 2022 dollars. However, the effect of inflation must also be considered. The Business Plan assumes a three percent escalation rate. When calculated into this equation, each subsequent year demands additional funds, finally topping out at approximately \$369 million in year 25.

Committed Funding

Local Sales Tax Measures (Self-Help Counties)

All District 5 counties except for San Luis Obispo County have adopted sales tax increases for transportation programs.

Santa Barbara County – Measure A

Measure A is a transportation measure that was approved by 79% of Santa Barbara County voters in November 2008. Measure A is administered by SBCAG and will provide more than \$1 billion of estimated local sales tax revenues for transportation projects in Santa Barbara County over 30 years.



Measure A will relieve traffic congestion and improve safety on US 101 by providing \$140 million in matching funds to make improvements in the US 101 Multimodal Corridor south of Santa Barbara. The Measure A Investment Plan will also provide \$455 million each for the North County and South Coast for high priority transportation projects and programs to address the current and future needs of local communities.

Monterey County – Measure X

Measure X is a transportation measure that was approved by 68% of Monterey County voters in November 2016. The measure is anticipated to generate an estimated \$20 million annually for a total of \$600 million over thirty years through retail transactions and use tax of a three-eighths' of one-percent (3/8%). The revenue from the sales tax measure will be used to fund transportation safety and mobility projects in Monterey County.

San Benito County – Measure G

Measure G is a transportation measure that was approved by San Benito County voters in November 2016. The measure is a one cent local transactions and use tax to be collected for 30 years to improve the local streets and roads, improve connectivity, and reduce congestion in San Benito County.

Santa Cruz County – Measure D

Measure D is a transportation measure that was approved by over 67% of Santa Cruz County voters in November 2016. The ½-cent, 30-year sales tax provides a steady, direct source of local funding to improve traffic flow on highways and major roadways, provide safer routes to schools for local students, maintain mobility and independence for vulnerable transportation users, invest in active transportation and environmentally friendly projects, repave roadways, repair potholes, and improve safety on local streets.

Transportation Development Act of 1971

This act is funded by the Local Transportation Fund (LTF) and the State Transit Assistance (STA) fund. Revenues for the LTF are generated from a 0.25 percent general statewide sales tax for local transportation purposes. STA funds are derived from the statewide sales tax on diesel fuel.

Potential Funding Sources

State Funding Sources

With the passage of California Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017, the State of California has additional transportation funding for local and regional projects. SB 1 augmented existing sources of funding, such as the Active Transportation Program and State Highway Operation and Protection Program (SHOPP), and created entirely new funding programs, such as the Solutions for Congested Corridors (SCCP) and Trade Corridor Enhancement programs (TCEP). Figure 48 highlights the state funding sources that are most relevant to the US 101 Business Plan projects.

FIGURE 47 RELEVANT STATE FUNDING SOURCES

Name	Funding Type	Eligible Mode/Notes
Local Streets and Roads	Formula	Cities and counties receive funds for road maintenance, safety projects, railroad grade separations, complete streets, and traffic control devices. This grant opportunity would be beneficial for Priority Project Type(s): 1-Operational Improvements and Conflict Point Reduction; & 5- Bike, Ped, Transit, Rail, & Park and Ride Improvements. Refer to appendix C for priority project examples by county.
Solutions for Congested Corridors (SCCP)	Discretionary	The California Transportation Commission (Commission) allocates these funds to projects that are designed to achieve a balanced set of transportation, environmental, and community access improvements within highly congested travel corridors throughout the state. Regional transportation authorities and Caltrans may nominate projects for funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion. Refer to page 163 for a more complete breakdown. This grant opportunity would be beneficial for Priority Project Type(s): 1-Operational Improvements and Conflict Point Reduction; 2-Alternative Fuel Charging Stations & Air Pollutant Reduction Points; 3-Freight & Goods Movement; 4-Freeway Conversion & New Interchanges; & 5- Bike, Ped, Transit, Rail, & Park and Ride Improvements. Refer to appendix C for priority project examples by county.

Name	Funding Type	Eligible Mode/Notes
Trade Corridor Enhancement (TCEP)	Discretionary	The California Transportation Commission (Commission) allocates the Trade Corridor Enhancement Account funds and the federal National Highway Freight Program funds to infrastructure improvements along corridors that have a high volume of freight movement. Caltrans and regional entities can be project sponsors. Funding is available for infrastructure improvements in the Central Coast, Bay Area, Central Valley, LA/Inland Empire, and San Diego/Border. Refer to page 165 for a more complete breakdown. This grant opportunity would be beneficial for Priority Project Type(s): 1- Operational Improvements and Conflict Point Reduction; 2-Alternative Fuel Charging Stations & Air Pollutant Reduction Points; 3- Freight & Goods Movement; & 4-Freeway Conversion & New Interchanges; Refer to appendix C for priority project examples by county.
Local Partnership Program (LPP)	60% Discretionary 40% Formula	The Road Repair and Accountability Act of 2017 (Senate Bill 1) created the Local Partnership Program and continuously appropriates \$200 million annually from the Road Maintenance and Rehabilitation Account to local and regional transportation agencies that have sought and received voter approval of taxes or that have imposed fees for transportation improvements. Eligible funding for “self-help” counties. ¹ Most transportation improvements are eligible. Refer to page 161 for a more complete breakdown. This grant opportunity would be beneficial for Priority Project Type(s): 1-Operational Improvements and Conflict Point Reduction; 2-Alternative Fuel Charging Stations & Air Pollutant Reduction Points; 3- Freight & Goods Movement; 4-Freeway Conversion & New Interchanges; & 5- Bike, Ped, Transit, Rail, & Park and Ride Improvements. Refer to appendix C for priority project examples by county.
Active Transportation Program (ATP)	Discretionary	The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation. Eligible projects include bicycle and pedestrian improvements and planning. SB 1 augmented the ATP with an extra \$100M annually to the program. For a further breakdown of the ATP Grant Program, please see refer to page 159 . This grant opportunity would be beneficial for Priority Project Type(s): 1-Operational Improvements and Conflict Point Reduction; 2-Alternative Fuel Charging Stations & Air Pollutant Reduction Points; 3- Freight & Goods Movement; 4-Freeway Conversion & New Interchanges; & 5- Bike, Ped, Transit, Rail, & Park and Ride Improvements. Refer to appendix C for priority project examples by county.

Name	Funding Type	Eligible Mode/Notes
State Highway Operation and Protection Program (SHOPP)	Formula	Projects are selected by Caltrans and adopted by the CTC. Projects included in the program are limited to capital improvements relative to the maintenance, safety, operation, and rehabilitation of the state highway system that do not add new capacity to the system. This grant opportunity would be beneficial for Priority Project Type(s): 1-Operational Improvements and Conflict Point Reduction; 2-Alternative Fuel Charging Stations & Air Pollutant Reduction Points; 3- Freight & Goods Movement; 4-Freeway Conversion & New Interchanges; & 5- Bike, Ped, Transit, Rail, & Park and Ride Improvements. Refer to appendix C for priority project examples by county.
State Transportation Improvement Program (STIP)	Formula	Projects are proposed by regional transportation agencies and approved by the CTC on a bi-annual basis. The majority of the STIP funding comes from Federal sources. This grant opportunity would be beneficial for Priority Project Type(s): 1-Operational Improvements and Conflict Point Reduction; 2-Alternative Fuel Charging Stations & Air Pollutant Reduction Points; 3- Freight & Goods Movement; 4- Freeway Conversion & New Interchanges; & 5- Bike, Ped, Transit, Rail, & Park and Ride Improvements. Refer to appendix C for priority project examples by county.
Transit and Intercity Rail Capital Program (TIRCP)	Discretionary	Discretionary program administered by Caltrans and the California State Transportation Agency (CalSTA). Funds transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. This grant opportunity would be beneficial for Priority Project Type(s): 5- Rail Projects. Refer to appendix C for priority project examples by county.

¹ Counties that have passed local option sales tax measures to fund transportation improvements.
 Source: California Department of Transportation, California Transportation Commission.

