



# **OVERALL WORK PROGRAM**

**Fiscal Year 2005-2006**

**Draft**

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# **PROSPECTUS**



## **PROSPECTUS**

### **Overview**

The Santa Barbara County Association of Governments (SBCAG), in its capacity as the designated Metropolitan Planning Organization and Regional Transportation Planning Agency for Santa Barbara County, is responsible under federal and state law for developing transportation plans and programs for the region, and to do so through a “continuing, cooperative, and comprehensive” planning process, carried out in cooperation with other state, regional and local agencies.

Each year, SBCAG prepares an Overall Work Program (OWP) describing the comprehensive planning activities proposed to be undertaken during the next fiscal year, either by SBCAG or other entities using state and federal planning funds. The document provides detailed information on each major activity, including a description of the work to be performed, the major products of the effort, key milestones, and funding information.

The OWP is designed to comply with the guidelines of both the Region IX Intermodal Planning Group and the California Department of Transportation. The comprehensive program for FY 2005-06 is divided into five subcategories and further subdivided into individual work elements. The subcategories are:

- 1000 -- Program Administration
- 2000 -- Comprehensive Planning and Analysis
- 3000 -- Transportation Planning and Programming
- 4000 -- Air Quality Planning
- 5000 -- Program Delivery/Services

The OWP serves three important objectives. First, by describing the comprehensive planning activities to be conducted by SBCAG, the OWP serves as a reference to be used by citizens, planners and elected officials throughout the year to understand SBCAG's objectives and how these will be met through the regional comprehensive planning process. As a public document, the OWP also provides an opportunity for an open review of the planning process by elected officials and the public at large.

Second, the OWP is used as a management tool for the comprehensive planning program. The division of the program into subcategories and individual work elements facilitates program review and management throughout the year to ensure that the planned activities are accomplished both on time and within budget.

Third, the OWP serves as documentation to support the various federal and state grants that finance the planning program. Following adoption of the OWP, SBCAG submits quarterly reports to state and federal agencies documenting progress in meeting the OWP objectives.

## **The Region**

Located on the Central Coast of California, Santa Barbara County encompasses 2,774 square miles and is approximately the size of the State of Delaware. The county is well defined and has unique characteristics that delineate its boundaries. The south and west boundaries are the Pacific Ocean; the Santa Maria and Cuyama Rivers form the north boundary; the east boundary is located in a rugged and sparsely populated mountain area. Included in Santa Barbara County are four islands that comprise Channel Islands National Park: Anacapa, Santa Cruz, Santa Rosa, and San Miguel.

According to the U.S. Census Bureau, the population of Santa Barbara County was 399,347 in 2000. The county contains eight incorporated cities: Buellton, Carpinteria, Guadalupe, Lompoc, Santa Barbara, Santa Maria, Solvang, and the newly incorporated city of Goleta (incorporated in 2002).

Prior to the 1980 Census, the only area of the county which was designated as urbanized under the Bureau of Census definition was the Santa Barbara metropolitan area. The urbanized area boundary extends from the Goleta Valley on the west to Carpinteria on the east. The 2000 Census population estimate for the Santa Barbara urbanized area was 196,300.

The Santa Maria-Orcutt area was designated as an urbanized area based on data from the 1980 Census. The population of the Santa Maria-Orcutt urbanized area in 1990 was approximately 89,000 and increased in the 2000 Census to 120,300. As a result of significant growth in Santa Maria and south San Luis Obispo County, the newly designated urbanized area for Santa Maria now crosses the Santa Barbara County boundary and includes some of the Nipomo Mesa in Southern San Luis Obispo County.

The 1990 Census also resulted in the designation of the Lompoc area as an urbanized area with a population of 56,600. The population of the Lompoc urbanized area decreased in the 2000 Census to 55,500.

The boundaries of SBCAG's jurisdiction are coterminous with those of Santa Barbara County. The area was designated a Standard Metropolitan Statistical Area (SMSA) in November 1966. The air quality non-attainment area is the same as the MPO planning boundary, which is the County of Santa Barbara.

