



## City of Santa Barbara Transportation & Circulation Committee Staff Report

**DATE:** May 23, 2013  
**TO:** Transportation and Circulation Committee (TCC)  
**FROM:** Brian D'Amour, Supervising Civil Engineer  
**SUBJECT:** Las Positas Road at Cliff Drive Intersection Improvements Project

---

### RECOMMENDATION:

That the Transportation and Circulation Committee (TCC) receive a status report on funding for the Las Positas Road at Cliff Drive Intersection Improvements Project (Project), and provide input to the Council.

### BACKGROUND:

Public Works staff reported to the TCC on November 8, 2012, regarding the evaluation of proposed alternatives for the Project. Copies of the staff report and minutes from the meeting are attached. At that meeting, the TCC motioned *'That staff keep the roundabout as preferred alternative for another six months and look for further funding sources, and return to the Committee.'* The TCC made this motion due to a significant funding shortfall for the roundabout alternative. At that time, the only available funding for the project was a \$750,000 State Transportation Improvement Program (STIP) grant for construction only. A funding summary of the roundabout and traffic signal alternatives is presented below:

Alternative	Future Design Phase Costs	Construction Phase Costs	Total Future Project Costs	Less Amount Budgeted	Less STIP Grant	Project Shortfall
Roundabout	\$250,000	\$1,650,000	\$1,900,000	\$39,186	\$750,000	<b>\$1,110,814</b>
Traffic Signal	\$150,000	\$781,250	\$931,250	\$39,186	\$750,000	<b>\$142,064</b>

Due to the significant funding shortfall for the roundabout alternative, the TCC requested that staff pursue additional funding sources in order to fund this alternative. Public Works staff has spent the past six months seeking such funding. This report represents a summary of our findings.

### SUMMARY OF ADDITIONAL GRANT FUNDING OPPORTUNITIES:

Public Works staff pursued numerous possible grant funding opportunities in an effort to cover the cost of the identified shortfall for the roundabout alternative. The potential funding sources included local, state, and federal grants as summarized below:

**Coastal Resource Enhancement Funds (CREF):** The Project could potentially be eligible for CREF funding, as it could be considered to emphasize two of the required categories; coastal tourism or

recreation and coastal quality of life. Staff requested to be added to the mailing list for the next solicitation for CREF funding. There has not been a public solicitation for CREF funding since the 2010 cycle, but a decision will be made on whether or not to do a solicitation for the 2014 cycle sometime this spring/early summer. Due to the uncertainty associated with the overall competitiveness of the Project and the limited amounts made available, this is not considered a feasible funding source.

**Environmental Enhancement and Mitigation Program (EEM):** After reviewing the eligibility requirements for this funding, staff was unable to identify any Public Works projects that would be eligible.

**Highway Safety Improvement Program (HSIP):** The collision rates at the Las Positas/Cliff intersection are below the state average. Therefore, this project would not qualify for HSIP funding for capacity improvements at this location. However, the Project would likely qualify for HSIP funding for pedestrian facilities only due to a pedestrian fatality near this location. However, the funds would be limited to pedestrian improvements only, not operational improvements at the Las Positas/Cliff intersection. Of the \$1,650,000 total construction phases costs, only approximately \$200,000 would qualify for HSIP funding as pedestrian improvements. Unfortunately, this still leaves a total project shortfall amount of over \$1.1 million. Therefore, unless other additional funding sources could be identified, there would be still too great a funding gap for the roundabout alternative.

**Measure A Regional Bike & Pedestrian Funds:** The Project could potentially qualify for Measure A regional funds, but the grant amount would not be enough to cover the shortfall for the roundabout alternative as the funds could only be used for bike and/or pedestrian facilities associated with the Project. Therefore, similar to the HSIP funding, the Measure A funds could be used to narrow the gap, but substantial additional funding would be needed to close the gap.

**Transportation Enhancement (TE) funds:** Public Works staff have had extensive discussions with SBCAG and Caltrans staff regarding the possibility of TE funds for this project. Initially, there was optimism regarding SBCAG's available TE reserves. SBCAG currently has \$933,000 and \$918,000 programmed for Fiscal Years 15/16 and 16/17, respectively. Unfortunately, after taking this a step further with Caltrans, we learned that unless these funds were obligated for construction before July 1, 2013 they would be rolled into the new Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Program. Details of funding opportunities out of MAP-21 are still emerging. However, it is known that any funding for the Project out of this program would be competitive at a minimum for the region and possibly statewide. Based on other needs throughout the City, this Project is unlikely to be a feasible candidate for funding through MAP-21.

#### **SUMMARY:**

Public Works staff has performed an extensive search for potential grant funding opportunities for the Project. Unfortunately, none of the potential funding sources provided a strong likelihood for the Project successfully receiving sufficient funds to cover the shortfall needed to complete the roundabout alternative. Therefore, staff will be requesting that Council award a final design contract for the traffic signal alternative.

BD/

**ATTACHMENTS:**

1. November 8, 2012 Staff Report
2. Minutes from November 8, 2012 TCC Meeting