A SIMPLIFIED OVERVIEW OF FY 2021-22 TRANSPORTATION FUNDING: CHART 1*



Note: SB 1 established new revenue mechanisms and rate increases (see narrative on pages 10 and 11 and Chart 3). This portion of the diagram only signifies newly created fees based on the passage of SB 1 (2017). Revenues from these fees are allocated to state entities and programs.

* This document includes some but not all budget and accounting information. For more information on budget or accounting see <https://dot.ca.gov/programs/budgets> and <http://www.ebudget.ca.gov/budget/2021-22/#/FundIndex>.

FIGURE 48: SHOWS A SIMPLIFIED BREAKDOWN OF STATE REVENUE AND EXPENDITURE. THE GRAPHIC WAS PROVIDED BY THE 2021 TRANSPORTATION FUNDING BOOKLET.

Federal Funding Sources

Federal transportation funding is administered by the US Department of Transportation (US DOT) and authorized by Federal transportation bills. The most recent transportation funding bill, Infrastructure Investment and Jobs Act (IIJA) also known as the “Bipartisan Infrastructure Bill”, was signed into law in November 2021 by President Joe Biden.

Additionally, President Biden signed the Inflation Reduction Act of 2022 into law in August 2022. This bill provides funding to the Federal Highway Administration and to the General Services Administration. Specifically, it provides funding to the Federal Highway Administration for the neighborhood access and equity grant program, the environmental review of transportation projects, and grants for the use of low-carbon construction materials and products on federally funded transportation projects.

Much of the funding available through the US DOT's Highway Trust Fund is allocated to California based on the state's population. The State of California, in turn, distributes those funds to local agencies by formula or through competitive grant programs. For instance, the majority of the federally funded Surface Transportation Program funding in California is programmed through the Statewide Transportation Improvement Program (STIP). Additionally, California's Active Transportation Program consolidated most of the Federal and state funding sources for bicycle and pedestrian projects.

The table below lists US DOT programs that provide opportunities for the local governments and regional entities to apply for substantial funding amounts for regionally significant projects.

FIGURE 49: RELEVANT FEDERAL FUNDING SOURCES

Name	Funding Type	Eligible Modes/Description
Infrastructure for Rebuilding America (INFRA)	Discretionary	A Federal discretionary grant program reviewed by US DOT. Emphasis on highway and goods movement projects. The Multimodal Project Discretionary Grant common application (MPDG), of which INFRA is part of, provides Federal financial assistance to highway and bridge, intercity passenger rail, railway-highway grade and separation, wildlife crossing, public transportation, marine highway, and freight and multimodal projects, or groups of such projects, of national or regional significance, as well as to projects to improve and expand the surface transportation infrastructure in rural areas. Please refer to page 169 for a more complete breakdown. This grant opportunity would be beneficial for Priority Project Type(s): 1- Operational Improvements and Conflict Point Reduction; 3- Freight & Goods Movement; 4-Freeway Conversion & New Interchanges; & 5- Bike, Ped, Transit, Rail, & Park and Ride Improvements. Refer to appendix C for priority project examples by county.

Name	Funding Type	Eligible Modes/Description
National Infrastructure Project Assistance (MEGA)	Discretionary	A Federal discretionary grant program reviewed by US DOT. Emphasis on funding major projects that are too large or complex for traditional funding programs. The Multimodal Project Discretionary Grant common application (MPDG), of which MEGA is a part of, provides Federal financial assistance to highway and bridge, intercity passenger rail, railway-highway grade and separation, wildlife crossing, public transportation, marine highway, and freight and multimodal projects, or groups of such projects, of national or regional significance, as well as to projects to improve and expand the surface transportation infrastructure in rural areas. Refer to page 171 for a more complete breakdown. This grant opportunity would be beneficial for Priority Project Type(s): 1-Operational Improvements and Conflict Point Reduction; 3- Freight & Goods Movement; 4-Freeway Conversion & New Interchanges; & 5-Bike, Ped, Transit, Rail, & Park and Ride Improvements. Refer to appendix C for priority project examples by county.
Rural Surface Transportation Grant Program (RURAL)	Discretionary	A Federal discretionary grant program reviewed by US DOT. Emphasis on projects in rural areas. The Multimodal Project Discretionary Grant common application (MPDG), of which RURAL is a part of, provides Federal financial assistance to highway and bridge, intercity passenger rail, railway-highway grade and separation, wildlife crossing, public transportation, marine highway, and freight and multimodal projects, or groups of such projects, of national or regional significance, as well as to projects to improve and expand the surface transportation infrastructure in rural areas. Refer to page 173 for a more complete breakdown. This grant opportunity would be beneficial for Priority Project Type(s): 1-Operational Improvements and Conflict Point Reduction; 3- Freight & Goods Movement; 4-Freeway Conversion & New Interchanges; & 5-Bike, Ped, Transit, Rail, & Park and Ride Improvements. Refer to appendix C for priority project examples by county.
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	Discretionary	A Federal discretionary grant program reviewed by US DOT. Emphasis on multimodal projects. Previously known as the Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants, Congress has dedicated nearly \$9.9 billion for thirteen rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact. Please refer to page 167 for a more complete breakdown. This grant opportunity would be beneficial for Priority Project Type(s): 1-Operational Improvements and Conflict Point Reduction; 2-Alternative Fuel Charging Stations & Air Pollutant Reduction Points; 3- Freight & Goods Movement; 4-Freeway Conversion & New Interchanges; & 5- Bike, Ped, Transit, Rail, & Park and Ride Improvements. Refer to appendix C for priority project examples by county.
New Starts and Small Starts (FTA Section 5309)	Discretionary	Funds light rail, heavy rail, commuter rail, streetcar, and bus rapid transit projects. This grant opportunity would be beneficial for Priority Project Type(s): 5- Bike, Ped, Transit, Rail, & Park and Ride Improvements. Refer to appendix C for priority project examples by county.

Name	Funding Type	Eligible Modes/Description
Highway Safety Improvement Program (HSIP)	Discretionary	Federally allocated to the State by formula, the HSIP program is available for roadway safety projects through a competitive program administered by Caltrans. Since the passing of IIJA, HSIP has the following changes to its Eligible Projects: "Adds eligibility (≤10% of HSIP funds) for specified safety projects (including non-infrastructure safety projects related to education, research, enforcement, emergency services, and safe routes to school); Modifies the HSIP definition of highway safety improvement project by adding or clarifying some project types. Some examples include railway-highway crossing grade separation projects; traffic control devices for pedestrians and bicyclists; and roadway improvements that separate motor vehicles from bicycle or pedestrians." ³⁰
Congestion Mitigation and Air Quality (CMAQ) Improvement Program	Formula	Federally designated air quality containment areas receive funding by formula to program local and regional projects. Since the passing of IIJA, CMAQ now has the following changes to its Eligible Projects: shared micro mobility (e.g., bikeshare, shared e-scooters; purchase of diesel replacements purchase of medium/heavy-duty zero emission vehicles and related charging equipment; modernization/rehab of a lock and dam or a marine highway corridor, connector, or crossing, if certain criteria are met (≤10%of CMAQ funds).
Rail-Highway Crossings (Section 130) Program	Discretionary	Safety improvements to reduce the number of fatalities, injuries, and crashes at public railway-highway crossings.
Grade Separation (Section 190) Program	Discretionary	This competitive grant program provides \$15 million each year to local agencies for the construction grade separation projects.
National Highway Freight Program	Discretionary	The FAST Act established National Highway Freight Program (NHFP) to improve the efficient movement of freight on the National Highway Freight Network (NHFN). It has since been reauthorized under IIJA and has expanded eligible projects. States may now use ≤30% of NHFP funding on freight intermodal or freight rail projects (vs. 10% under the previous law). The change to IIJA now also allows the designation of more miles as critical rural freight corridors and critical urban freight corridors.
National Highway Performance Program (NHPP)	Discretionary	The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS. Since the passing of IIJA, NHPP now has the add the following to its Program Purpose: provide support for activities to increase the resiliency of the NHS to mitigate the cost of damages from sea level rise, extreme weather events, flooding, wildfires, or other natural disasters. Since the passing of IIJA, NHPP has since added the following changes to its Eligible Projects: undergrounding public utility infrastructure carried out in conjunction with an otherwise eligible project; resiliency improvements (including protective features) on the NHS; activities to protect NHS segments from cybersecurity threats; protective features (related to mitigating risk of recurring damage or the cost of future repairs from extreme weather events, flooding, or other natural disasters) on Federal-aid highways/bridges off the NHS (≤15% of NHPP funds).