## **SBCAG Roles and Responsibilities**

SBCAG was established (as the Area Planning Council) on October 26, 1966 upon execution of a Joint Powers Agreement by the Cities of Carpinteria, Guadalupe, Lompoc, Santa Barbara, Santa Maria, and the County of Santa Barbara. Authority for creation of SBCAG is contained in Section 65600-65604 of the California Government Code. The cities of Solvang, Buellton and Goleta joined SBCAG upon their incorporation in 1985, 1992 and 2002 respectively.

The governing Board of SBCAG consists of the five members of the County Board of Supervisors plus one city council representative from each of the eight cities within the county.

As the recognized council of governments for Santa Barbara County, SBCAG serves in a number of specific capacities for planning and programming purposes. These are described below.

Areawide Planning Organization (APO) - SBCAG has been designated by the U.S. Department of Housing and Urban Development as the APO for Santa Barbara County. This designation carries with it the responsibility to comply with the comprehensive planning responsibilities of Section 701 of the Housing Act of 1954 and subsequent related legislation.

Metropolitan Planning Organization (MPO) - The U.S. Department of Transportation requires that the Governor of each state designate an organization which will be responsible, with the state, for carrying out the urban transportation planning provisions of 23 U.S.C. 134 for each urbanized area. SBCAG has been designated by the Governor as the MPO serving Santa Barbara County including the Santa Barbara, Santa Maria, and Lompoc urbanized areas.

Regional Transportation Planning Agency (RTPA) - The Secretary of the California Business, Transportation and Housing Agency has designated SBCAG as the RTPA for Santa Barbara County. In this capacity SBCAG is the agency responsible for the development of the Regional Transportation Plan and Regional Transportation Improvement Program, both of which are mandated under State statutes. In addition SBCAG is responsible for the annual allocation of funds from the Transportation Development Act to local jurisdictions and transit operators.

Areawide Clearinghouse - SBCAG has been designated by the Governor's Office of Planning and Research as the Areawide Clearinghouse for Santa Barbara County. As such, SBCAG coordinates the regional review and response to proposed programs for federal assistance and proposed federal development activities.

Airport Land Use Commission (ALUC) - As the ALUC for Santa Barbara County SBCAG is responsible to carry out the provisions of Section 21670 of the Public Utilities Code. In this capacity SBCAG has the authority to ensure that currently vacant lands in the vicinity of the county's airports are planned and zoned for uses compatible with the operation of each airport.

Local Transportation Authority (LTA) - As the LTA, SBCAG is responsible for the administration and implementation of the programs and projects to be financed by a local sales tax increase approved by the county voters in November 1989. SBCAG is directly responsible for the development and delivery of transportation projects and the allocation, administration, and oversight of sales tax funding to local agencies.

Service Authority for Freeway Emergencies (SAFE) - In this capacity SBCAG is responsible for the installation, operation, and maintenance of a system of 346 roadside call boxes on state highways throughout Santa Barbara County. SBCAG is also planning other motorist aid programs including a Freeway Service Patrol.

Congestion Management Agency - SBCAG has been designated by the cities and the County as the agency responsible for development and implementation of the Congestion Management Program under Section 65088 of the California Government Code. SBCAG is responsible, in cooperation with local and state agencies, to identify and resolve traffic congestion problems within the County pursuant to specific legislative requirements.

Traffic Solutions – SBCAG, through its Traffic Solutions program, administers a voluntary transportation demand management (TDM) program involving employers throughout Santa Barbara County. SBCAG also provides a countywide rideshare matching and outreach program. SBCAG operates the Clean Air Express commuter bus service and in cooperation

with the Ventura County Transportation Commission provides the Coastal Express inter-county public transit service.

Transportation Management Area (TMA) - In addition, the Santa Barbara County area has been designated as a Transportation Management Area pursuant to the provisions of ISTEPA and TEA 21. This designation imposes certain planning and programming responsibilities on SBCAG.

The combination of these responsibilities ensures that the SBCAG is the most appropriate agency to conduct the comprehensive regional planning process for the Santa Barbara County area.

### **Advisory Committees**

SBCAG currently has three standing advisory committees that play a very active and important role in the comprehensive planning and implementation process. These committees are the Technical Planning Advisory Committee (TPAC), the Technical Transportation Advisory Committee (TTAC) and the Santa Barbara County Transit Advisory Council (SBCTAC). All advisory committee meetings are open to the public. Both TPAC and TTAC generally meet monthly in Buellton, which is a central location for member agencies. SBCTAC meets quarterly, and occasionally more frequently, alternating locations between Santa Maria and Buellton. On occasion, TTAC and TPAC meet in other areas of the County. Membership rosters are provided in Appendices A, B, and C.

