

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 10-11, 2009

Reference No.: 2.2a.(4)
Action Item

From: CINDY McKIM
Chief Financial Officer

Prepared by: Jay Norvell
Division Chief
Environmental Analysis

Subject: **NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT
ROUTE 101 IN SANTA BARBARA COUNTY**

ISSUE:

The California Transportation Commission (Commission) is being asked to review and comment at its June 10-11, 2009 Commission meeting on the following Notice of Preparation:

- 05-SB-101, PM 2.0/12.3 - Route 101 in Santa Barbara County. Construct a High Occupancy Vehicle (HOV) lane on Route 101 in each direction between Bailard Avenue in the city of Carpinteria and Milpas Street in the city of Santa Barbara. (PPNO 7101)

PROGRAMMING:

The project will construct a new HOV lane on Route 101 between Bailard Avenue in the city of Carpinteria and Milpas Street in the city of Santa Barbara. The project is not fully funded. The project is programmed in the 2008 State Transportation Improvement Program (STIP) for Plans, Specifications, and Estimates in the amount of \$12,585,000. Santa Barbara County voters, through the passage of Measure A in November 2008, dedicated \$140,000,000 of regional sales tax funds toward the construction of this project. The total cost of the project is estimated to be between \$380 million and \$600 million. Assuming the availability of funding, construction is estimated to begin in Fiscal Year 2013-14.

ALTERNATIVES BEING CONSIDERED:

The Environmental Impact Report (EIR) will evaluate the following alternatives:

No Build Alternative:

The No-Build Alternative proposes to maintain the existing conditions without any alterations.

Build Alternative:

Three build alternatives are initially proposed for evaluation in the environmental document. All build alternatives propose to add one HOV lane in each direction, resulting in a six-lane freeway within the project limits. Alternative 1 proposes to add the HOV lane while balancing outside and inside (median) landscaping impacts. Alternative 2 proposes to add the HOV lanes while maximizing the amount of median planting within the project limits. Alternative 3 proposes to add the HOV lanes within the existing median with minor incidental outside widening.

POTENTIAL SIGNIFICANT ENVIRONMENTAL EFFECTS:

- Impacts to visual resources.
- Impacts to historic resources.
- Increased noise levels.
- Impacts to biological resources.
 - Temporary and permanent riparian and wetland habitat impacts
 - Tidewater goby
 - Steelhead trout
- Temporary construction impacts to residents.
- Effects on traffic circulation.

An EIR will be prepared for the project because of potentially significant impacts to the above resources.

PROPOSED MEASURES TO MINIMIZE HARM:

Avoidance, minimization and mitigation measures will be identified and evaluated in the EIR. Generally, measures to minimize impacts to visual resources will include:

- Minimization or avoidance of tree/vegetation removal, revegetation where feasible.
- Design treatment of structures and noise walls.
- Coastal visual resources will be carefully considered and maintained or enhanced where possible.
- Avoidance of historic and archeologic resources if feasible.
- Minimization of disturbance in sensitive habitats, work windows to avoid/reduce biological impacts to species, minimization or avoidance of tree/vegetation removal, revegetation of native tree/shrubs where feasible, and species-specific mitigation measures.
- Minimization of noise levels through construction of sound wall where feasible.
- Minimization of construction impacts through a variety of measures including operating hours and operational procedures, and effects on traffic generally would be addressed through limiting hours of construction activities, public awareness campaigns and outreach, and alternative transportation programs where feasible.

Attachment - Map