³⁰Bipartisan Infrastructure Law (BIL)* Overview of Highway Provisions (FHWA) https://www.fhwa.dot.gov/bipartisan-infrastructure-law/docs/bil_overview_20211122.pdf

Name	Funding Type	Eligible Modes/Description
Nationally Significant Federal Lands and Tribal Projects	Discretionary	The Nationally Significant Federal Lands and Tribal Projects (NSFLTP) program provides funding for constructing, reconstructing, and rehabilitating nationally significant projects on Federal or Tribal lands.
National Significant Freight and Highway Projects (NSFHP)	Discretionary	The Nationally Significant Freight and Highway Projects (NSFHP) provides financial assistance—competitive grants or credit assistance—to nationally and regionally significant freight and highway projects that align with the program goals to: improve safety, efficiency, and reliability of the movement of freight and people; generate national or regional economic benefits and an increase in US global economic competitiveness; reduce highway congestion and bottlenecks; Improve connectivity between modes of freight transportation; enhance the resiliency of critical highway infrastructure and help protect the environment; improve roadways vital to national energy security; address the impact of population growth on the movement of people and freight, mitigate impacts of freight movements on communities.
Surface Transportation Block Grant Program	Formula	STBG provides flexible funding that states and local governments may use for projects on any Federal-aid highway, including the National Highway System; bridge projects on any public road; transit capital projects and public bus terminals and facilities. Since the passing of IIJA, the following eligible projects have been included: EV charging infrastructure; Protective features to enhance resilience; and wildlife crossing projects.
Federal Transit Administration Sections 5303, 5304, 5305	Discretionary	Provides procedural and funding requirements for multimodal transportation planning in States and metropolitan areas. Planning must be cooperative, continuous, and comprehensive leading to long-range plans and short-range programs that reflect transportation investment priorities. Funds are available to States and Metropolitan Planning Organizations (MPOs) for planning activities.
All Stations Accessibility Program	Discretionary	Assists in financing capital projects to upgrade the accessibility of legacy rail fixed guideway public transportation systems for people with disabilities, including those who use wheelchairs, by increasing the number of existing stations or facilities for passenger use that meet or exceed the new construction standards of Title II of the Americans with Disabilities Act of 1990.
State of Good Repair and Rail Vehicle Replacement Program	Discretionary and Formula	Provides financial assistance to transit agencies that operate fixed-guideway and high-intensity motorbus systems for the maintenance, replacement, and rehabilitation of capital assets, including competitive grants for rail rolling stock, as well as for the development and implementation of transit asset management plans.

Name	Funding Type	Eligible Modes/Description
National Culvert Removal, Replacement, & Restoration Grant	Discretionary	<p>Provides supplemental funding for grants to a State, local government, or an Indian Tribe on a competitive basis for projects that replace, remove, and/or repair culverts or weirs that—</p> <ol style="list-style-type: none"> 1. would meaningfully improve or restore fish passage for anadromous fish; and 2. with respect to weirs, may include-- <ol style="list-style-type: none"> (A) infrastructure to facilitate fish passage around or over the weir; and (B) weir improvements.
Thriving Communities		Provide technical assistance and capacity building resources to improve and foster thriving communities through transportation improvements.
Consolidated Rail Infrastructure & Safety Improvements Grant Program	Discretionary	Funds projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail.
Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program	Discretionary	Provides supplemental funding grants to rural, midsized, and large communities to conduct demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety.
Federal-State Partnership for Intercity Passenger Rail Grants	Discretionary	Funds capital projects that reduce the state of good repair backlog, improve performance, or expand or establish new intercity passenger rail service, including privately operated intercity passenger rail service
Wildlife Crossings Pilot Program	Discretionary	Supports projects that seek to reduce the number of wildlife-vehicle collisions, and in carrying out that purpose, improve habitat connectivity
Carbon Reduction Program	Formula	Provides funding for projects to reduce transportation emissions or the development of carbon reduction strategies.
Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program	Discretionary and Formula	Provides funding for planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure
Charging and Fueling Infrastructure	Discretionary	Deploys EV charging and hydrogen/propane/natural gas fueling infrastructure along designated alternative fuel corridors and in communities
National Electric Vehicle Formula Program	Discretionary and Formula	Deploys EV charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability
Congestion Relief Program	Discretionary	Advances innovative, integrated, and multimodal solutions to reduce congestion and the related economic and environmental costs in the most congested metropolitan areas with an urbanized area population of 1M+.
Reduction of Truck Emissions at Port Facilities Program	Discretionary	Reduces truck idling and emissions at ports, including through the advancement of port electrification

Name	Funding Type	Eligible Modes/Description
Prioritization Process Pilot Program	Discretionary	Supports data-driven approaches to planning that can be evaluated for public benefit.
Transportation Access Pilot Program		Pilot program to: <ul style="list-style-type: none"> •develop an open-source accessibility data set with measures of the level of access by multiple transportation modes to jobs, education, various services, and other important destinations. •provide the data to participating States, MPOs, and rural transportation planning organizations; and •use the data to help those entities improve their transportation planning by measuring the level of access to important destinations for different demographic groups or freight commodities, then assessing the change in accessibility that would result from new transportation investments.
Intelligent Transportation Systems Program		Fosters innovation in transportation through the deployment of technology to enhance safety and efficiency while reducing environmental impacts of surface transportation, resulting in improved access and convenience, saved lives and time, and increased productivity.
Bridge Investment Program	Discretionary	Supports projects to improve bridge and culvert condition, safety, efficiency, and reliability.
Safe Streets and Roads for All (SS4A)	Discretionary	Provides supplemental funding to support local initiatives to prevent death and serious injury on roads and streets, commonly referred to as "Vision Zero" or "Toward Zero Deaths" initiatives.
Reconnecting Communities Pilot Program	Discretionary	Restores community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development
Railroad Crossing Elimination Program	Discretionary	Funds highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods.
Federal Transit Administration Section 5307	Formula	The Urbanized Area Formula Funding program provides Federal resources to urbanized areas and to governors for transit capital and operating assistance and for transportation related planning.
Federal Transit Administration Section 5311	Formula	This program provides formula-based funding for capital and/or operating assistance to rural areas with a population fewer than 50,000 where many residents rely on public transit to reach their destinations.
Federal Transit Administration Section 5312	Discretionary	This program supports research activities that improve the safety, reliability, efficiency, and sustainability of public transportation by investing in the development, testing, and deployment of innovative technologies, materials, and processes.
Federal Transit Administration Section 5337	Formula	The State of Good Repair program is dedicated to repairing and upgrading the Nation's rail transit systems along with high-intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit.

Name	Funding Type	Eligible Modes/Description
Federal Transit Administration Section 5339	Formula	The Bus and Bus Facilities Infrastructure Investment Program (49 USC. 5339) provides Federal resources to states and direct recipients to replace, rehabilitate and purchase buses and related equipment. This programs also allows for the construction of bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.
Federal Transit Administration Transit-Oriented Development Planning Pilot	Discretionary	Provides funding to advance planning efforts that support transit-oriented development (TOD) associated with new fixed-guideway and core capacity improvement projects. TOD focuses growth on transit stations to promote ridership, affordable housing near transit, revitalized downtown centers and neighborhoods, and encourage local economic development.
Recreational Trails Program	Discretionary	The Recreational Trails Program (RTP) provides funds annually for recreational trails and trails-related projects. The RTP is administered at the Federal level by the Federal Highway Administration. It is administered at the state level by the California Department of Parks and Recreation (DPR).

Sources: United States Department of Transportation; California Department of Transportation; Cambridge Systematics.

In addition to these Federal funding sources, the IIJA continues the Transportation Infrastructure Finance and Innovation Act (TIFIA) Program, which provides Federal credit assistance to eligible surface transportation projects, including highway, transit, intercity passenger rail, some types of freight rail, intermodal freight transfer facilities, and some modifications inside a port terminal.