The planning committee, TPAC, is comprised of staff representatives of the County, the eight incorporated cities, APCD, and SBCAG. Additional nonvoting, ex-officio members represent Vandenberg AFB, the Local Agency Formation Commission (LAFCO), the County's Housing Program and the University of California at Santa Barbara (UCSB). The transportation committee, TTAC, consists of staff representatives from the County, the eight cities, Caltrans, APCD, SBMTD, and SBCAG. Nonvoting, ex-officio members include FHWA, FTA, Vandenberg AFB, and UCSB.

The Santa Barbara County Transit Advisory Council (SBCTAC) is comprised of representatives from fixed route transit and paratransit providers, social service agencies, non-profit groups providing social services, and transit users. The committee advises the board on transit issues.

The three committees are active in regional plan and policy development. The committees review and make policy recommendations on fiscal matters, fund allocations, special studies and planning documents for submittal to SBCAG. In this way, policies, plans and programs are coordinated with the member agencies. The committees serve as staff extensions of SBCAG in terms of participation in the planning process and serve as a communication link to all local governments and departments in the county.

SBCAG also maintains two subcommittees of the Board of Directors, known as "subregional planning committees", one for the South Coast and the other for the North County. These committees were established in 1998 in recognition of the fact that many issues are unique to subregions within the county. The subregional committees allow for more focused discussion and consensus building on these issues than is possible with the full Board. The membership of the Subregional Planning Committees includes board members representing cities or Supervisorial districts within the subregion. In addition, the SBCAG Chair may appoint two

board members to the committees who represent areas outside the subregion. The Caltrans District Director is an ex-officio member of the committees.

SBCAG also supports several standing or ad hoc committees which focus on specific issues or topics, including the Santa Barbara County Travel Model Users Group, 101 Implementation Plan (101 in Motion) Technical Advisory Group, and the Coastal Express Policy Steering Committee.

### **Staffing**

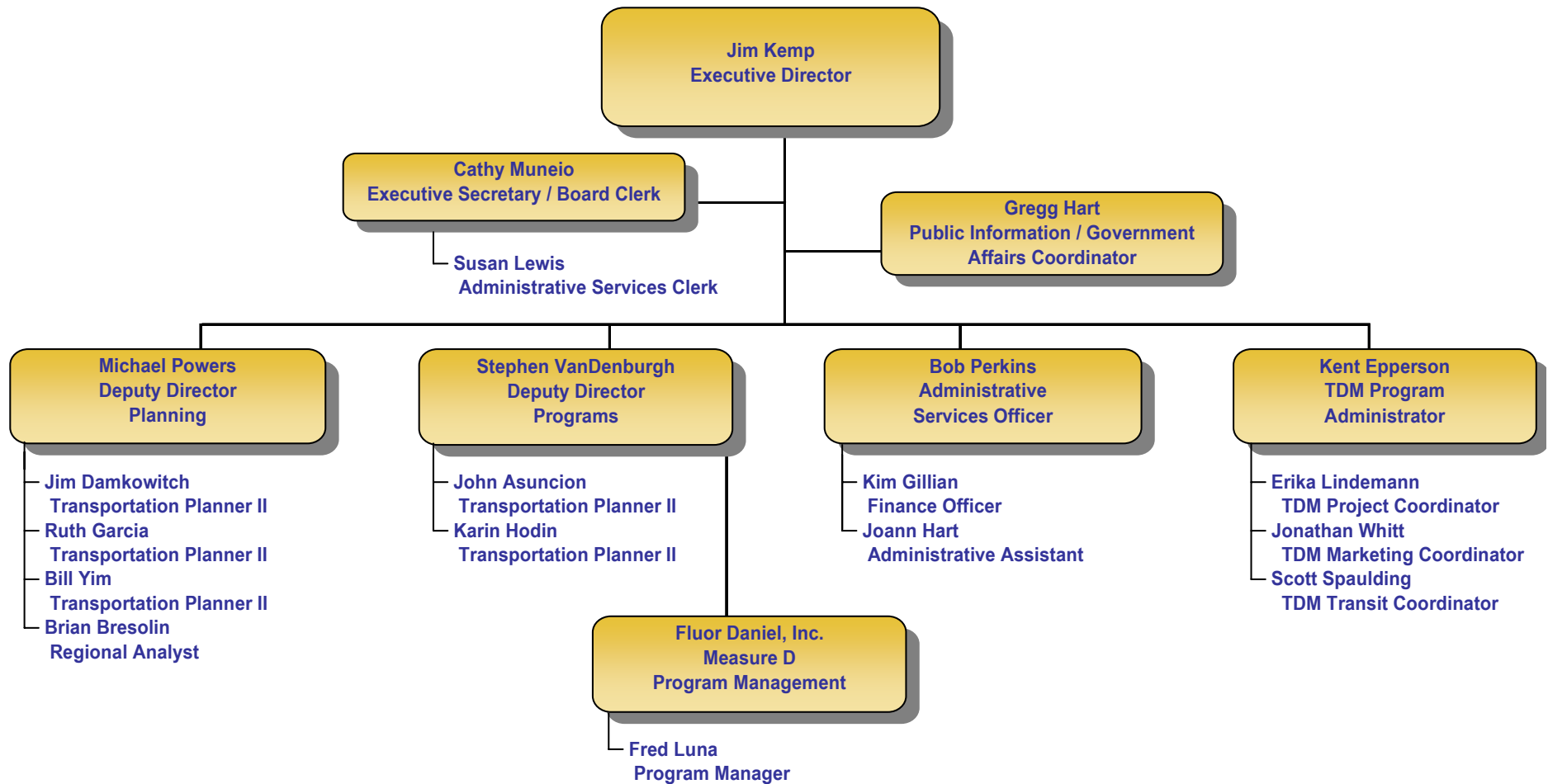
SBCAG currently has nineteen authorized positions as listed below:

