



■ 260 North San Antonio Road., Suite B ■ Santa Barbara, CA ■ 93110
■ Phone: 805/961-8900 ■ Fax: 805/961-8901 ■ www.sbcag.org

SBCAG STAFF REPORT

SUBJECT: Final Santa Barbara U.S. 101 Comprehensive Multimodal Corridor Plan

MEETING DATE: July 21, 2022 **AGENDA ITEM:** 4G

STAFF CONTACT: Maya Kulkarni

RECOMMENDATION:

1. Adopt the Final Santa Barbara U.S. 101 Comprehensive Multimodal Corridor Plan (“Corridor Plan”) and delegate authority to Executive Director to approve administrative edits to the Corridor Plan prior to submittal to the California Transportation Commission; and
2. Find that the project is exempt under the California Environmental Quality Act as described in the Notice of Exemption (NOE) and direct staff to file the NOE with the County Clerk.

DISCUSSION:

Senate Bill (SB 1) created the Solutions for Congested Corridors Program. Similar to Cycles 1 and 2, SBCAG will be submitting a competitive funding application for the Santa Barbara U.S. 101 Multimodal Corridor Segments 4D and 4E and parallel projects to fully fund the corridor. Applications for Cycle 3 of the Solutions for Congested Corridors Program will be due in December 2022 and program adoption is expected by June 2023.

Per the guidelines adopted by the California Transportation Commission for Cycle 3 of the Solutions for Congested Corridors Program, a Comprehensive Multi-modal Corridor Plan is required to be developed. SBCAG staff has developed a draft Corridor Plan, which was reviewed by TTAC, the SBCAG Board of Directors, and the public (**Attachment A**). SBCAG has incorporated comments into the draft plan is now requesting the Board adopt the final Corridor Plan.

SBCAG conducted community outreach for the Draft Plan from June 2, 2022 to June 22, 2022. SBCAG staff held two hearings on June 2 at 5:00pm and at the SBCAG Board of Directors meeting on June 16 at 10:00am to present the plan for public review. Written public comments were also accepted during the Public Input period. A total of four public comments were received and are included as an appendix to the Final Corridor Plan.

COMMITTEE REVIEW:

The Draft Plan was presented to SBCAG’s Technical Transportation Advisory Committee (TTAC) in June for questions and feedback. One question was asked about whether public comments would be included in the final plan, to which the answer was yes, they will be included in the Appendix.

ATTACHMENTS:

- A. Final Santa Barbara U.S. 101 Multimodal Corridor Plan (web posting only)
- B. CEQA Notice of Exemption

ATTACHMENT B

NOTICE OF EXEMPTION

TO: Santa Barbara County Clerk of the Board of Supervisors

FROM: The Santa Barbara County Association of Governments

The project or activity identified below is determined to be exempt from further environmental review requirements of the California Environmental Quality Act (CEQA) of 1970, as defined in the State and County Guidelines for the implementation of CEQA.

Location: The Highway 101 Corridor in southern Santa Barbara County.

Project Title: Santa Barbara U.S. 101 Comprehensive Multimodal Corridor Plan Update (Plan)

Project Applicant: The Santa Barbara County Association of Governments (“SBCAG”).

Project Description: Update to the Hybrid Multimodal Corridor Plan to identify long term solutions to relieve congestion along the U.S. 101 corridor in Santa Barbara County.

Name of Public Agency Approving Project: Board of Supervisors, County of Santa Barbara

Name of Person or Agency Carrying Out Project: The Santa Barbara County Association of Governments (SBCAG)

Exempt Status: (Check one)

- Ministerial
- Statutory Exemption
- Categorical Exemption
- Emergency Project
- No Possible Significant Effect

Cite specific CEQA and/or CEQA Guideline Section:

The Plan is not a “Project” within the meaning of CEQA per CEQA Guideline Section 15378(b)(2) because it is a continuing administrative activity for general policy and procedure making.

The Plan is also statutorily exempt from CEQA, pursuant to CEQA section 15162 the Plan is statutorily exempt because (1) it is a planning study for possible future actions; and (2) any part of the Plan that has been approved or funded is included in Final Environmental Impact Report (State Clearinghouse # 2020120233) as part of the Connected 2050 Regional Transportation Plan & Sustainable Communities Strategy (RTP-SCS), and there is no new circumstance or information in those portions of the Plan.

Reasons to support exemption findings:

Any part of the Plan that has been approved or funded is included in the Final Environmental

Impact Report (State Clearinghouse # 2020120233) (“EIR”) as part of the Connected 2050 Regional Transportation Plan & Sustainable Communities Strategy (RTP-SCS). When an EIR has been certified for a project, no subsequent EIR shall be prepared unless the lead agency determines one or more of the following:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

No substantial changes are proposed in the Plan that will involve new significant environmental effects or a substantial increase in the severity of previously identified effected because all new recommended projects have been accounted for in the previous EIR as part of the Connected 2050 RTP-SCS.

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant, environmental effects or a substantial increase in the severity of previously identified significant effects; or

No substantial changes will occur due to the circumstances of the Plan that involve new significant, environmental effects or a substantial increase in the severity of previously identified significant effects because all new recommended projects have been accounted for in the previous EIR as part of the Connected 2050 RTP-SCS.

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

There are no significant effects not previously discussed in the EIR.

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

There are no significant effects previously examined that would be substantially more severe than previously shown.

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

There were no mitigation measures or alternatives previously found not to be feasible that would in fact be feasible.

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

There are no mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR

Lead Agency Contact Person: Maya Kulkarni

Phone No.: (949) 505-4064

Department/Division Representative:

Date:

Acceptance Date (date of final action on project): _____

Date Filed by County Clerk: _____.