The IIJA continues the authority of the TIFIA program to provide to States, localities, or other public authorities, as well as private entities undertaking projects sponsored by public authorities, three distinct types of financial assistance:

1. Secured loans that are direct Federal loans to project sponsors offering flexible repayment terms and providing combined construction and permanent financing of capital costs.
2. Loan guarantees that provide full-faith-and-credit guarantees by the Federal Government to institutional investors, such as pension funds, that make loans for projects.
3. Lines of credit that are contingent sources of funding in the form of Federal loans that may be drawn upon to supplement project revenues, if needed, during the first 10 years of project operations. [23 U.S.C. 603 and 604]

Long-Range Funding Outlook

Priority Project/Future Cycle Alignment

Of the above State and Federal funding programs, there are 15 major discretionary funding programs that are most pursued by Caltrans and its partnering agencies. The following sections will explore these funding opportunities in greater detail and highlight their respective eligible project types. Each program varies in length of funding cycle and funding amount.

These opportunities are summaries derived from the program websites and **do not** replace the guidance and requirements as established by the State or Federal Agency administering the grant. Please refer to the grant program websites for applications and instructions on how to apply.

See also the website for Caltrans Local Assistance which provides guidance and materials for State and Federal Funding programs: <https://dot.ca.gov/programs/local-assistance>

Major State Funding Opportunities:

Active Transportation Program (ATP)

For further information regarding engagement, program benefits, and contact information, visit <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program/cycle6>

Background:

The Active Transportation Program (ATP) was created by Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation. Senate Bill 1 (SB 1) (Chapter 2031, statutes of 2017) stipulates that \$100,000,000 of revenues from the Road Maintenance and Rehabilitation Account will be available annually to the ATP. The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation.

Program Goals and Objectives:

The purpose of the ATP is to encourage an increased use of active modes of transportation, such as biking and walking by achieving the following goals:

- Increase the proportion of trips accomplished by biking and walking.
- Increase the safety and mobility of non-motorized users.
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction.
- Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding.

- Ensure that disadvantaged communities fully share in the benefits of the program.
- Provide a broad spectrum of projects to benefit many types of active transportation users.

Eligible Project Types:

All eligible projects must apply with an application for one of the following project categories:

- **Infrastructure (Large, Medium, Small) Projects:** Capital improvements that will further the goals of the ATP. This typically includes the environmental, design, right of way, and construction phases of a capital (facilities) project.
- **Non-infrastructure (NI) (Large, Medium, Small) Projects:** Education, encouragement, and enforcement activities that further the goals of the ATP. NI projects can be start-up programs or new and/or expanded components of existing programs. All NI projects must demonstrate how the program is sustainable and will be continued after ATP funding is exhausted.
- **Infrastructure projects with non-infrastructure components:** This is a capital improvement project that includes an education, encouragement, or enforcement component. The non-infrastructure component should be mentioned throughout the application and enhance the infrastructure project.
- **Plans:** The development of a community wide bicycle, pedestrian, safe routes to school, or active transportation plan that encompasses or is predominately located in a disadvantaged community.
- **Quick-Build Project Program:** Quick-build projects are interim capital improvement projects that further the goals of the ATP. These projects require construction, and are built with durable, low to moderate cost materials but last from one year to five years.

ATP Program Funding by Cycle:

Cycle Number	Funding Available (in millions)	Number of Programmed Projects
1	\$200	276
2	\$200	206
3	\$400	238
4	\$400	118
5	\$400	50
6	\$651	93

Local Partnership Program (LPP)

For further information regarding engagement, program benefits, and contact information, visit: <https://catc.ca.gov/programs/sb1/local-partnership-program>

Background:

The Road Repair and Accountability Act of 2017 (Senate Bill 1) created the Local Partnership Program and continuously appropriates \$200 million annually from the Road Maintenance and Rehabilitation Account to local and regional transportation agencies that have sought and received voter approval of taxes or that have imposed fees, with taxes or fees are dedicated solely for transportation improvements.

Program Goals and Objectives:

The primary objective of this program is to provide funding to counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes dedicated solely to transportation improvements or that have imposed fees, including uniform developer fees, dedicated solely to transportation improvements [as defined by Government Code Section 8879.67(b)]. Consistent with the intent behind Senate Bill 1, the Commission intends this program to balance the need to direct increased revenue to the state's highest transportation needs while fairly distributing the economic impact of increased funding.

Eligible Project Types:

- Improvements to the state highway system including, but not limited to, all of the following:
 - Major rehabilitation of an existing segment that extends the useful life of the segment by at least 15 years;
 - New construction to increase capacity of a highway segment that improves mobility or reduces congestion on that segment; and
 - Safety or operational improvements on a highway segment that are intended to reduce accidents and fatalities or improve traffic flow on that segment.
- Improvements to transit facilities, including guideways, that expand transit services, increase transit ridership, improve transit safety, enhance access or convenience of the traveling public, or otherwise provide or facilitate a viable alternative to driving.
- The acquisition, retrofit, or rehabilitation of rolling stock, buses, or other transit equipment, including, but not limited to maintenance facilities, transit stations, transit guideways, passenger shelters, and fare collection equipment with a useful life of at least 10 years. The acquisition of vans, buses, and other equipment necessary for the provision of transit services for seniors and people with disabilities by transit and other local agencies is an eligible project under this paragraph.
- Improvements to the local road system, including, but not limited to, the following:

- Major roadway rehabilitation, resurfacing, or reconstruction that extends its useful life by at least 15 years;
- New construction and facilities to increase capacity, improve mobility, or enhance safety; and
- Safety or operational improvements that are intended to reduce accidents and fatalities or improve traffic flow on that segment.
- Improvements to bicycle or pedestrian safety or mobility with an extended useful life.
- Improvements to mitigate the environmental impact of new transportation infrastructure on a locality's or region's air quality or water quality, commonly known as "urban runoff," including management practices for capturing or treating urban runoff.
- For purposes of the Local Partnership Program, a separate phase or stage of construction for an eligible project may include mitigation of the project's environmental impacts, including, but not limited to, sound walls, landscaping, wetlands or habitat restoration or creation, replacement plantings, and drainage facilities.
- Sound walls for a freeway that was built prior to 1987 without sound walls and with or without high occupancy vehicle lanes if the completion of the sound walls has been deferred due to lack of available funding for at least 20 years and a noise barrier scope summary report has been completed within the last 20 years.
- Road maintenance and rehabilitation.
- Other transportation improvement projects.

Upcoming/Expected Cycle or Cycle Frequency:

The Local Partnership Program receives \$200 million annually from the Road Maintenance and Rehabilitation Account and each program cycle will include three years of funding. The 2020 Program (Formulaic and Competitive) will cover Fiscal Years 2020-21 through 2022-23. New cycles will be programmed every two years. The Formulaic Incentive Funding of \$20 million will be set-aside each year from the Local Partnership Program leaving \$180 million to be distributed 60% via Formulaic and 40% via Competitive.

Formulaic Program

Eligibility: Jurisdictions with voter approved taxes, tolls, or fees that are dedicated solely to transportation improvements.

Share Distribution: The Commission will adopt the funding share for each eligible taxing authority by establishing northern and southern California shares and by attributing the proportional share of revenues from voter approved taxes, tolls, and fees and distributing in proportion based on the county's population and revenue. Detailed information can be found in the Local Partnership Program Guidelines, below.

Competitive Program

Eligibility: Jurisdictions with voter approved taxes, tolls, or fees, which are dedicated solely to transportation improvements or that have imposed fees, including uniform developer fees, which are dedicated solely to transportation improvements. Detailed information can be found in the Local Partnership Program Guidelines, below.

Solutions for Congested Corridors Program (SCCP)

For further information regarding engagement, program benefits, and contact information, visit: <https://catc.ca.gov/programs/sb1/solutions-for-congested-corridors-program>

Background:

The Road Repair and Accountability Act of 2017, or Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017), created the Solutions for Congested Corridors Program and annually appropriates two hundred and fifty million dollars (\$250,000,000) to the Program from the State Highway Account. The California Transportation Commission (Commission) allocates these funds to projects that are designed to achieve a balanced set of transportation, environmental, and community access improvements within highly congested travel corridors throughout the state.