- 1 Executive Director
- 1 Deputy Director – Planning
- 1 Deputy Director – Programming and Project Development
- 1 Administrative Services Officer
- 5 Transportation Planners
- 1 TDM Program Administrator
- 1 Regional Analyst
- 1 Public Information/Government Affairs Coordinator
- 1 Finance Officer
- 1 Executive Secretary / Board Clerk
- 1 TDM Project Coordinator
- 1 TDM Marketing Coordinator
- 1 TDM Transit Coordinator
- 1 Administrative Services Clerk
- 1 Administrative Assistant

An organization chart for SBCAG is shown on the following page.



## Staff Organization Chart



## **Policy Making Process**

Policies stem from the various political bodies within the member jurisdictions of SBCAG. These political bodies are the Board of Supervisors and the city councils. Various citizens' committees also interact with policy decisions. However, for most of its policies, SBCAG closely follows the pattern of the local political bodies. This ensures a true reflection of local policy by its own thirteen-member council and by various advisory committees composed of department heads and other officials from throughout the county.

SBCAG's broad responsibilities for planning and programming ensure that it can effectively establish or influence the policy-making process within the county. Since the SBCAG Board includes an elected official from each of the general purpose governments within the county, its policies and decisions directly reflect the concerns and needs of the local jurisdictions and consequently, the entire region. Conversely, the participation of local elected officials on the SBCAG board helps to ensure that decisions at the city and county level are informed by an understanding of the regional context.

SBCAG recognizes the Tribal Nation of the Santa Ynez Band of Chumash Indians and its importance as a regional economic and cultural resource. SBCAG has consulted with Chumash Tribal Council and their representatives in conjunction with the Regional Transportation Plan Update (2004), SR 246 Transportation Concept Report, Santa Ynez Airport issues and intercommunity transit service. SBCAG will continue the dialogue with the Chumash Tribal Council to address issues of mutual interest and will continue to explore means and methods for inclusion of the Tribal Council in the policy-making process.

## **Coordination**

The need for coordination of planning efforts with adjacent counties has increased over the past several years as the counties became more inter-related from a transportation and socio-economic perspective. In 1974, a MOU on planning and project review was established between the COGs of Santa Barbara and San Luis Obispo.

SBCAG participates with Ventura, