



US 101 Santa Maria River Bridges Santa Barbara County

Connecting the community through bicycling and walking



FALL 2016

District Director's Report

A quarterly publication for our transportation partners



CTP 2040

The *California Transportation Plan 2040* provides a framework for transportation to help meet the state's climate goals by promoting livable communities, economic growth, greenhouse gas emission reduction, and a fix-it-first approach for highways, roads and bridges. It features the following six major goals for a *whole system* approach:

- Improve multimodal mobility and accessibility for all people
- Preserve the multimodal transportation system
- Support a vibrant economy
- Improve public safety and security
- Foster livable and healthy communities and promote social equity
- Practice environmental stewardship

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US 101 Linden/Casitas interchanges

Caltrans recently joined its local partners to celebrate the groundbreaking of the US 101 Linden/Casitas interchanges project in Santa Barbara County. Caltrans Director Malcolm Dougherty noted the project will improve traffic flow and reduce congestion on this busy corridor.

The \$60 million project will reconstruct and widen the US 101 overcrossings at Linden Avenue and Casitas Pass Road, install a new landscaped median, sidewalks and bicycle paths, and extend the adjacent frontage road—connecting the community to local streets for in-town trips.

The Carpinteria Creek overcrossing will be widened to accommodate the highway's future widening in this area. Security Paving Company of Sylmar, Calif. is the contractor for the project scheduled for completion in 2020.

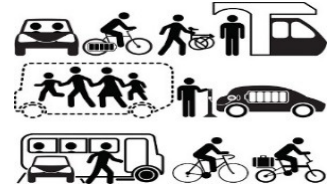
Caltrans District 5



District Director

Timothy Gubbins

Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.



Origin-Destination Survey

Studying travel behaviors of regional and interregional trips on US 101 in and between Ventura, Santa Barbara and San Luis Obispo counties is the primary goal of the recently completed 2016 *Central Coast Origin-Destination Survey*. The survey collected travel data to help calibrate Santa Barbara County Association of Governments' (SBCAG) regional travel demand model and support planning efforts to improve regional transit and rail services.

Key study findings confirm previous planning assumptions, including the heavy peak hour congestion across the Santa Barbara-Ventura county line and prevailing truck traffic using US 101 over SR 154. They also show a major awareness gap regarding some regional transit services.

SBCAG partnered with the San Luis Obispo Council of Governments and the Ventura County Transportation Commission to conduct the study funded through a Caltrans *Strategic Partnerships* transportation planning grant. More information at: http://www.sbcag.org/uploads/2/4/5/4/24540302/central_coast_o-d_survey_final_report_7-8-2016.pdf

Please Submit Maintenance Service Requests at the Following Link: <http://www.dot.ca.gov/hq/maint/mrsrsubmit/>

CTP 2040 continued

The plan builds upon the state's Interregional Plan, Freight Plan, Rail Plan, Aviation Plan, Transit Plan, Bicycle and Pedestrian Plan and Regional Transportation Plans. It also includes 15 strategies addressing mode shift, transportation alternatives, pricing and operational efficiency.

The state's first priorities for sustainable mobility is investing in bicycle/pedestrian infrastructure and transit. Caltrans aims to triple bicycling and double walking and transit use statewide by 2020. This supports the state's goal to reduce greenhouse gas emissions to 1990 levels by 2020, and 80 percent below those levels by 2050.

Caltrans conducted extensive public outreach statewide for the plan's development. This included two public comment periods, focus groups, public workshops, interactive website, news releases, social networking and webinars. Continued collaboration between Caltrans, local agencies, communities and all transportation stakeholders is essential to successfully achieving the state's high priority goals. The plan and more information is available at:

<http://www.dot.ca.gov/hq/tpp/californiatrnsportationplan2040/final-draft-ctp2040/index.shtml>



Sustainable Grants

A call for projects is under way for the 2017-2018 Sustainable Transportation Planning grants. About \$7.8 million is available statewide for the Sustainable Communities grants, and \$1.5 million for Strategic Partnerships.

These grants promote a balanced, comprehensive multimodal transportation system supporting Caltrans' key objectives of sustainability, preservation, mobility, safety, innovation, economy, health and equity. Applications are due to Caltrans **Friday, November 4, 2016**. Applications, guidebook and more information is available at:

<http://www.dot.ca.gov/hq/tpp/grants.html>



Critical Rural Freight Corridors

California is the nation's largest gateway for international trade and domestic commerce with an interconnected system of ports, railroads, highways and roads facilitating freight movement nationwide. The system supports one-third of the state's economic product and jobs. In 2014, freight-dependent industries provided more than \$740 billion in gross domestic product and more than five million jobs.

US 101 and Highways 46 and 156 are integral to this system. Caltrans is recommending their designation as critical rural freight corridors within the Interim National Multimodal Freight Network. Working in partnership with local agencies, Caltrans recently submitted this recommendation, among others, to the U.S. Department of Transportation for consideration.



Federal Transit Funding

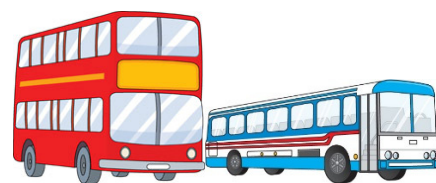
Providing more modern, reliable bus service nationwide is a top priority for the Federal Transit Administration's Bus and Bus Facilities Grant Program. Sixty-one projects across the country will receive about \$211 million to replace, rehabilitate and purchase transit buses and related equipment/facilities. These include \$4.3 million to Caltrans to construct a new maintenance facility in the Monterey-

Salinas area, \$4 million to the San Luis Obispo Regional Transit Authority for a new transit center, \$5.7 million to the Santa Barbara Metropolitan Transit District to purchase new buses, and \$3.7 million to Monterey-Salinas Transit to replace buses and provide workforce development training. More information at:

<https://www.transit.dot.gov/about/news/us-department-transportation-announces-211-million-grants-new-buses-facilities-improve>

Transit Plans Coordinate City/Regional Services

The San Luis Obispo Regional Transit Authority (RTA) and the City of San Luis Obispo recently released their jointly developed 2016 *Short Range Transit Plans*. Both plans provide operational, capital, institutional and implementation guidelines for the agencies to better coordinate their services. Caltrans funded the five-year plans with a *Transit Planning for Sustainable Communities* grant.



Countywide, 77 percent of residents live within one-half mile of a public transit route, contributing to more than one million riders annually. In fact, RTA ridership increased 270 percent in 2013 from the previous decade and the city's, 64 percent.

To meet future travel demand, both plans recommend enhancing, modifying and expanding daily transit services—including evening runs—as well as purchasing new buses, improving bus stops and operations/maintenance facilities and providing a new downtown transit center. More information at:

<http://slocog.org/sites/default/files/SLORTA-SRTP-2016-Final-web.pdf>
<http://www.slocity.org/government/departments-directory/public-works/slo-transit/general-service-information/short-range-transit-plan>