Program Goals and Objectives

The SCCP funds projects designed to reduce congestion in highly traveled and highly congested corridors through performance improvements that balance transportation improvements, community impacts, and provide environmental benefits.

Eligible Project Types

Projects eligible for funding under the program include, but are not limited to, the following:

- Addition of high-occupancy vehicle lanes and managed lanes.
- New or existing transit infrastructure improvements for new or improved service including adding roadway capacity for new or improved transit service, such as bus-only lanes or dedicated bus-on-shoulder facilities; traffic signal priority for a new or improved bus or light rail service; adding rail capacity or implementing other rail improvements; operational or safety improvements that allow for faster transit speeds, more reliable service, or more frequent service; improvements at transit stations that allow for improved safety, operational efficiency, or additional capacity.
- Adding new or improving existing rail infrastructure such as construction of track siding to allow for trains to pass; adding railroad capacity by expanding the number of tracks serving the rail corridor; operational and safety improvements that allow for faster train speeds; improvements at rail stations that allow for improved safety, operational efficiency, or additional capacity.

- Transit hubs for multimodal transportation modes including network fare integration and fare modernization systems to increase linked trips.
- Transit hubs or stations and nearby roadways providing accessibility for first mile and last mile connectivity to public transit systems.
- Acquisition of zero-emission buses, and the cleanest available rail cars, locomotives, or other rolling stock.
- Operational improvements such as interchange and ramp modifications, auxiliary lanes for merging or weaving between adjacent interchanges, passing lanes, curve corrections and alignment improvements, truck climbing lanes, signals and intersection improvements, two-way left-turn lanes, channelization, turnouts, railroad at-grade crossings improvements or separations, shoulder widening.
- Closing gaps in the street network including general purpose mainline lanes on local streets and roads.
- Safety improvements such as wet pavement corrections, curve corrections, shoulder widening, high friction treatment, left turn channelization, safety barriers, new guardrail, end treatments and crash cushions, rumble strips, lighting, glare screen, rock fall mitigation, overcrossing pedestrian fencing, or bikeways and crosswalk safety enhancements.
- Direct mitigation or other regulatory requirements of a transportation project or facility funded under the Solutions for Congested Corridors Program, including restoration or protection of critical habitat and open space.
- Capital projects that employ advanced and innovative technology, including but not limited to Intelligent Transportation Systems, digital signage and wayfinding systems, real-time travel information devices, and efficient and intelligent parking infrastructure and systems. o Identified system and device performance and optimization to support those investments are eligible if they are considered capital costs.
- Projects that include supporting infrastructure for the deployment of current and future technologies, such as zero-emission vehicle charging or hydrogen fueling stations and capital projects to upgrade maintenance facilities supporting zero-emission vehicles.
- Transportation Management Systems and Transportation Demand Management, and those that include broadband installation (conduit or fiber).
- Bicycle facilities such as dedicated bicycle lanes, separated bikeways, bicycle parking, and secure storage.
- Pedestrian facilities, including sidewalks, walkways, paths, driveways, crosswalks, median islands, ramps, pedestrian bridges, and tunnels.

Upcoming/Expected cycle or Cycle Frequency:

Two hundred and fifty million dollars (\$250,000,000) will be available upon appropriation to the Solutions for Congested Corridors Program annually. Any unused balance or savings generated will be added to the available funding in the following cycle. The Commission intends to program two years of funding in the 2022 Program in fiscal years

(FY) 2023-24 and 2024-25. The 2018 Solutions for Congested Corridors Program exceeded the programming amount by \$6,089,000 which reduced the 2020 Program funding capacity to \$493,911,000. However, the 2020 Program was adopted with \$500,000,000 in programmed funds. Since then, some projects have reported cost savings, which returned \$5,753,000 to the Program. Therefore, the capacity for the 2022 Solutions for Congested Corridors Program will be \$499,664,000.

Trade Corridor Enhancement Programs (TCEP)

For further information regarding engagement, program benefits, and contact information, visit: <https://catc.ca.gov/programs/sb1/trade-corridor-enhancement-program>

Background

The Road Repair and Accountability Act of 2017 or Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017), established the Trade Corridor Enhancement Account to fund corridor-based freight projects nominated by local agencies and the state. Implementing legislation was enacted with the approval of SB 103 (Chapter 95, Statutes of 2017) which directs the California Transportation Commission (Commission) to allocate the Trade Corridor Enhancement Account funds and the federal National Highway Freight Program funds to infrastructure improvements along corridors that have a high volume of freight movement.

Program Goals and Objectives:

The objective of the Trade Corridor Enhancement Program is to fund infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on California's portion of the National Highway Freight Network, as identified in the California Freight Mobility Plan, and along other corridors that have a high volume of freight movement as determined by the Commission. The Trade Corridor Enhancement Program will also support the goals of the National Highway Freight Program, the California Freight Mobility Plan, and the guiding principles in the *California Sustainable Freight Action Plan*.

Eligible Project Types:

Projects eligible for funding under the program include, but are not limited to, the following:

- Highway improvements to accommodate the movement of freight more efficiently, particularly for ingress and egress to and from the state's land ports of entry, rail terminals, and seaports, to relieve traffic congestion along major trade or goods movement corridors.
- Freight rail system improvements to enhance the ability to move goods from seaports, land ports of entry, and airports to warehousing and distribution centers, including grade separations.
- Port capacity and efficiency enhancements, excluding the purchase of fully automated cargo handling equipment.

- Truck corridor improvements, including dedicated truck facilities or truck toll facilities, including the mitigation of the emissions from trucks or these facilities.
- Border access improvements to enhance goods movement.
- Surface transportation, local road, and connector road improvements to effectively facilitate the movement of goods, particularly for ingress and egress to California Transportation Commission 2020 Trade Corridor Enhancement Program Guidelines Final Guidelines Adopted March 25, 2020, Amended April 29, 2020, 11 and from the state's land port of entry, airports, and seaports, to relieve traffic congestion along major trade or goods movement corridors.
- Port and/or rail projects to facilitate intermodal interchange, transfer, and access into or out of the facility (limited to 10% of federal yearly apportionments).
- Advanced Technology – Projects that employ advanced and innovative technology to improve the flow of freight, such as Intelligent Transportation Systems (ITS), public infrastructure (excluding vehicles) that enables zero emission or near-zero emission goods movement, real time information systems, weigh-in-motion devices, electronic screening/credentialing systems, traffic signal optimization, work zone management and information systems, ramp metering, electronic cargo and border security technologies.
- Environmental/community mitigation, or efforts to reduce environmental impacts of freight movement, such as projects that reduce noise, overnight truck idling, or truck queues and advanced traveler Information Systems such as Freight Advanced Traveler Information Systems (FRATIS).

Upcoming/Expected Cycle or Cycle Frequency:

The 2020 Program will provide three years of programming in fiscal years 2020-21, 2021-22, and 2022-23, for an estimated total of \$1.001 billion (\$1,001,000,000) of Trade Corridor Enhancement Program funds. Any unused balance or savings generated will be added to the available funding in the following cycle. Subsequent program cycles will include two new years of programming. The 2020 Program funding will be developed based on the federal National Highway Freight Program continuing under the next federal transportation act. If necessary, adjustments to the total program funding will be made at a later date. Over the three years in this programming cycle (2020-21, 2021-22, and 2022-23) it is estimated that \$391 million (\$391,000,000) of National Highway Freight Program Funds will be available.

Federal Funding Opportunities:

Rebuilding American Infrastructure with Sustainability and Equity (RAISE)/Local and Regional Assistance Program

Information for this section was estimated per the 2022 Notice of Funding Opportunity. On June 22, 2022, the House Appropriation Committee released a draft 2023 Transportation, and Housing and Urban Development, and Related Agencies funding bill. The Business Plan will continue to monitor progress of the bill. For further information regarding previous engagement, program benefits, and contact information, visit:

<https://www.transportation.gov/RAISEgrants/raise-nofo>

Background:

The Rebuilding American Infrastructure with Sustainability and Equity, or RAISE Discretionary Grant program, provides a unique opportunity for the DOT to invest in road, rail, transit, and port projects that promise to achieve national objectives. Previously known as the Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants, Congress has dedicated nearly \$9.9 billion for thirteen rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact. Since 2009, the Program has awarded more than \$3.8 billion in Federal funding to 345 projects to support rural and tribal communities across the nation, leveraging an estimated \$6.8 billion in non-RAISE/BUILD/TIGER funding. Overall, US DOT has received more than 10,400 applications requesting more than \$185 billion for transportation projects across the country. The RAISE program enables USDOT to use a rigorous merit-based process to select projects with exceptional benefits, explore ways to deliver projects faster and save on construction costs, and make needed investments in our Nation's infrastructure.

Additional background:

- RAISE grants are for planning and capital investments that support roads, bridges, transit, rail, ports, or intermodal transportation.
- 50% of funding is designated for projects in rural areas, and 50% of the funding is designated for projects in urban areas.
- Nearly two-thirds of projects are located in areas of persistent poverty or historically disadvantaged communities.

Program Goals and Objectives:

The DOT is looking to award projects that:

- Align with the President's greenhouse gas reduction goals
- Promote energy efficiency
- Support fiscally responsible land use and transportation efficient design
- Increase use of lower-carbon travel modes such as transit and active transportation
- Incorporate electrification or zero emission vehicle infrastructure

- Increase climate resilience
- Support domestic manufacturing
- Incorporate lower-carbon pavement and construction materials
- Reduce pollution
- Recycle or redevelop brownfield sites
- Address environmental justice, particularly for communities that disproportionately experience climate change-related consequence
- Proactively address racial equity and barriers to opportunity including automobile dependence as a form of barrier, or redress prior inequities and barriers to opportunity.

Eligible Project Types:

Capital Projects:

Eligible projects for RAISE grants are surface transportation capital projects within the United States or any territory or possession of the United States that are:

- Highway, bridge, or other road projects eligible under title 23, United States Code
- Public transportation projects eligible under chapter 53 of title 49, United States Code
- Passenger and freight rail transportation projects
- Port infrastructure investments (including inland port infrastructure and land ports of entry)
- The surface transportation components of an airport project eligible for assistance under part B of subtitle VII of title 49, United States Code; 5
- Intermodal projects
- Projects to replace or rehabilitate a culvert or prevent stormwater runoff for the purpose of improving habitat for aquatic species while advancing the goals of the RAISE program
- Projects investing in surface transportation facilities that are located on Tribal land and for which title or maintenance responsibility is vested in the Federal Government; and
- Any other surface transportation infrastructure project that the Secretary considers to be necessary to advance the goals of the program

Planning Projects:

Activities eligible for funding under RAISE planning grants are related to the planning, preparation, or design—for example environmental analysis, equity analysis, community engagement, feasibility studies, and other pre-construction activities—of eligible surface transportation capital projects described in Section C.3.i.(a) and may not result in construction with RAISE FY 2022 funding. In addition, activities eligible for RAISE planning grants include those related to multidisciplinary projects or regional planning, such as:

- Development of master plans, comprehensive plans, integrated land use and Transportation plans, or corridor plans

- Planning activities related to the development of a multimodal freight corridor, including those that seek to reduce conflicts with residential areas and with passenger and non-motorized traffic
- Development of port and regional port planning grants, including State-wide or multi-port planning within a single jurisdiction or region
- Risk assessments and planning to identify vulnerabilities and address the transportation system's ability to withstand probable occurrence or recurrence of an emergency or major disaster

Upcoming/Expected Cycle or Cycle Frequency:

On June 22, 2022, the House Appropriations Committee released the draft FY 2023 Transportation, and Housing and Urban Development, and Related Agencies funding bill. The bill includes \$775 million for National Infrastructure Investments (RAISE/TIGER/BUILD), equal to fiscal year 2022, including \$30 million for grants to assist areas of persistent poverty. An additional \$100 million is included for a program created last year to spur Thriving Communities nationwide. The Business Plan Development team will continue to monitor the progress of the Notice of Funding Opportunity (NOFO) and will update the cycle frequency accordingly.

Infrastructure for Rebuilding America (INFRA)

For further information regarding engagement, program benefits, and contact information, visit: <https://www.transportation.gov/grants/infra-grants-program>

Background:

The Multimodal Project Discretionary Grant common application (MPDG) provides Federal financial assistance to highway and bridge, intercity passenger rail, railway-highway grade and separation, wildlife crossing, public transportation, marine highway, and freight and multimodal projects, or groups of such projects, of national or regional significance, as well as to projects to improve and expand the surface transportation infrastructure in rural areas. Infrastructure Investment and Jobs Act (Pub. L. 117-58, November 15, 2021) (Bipartisan Infrastructure Law, or BIL) provided funds to the US DOT across three programs to invest in projects of national or regional significance – the National Infrastructure Project Assistance grants program, found under 49 U.S.C. § 6701 (Mega), the Nationally Significant Multimodal Freight and Highways Projects grants program, found at 23 U.S.C. § 117 (Infrastructure for Rebuilding America or INFRA), and the Rural Surface Transportation Grant program, found at 23 U.S.C. § 173 (Rural). To help streamline the process for applicants, the USDOT has combined the applications for the Mega, INFRA, and Rural programs into the MPDG common application. Applicants may choose to apply to one, two, or all three of these grant programs.) The Fiscal Year (FY) 2022 MPDG awards will be made for each of the three grant programs as appropriate and consistent with each grant program's statutory language.

Program Goals and Objectives:

INFRA's objective is to rebuild America's infrastructure and create jobs by funding highway, multimodal freight, and rail projects. Projects will improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate supply chain bottlenecks and improve critical freight movements

Eligible Project Types:

Projects that improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate freight bottlenecks and improve critical freight movements.

Upcoming/Expected Cycle or Cycle Frequency:

The INFRA grant program funding will be made available in 2022 under the MPDG combined Notice of Funding Opportunity (NOFO) that will allow applicants to use one application to apply for up to three separate discretionary grant opportunities:

MEGA Grants: known statutorily as the National Infrastructure Project Assistance program (49 U.S.C. 6701)

INFRA Grants: known statutorily as the Nationally Significant Multimodal Freight and Highway Projects program (23 U.S.C. 117)

Rural Surface Transportation Grant: (23 U.S.C. 173)

Combining three major discretionary grant programs into one Multimodal Projects Discretionary Grant opportunity reduces the burden for state and local applicants and increases the pipeline of "shovel-worthy" projects that are now possible because of the Bipartisan Infrastructure Law.

INFRA was updated to include new eligibilities, set asides, and other programming changes in the Bipartisan Infrastructure Law (BIL) passed in 2021 that are substantive changes from the FAST Act of 2015: 23 U.S.C. 117.

INFRA has a funding amount of \$7.25 billion available through FY 22-26. Funds are available until expended. In FY 2022, \$1.55 billion dollars will be made available.

National Infrastructure Project Assistance Program - MEGA

For further information regarding engagement, program benefits, and contact information, visit: <https://www.transportation.gov/grants/mega-grant-program>

Background:

The Multimodal Project Discretionary Grant common application (MPDG) provides Federal financial assistance to highway and bridge, intercity passenger rail, railway-highway grade and separation, wildlife crossing, public transportation, marine highway, and freight and multimodal projects, or groups of such projects, of national or regional significance, as well as to projects to improve and expand the surface transportation infrastructure in rural areas. Infrastructure Investment and Jobs Act (Pub. L. 117-58, November 15, 2021) (Bipartisan Infrastructure Law, or BIL) provided funds to the USDOT

across three programs to invest in projects of national or regional significance – the National Infrastructure Project Assistance grants program, found under 49 U.S.C. § 6701 (Mega), the Nationally Significant Multimodal Freight and Highways Projects grants program, found at 23 U.S.C. § 117 (Infrastructure for Rebuilding America or INFRA), and the Rural Surface Transportation Grant program, found at 23 U.S.C. § 173 (Rural). To help streamline the process for applicants, the US DOT has combined the applications for the Mega, INFRA, and Rural programs into the MPDG common application. Applicants may choose to apply to one, two, or all three of these grant programs.) The Fiscal Year (FY) 2022 MPDG awards will be made for each of the three grant programs as appropriate and consistent with each grant program's statutory language.

Program Goals and Objectives:

MEGA was established with the goal of funding large, complex projects that provide benefits to the economy, reduce emissions, improve safety, and make the transportation system more sustainable. Projects should be resilient and expand transportation options in rural America and underserved communities.

Eligible Project Types:

Projects eligible under the Megaprojects program include:

- a highway or bridge project carried out on—
 - the National Multimodal Freight Network of title 49, United States Code;
 - the National Highway Freight Network, United States Code; or
 - the National Highway System, United States Code;
- a freight intermodal (including public ports) or freight rail project that provides a public benefit;
- a railway-highway grade separation or elimination project;
- an intercity passenger rail project; and
- certain public transportation projects that are eligible for Federal Transit Administration funding of title 49, United States Code, and is a part of one of other eligible project types above.

Upcoming/Expected Cycle or Cycle Frequency:

The MEGA grant program funding will be made available in 2022 under the MPDG combined Notice of Funding Opportunity (NOFO) that will allow applicants to use one application to apply for up to three separate discretionary grant opportunities:

MEGA Grants: known statutorily as the National Infrastructure Project Assistance program (49 U.S.C. 6701)

INFRA Grants: known statutorily as the Nationally Significant Multimodal Freight and Highway Projects program (23 U.S.C. 117)

Rural Surface Transportation Grant: (23 U.S.C. 173)

Combining three major discretionary grant programs into one Multimodal Projects Discretionary Grant opportunity reduces the burden for state and local applicants and increases the pipeline of “shovel-worthy” projects that are now possible because of the Bipartisan Infrastructure Law.

MEGA is a new funding opportunity with a funding amount of \$5 billion available through FY 22-26. Funds are available until expended. In FY 2022, \$1.0 billion dollars will be made available.

Rural Surface Transportation Grant (RURAL)

For further information regarding engagement, program benefits, and contact information, visit: <https://www.transportation.gov/grants/rural-surface-transportation-grant>

Background:

The Multimodal Project Discretionary Grant common application (MPDG) provides Federal financial assistance to highway and bridge, intercity passenger rail, railway-highway grade and separation, wildlife crossing, public transportation, marine highway, and freight and multimodal projects, or groups of such projects, of national or regional significance, as well as to projects to improve and expand the surface transportation infrastructure in rural areas. Infrastructure Investment and Jobs Act (Pub. L. 117-58, November 15, 2021) (Bipartisan Infrastructure Law, or BIL) provided funds to the USDOT across three programs to invest in projects of national or regional significance – the National Infrastructure Project Assistance grants program, found under 49 U.S.C. § 6701 (Mega), the Nationally Significant Multimodal Freight and Highways Projects grants program, found at 23 U.S.C. § 117 (Infrastructure for Rebuilding America or INFRA), and the Rural Surface Transportation Grant program, found at 23 U.S.C. § 173 (Rural). To help streamline the process for applicants, the USDOT has combined the applications for the Mega, INFRA, and Rural programs into the MPDG common application. Applicants may choose to apply to one, two, or all three of these grant programs.) The Fiscal Year (FY) 2022 MPDG awards will be made for each of the three grant programs as appropriate and consistent with each grant program's statutory language.

Program Goals and Objectives:

The Rural Surface Transportation Grant Program will support projects to improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.

Eligible Project Types:

Eligible uses include: Highway, bridge, or tunnel projects eligible under the National Highway Performance Program, Surface Transportation Block Grant Program, or the Tribal Transportation Program; highway freight project eligible under the National Highway Performance Program; highway safety improvement project; project on a publicly-owned highway or bridge improving access to certain facilities that support the economy of a rural area; integrated mobility management system, transportation demand management system, or on-demand mobility services

Upcoming/Expected Cycle or Cycle Frequency:

The RURAL grant program funding will be made available in 2022 under the MPDG combined Notice of Funding Opportunity (NOFO) that will allow applicants to use one application to apply for up to three separate discretionary grant opportunities:

Mega Grants: known statutorily as the National Infrastructure Project Assistance program (49 U.S.C. 6701)

INFRA Grants: known statutorily as the Nationally Significant Multimodal Freight and Highway Projects program (23 U.S.C. 117)

Rural Surface Transportation Grant: (23 U.S.C. 173)

Combining three major discretionary grant programs into one Multimodal Projects Discretionary Grant opportunity reduces the burden for state and local applicants and increases the pipeline of “shovel-worthy” projects that are now possible because of the Bipartisan Infrastructure Law.

RURAL has a funding amount of \$2 billion available through FY 22-26. Funds are available until expended. In FY 2022, \$300 million dollars will be made available.

Transit-focused Programs

The following programs are transit-specific discretionary programs. The goal of these programs is to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. Eligibility requirements may vary from program to program. Federal and State opportunities include:

- Transit and Intercity Rail Capital Program (TIRCP)
- Federal Transit Administration (FTA) New Starts
- FTA Small Starts
- FTA (Sections 5303, 5304, 5305)
- Rail Vehicle Replacement Program
- FTA Section 5312 – Public Transportation Innovation
- FTA Transit-Oriented Development Planning Pilot – Section 20005(b)

Funding Gaps and Needs

While there are numerous measures, grants, and other opportunities for investment, there are limits to the number of projects that can be funded in a given fiscal year. Gaps in funding are a consequence of many factors including, but not limited to, inflation, displacement, competition for funds, and economic downturns. It is for this reason that funding opportunities be considered and implemented strategically.

Competitive Discretionary Grant Funding

Although billions of dollars are provided for transportation projects through discretionary programs annually, only select projects receive funding. Since competition is high, especially for federal programs, some project grant applications can go through multiple cycles of the same program and still not be selected for funding.

Considering that the application processes themselves require a lot of resources, not every agency may be able to put resources towards a nomination with limited chances of being successful. Federal programs in particular can be a high-effort endeavor and the larger applicant pool for competing for funds makes it more difficult for local projects.

Additionally, to have a project be considered as a Caltrans nomination (whether Caltrans-led or joint), District 5 has to go through a long nomination process. During this Caltrans nomination process, the District needs to provide detailed project information, such as matching funds, project costs, alignments with the program's notice of funding opportunity (NOFO), and more. Requests for project nominations are often restricted to a limited number of projects per applicant which means aligning priority projects with a funding opportunity is a necessity.

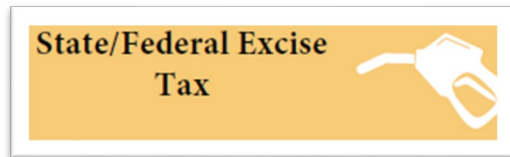
Another challenge in securing a grant is identifying an up-front match in funding. Funding matches are rarely an even split; even 20% of cost-share can cost the state and its partners millions of dollars that may not be readily available. Funding matches may consist of State funds, local tax measures and general funds, philanthropic funds, or private funds. Some programs allow for the use of existing federal funds (although not usually for the entirety of the match) and/or "in-kind" funds (labor).

Current Infrastructure

US 101 has recurring and increasing congestion in several segments throughout the corridor which overwhelm parallel routes and neighborhoods. Lack of dedicated and available funding hinders the region's ability to improve and manage the existing roadway, transit, and active transportation systems. Additional funding will be required to address growing transportation demands.

Declining Gas Tax Revenue

State and federal transportation programs have largely been funded through fuel tax user fees (i.e. a "gas tax") dependent on the amount of gasoline consumed. Over the past decade, gas tax revenues have not kept up with demand and in turn have put pressure on other funding sources. This is further compounded by increased fuel efficiency, alternative fueling options, and State/Federal initiatives for alternative modes of transportation. Caltrans, California State Transportation Agency (CalSTA), local/regional partners, and the federal government are continuing to explore sustainable funding options to meet future infrastructure funding needs.



Climate Risks and the Need for Resilient Funding

It is becoming increasingly clear that the consequences of climate change are affecting our transportation system physically and economically. A climate-related disaster has the potential for extraordinary damages and unprecedented risk to California's interconnected economic systems. While the severity of risk is often debated, every segment throughout the corridor is susceptible to physical climate risks such as flooding, fire, drought, erosion, and/or sea level rise. The cost of these risks is often felt after catastrophe and compounds as reduced labor, resources, and production are diverted for other investment opportunities. The result is an ever-increasing cost of living in an already moderate-to- high cost of living area. As people cannot afford to live in the region, the poorest families/communities will be forced to move. This process is recognized by the United Nations as 'disaster displacement' and its risks are not limited to one geographic area.

Transitioning from carbon-based energy to a cleaner alternative comes with additional costs. Although there is a hastening need for transition, many local economies are reliant on fuel consumptive-related tax measures. Eliminating such measures without a researched alternative could spell economic disaster felt throughout the state.

To underscore the dedication California is taking to address the climate crisis, Governor Gavin Newsom has issued a series of executive orders aimed at the transportation sector:

- **Executive Order (EO) N-19-19** empowers CalSTA to leverage discretionary state transportation funds to help meet the state's climate goals.
- **Executive Order N-79-20** moves the transportation sector toward a zero-emission future by requiring all new cars sold in the state to be zero-emission by 2035 and all commercial trucks sold to be zero-emission by 2045. EO N-79-20 also reiterates the message of EO N-19-19 and emphasizes the urgency of CalSTA's implementation efforts.

Collectively, these Executive Orders laid the groundwork for the Climate Action Plan for Transportation Infrastructure (CAPTI) with which Caltrans and other state/local agencies will be consistent. CAPTI helps California plan for how to best administer such potential new sources of federal climate-related transportation funding, as well as position the state to be competitive for federally administered funding opportunities by leveraging

\$5 billion in annual discretionary transportation infrastructure funding. The funding opportunities identified in EO N-19-19 include:

- ATP - \$223 million
- ITIP - \$175 million
- LPP - \$200 million
- SCCP - \$250 million
- SHOPP - \$4.2 billion
- TCEP - \$300 million
- TIRCP - \$275 million

These opportunities are competitive and mitigating solutions are only one step toward planning for climate risks. As our understanding of climate change adapts, so too should the tools and methods used when committing investment dollars.



COVID-19 Pandemic Impacts on Local Transportation Revenues

The Coronavirus Disease 2019 (COVID-19) pandemic radically impacted global travel behavior. State-wide shelter-in-place orders and an increase of remote/hybrid work schedules resulted in a dramatic decrease of VMT, air travel, and transit ridership. The effects of a non-traveling population resulted in some disruption of expected revenue from local sales tax measures and the gas tax.

Per AMBAG's Metropolitan Transportation Plan (MTP) "Monterey Bay 2045 Moving Forward", COVID-19 impacted transportation funding primarily in the FY 19/20. According to the MTP, Regional transportation sales tax measures employed by regional partners experienced minor decreases during the peak of the COVID-19 pandemic. It is unclear whether there will be significant long-term negative impact on transportation funding due to the COVID-19 pandemic and activities will continue to be monitored into the future as changes in travel behavior, telework, and other impacts are anticipated to endure indefinitely.

Overall, State transportation losses were balanced by Federal stimulus funding and the FY 21/22 state budget reported a surplus exceeding pre-pandemic amounts resulting in increased funding for transportation projects.

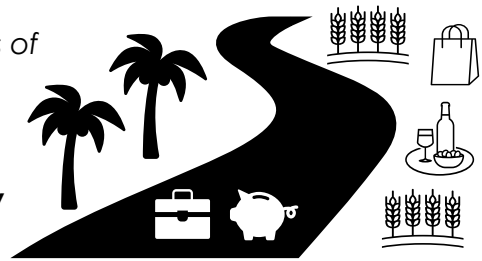
Implementation

While the US 101 Business Plan proposes a 25-year implementation schedule, acceleration of this effort should be aggressively pursued to meet the region's pressure to complete the identified improvements.

Value Proposition

Fulfilling the goals of the US 101 Business Plan is extremely important for the Central Coast region. Transportation systems, such as US 101, enable the movement of people and goods. Investment in transportation fixed assets helps build and maintain these critical resources.

According to the September 2021 *Economic Impacts of Transportation Infrastructure* report³¹, “Every \$1 million in additional infrastructure investment supports on average 21 jobs in the economy.” **If all US 101 Business Plan projects were to be implemented today (in August 2022) 182,700 jobs would be created.**



Employment is an important driver of an area's economy. An increase in employment opportunities can lead to economic growth as a result of both short-term stimulus of transportation enhancements and a longer-term, cumulative impact on economic productivity.

JOBS IN THE AREA RELY ON TRANSPORTATION

Most people in the region rely on US 101 to get to their jobs, to provide the transportation connection to their end consumer, or both. The route, which is designated as a Strategic Interregional Corridor, is the primary highway for interregional traffic throughout California's Central Coast region and is the only freeway facility aside from I-5 to connect Northern and Southern California.

According to the 2012 Central Coast California Commercial Flows Study (AMBAG), the Central Coast has most of its agricultural production, food manufacturing, transportation, and warehouse activities concentrated along US 101. This 2012 study also identified that the region's agricultural sector alone accounts for 38% of the total freight volume. Employment and earnings in farming, manufacturing, and wholesale trade are all driven to some extent by the Central Coast region's agriculture sector.

In 2009, about 23% of the total employment in the Central Coast was in a goods-movement related industry. Each county has a mix of employment in both the goods-producing and service sector.

Business Plan Execution

Relationship to RTP

The Business Plan does not replace regional or local transportation plans but is intended to provide a strategy for integration and coordination so that agencies can implement actions for more efficient corridor operations. The US 101 Business Plan is consistent with the RTP of each region in the Central Coast and supports future RTP updates.

³¹ https://www.artba.org/wp-content/uploads/federal-investment/ijja/ARTBA_EIA_IJJA_Report_Sept2021.pdf

The Business Plan builds upon the success of the RTPs and proceeds to raise the region's profile at the state and national levels. The Business Plan exemplifies excellence, cooperation, and integrity; principles that are not possible without effective partnership and collaboration.

Priorities for Discretionary Funding within the Central Coast Area

Primary Evaluation Factors

Defining and selecting priority projects is an important step in programming projects for any transportation corridor. Defining a "need" is critical to first assess the existing transportation infrastructure. In Chapter 4, historical conditions were analyzed, and challenges were identified by stakeholders. In Chapter 5, Priority Project Types were identified to meet the needs of the corridor segments. These included:

- Operational Improvements and Conflict Point Reduction Projects;
- Alternative Fuel Charging Station & Air Pollutant Reduction Projects;
- Freight and Goods Movement Improvement Opportunities;
- Freeway Conversion & New Interchanges; and
- Bike, Ped, Transit, Rail, & Park and Ride Improvements.

Projects were categorized by constrained (anticipated to be completed within a 25-year timeframe) and unconstrained (not anticipated to be completed within the 25-year life). Further analysis was completed in the form of a survey in Chapter 6. Surveys allowed for stakeholders to identify needs and define priorities that may not be evident from analyzing existing conditions. By compiling this information, the Business Plan can be used as the frame of reference with which to consider and plan for priority projects and future funding opportunities. **Any project could be a priority project given the appropriate funding program.**

Plan for Recurring Updates

Caltrans and the Coalition will establish a formalized US 101 Business Plan Monitoring Report that ensures a process is in place to regularly measure the Business Plan's effectiveness. Performance reporting will be conducted to evaluate the effectiveness of the recommended projects and their relationship to the goals, strategies, and performance measures established in Chapter 3.

The Business Plan development team will meet to review updated performance assessment results, reassess corridor objectives, and discuss other approaches to the Business Plan to ensure that new and changing issues are still being addressed. These recurring updates will secure the Central Coast's US 101 vision, help state a business case for making investments in the US 101 corridor, and present a unified front to inform statewide priorities for investment, such as the Senate Bill 1 programs and federal transportation funding programs.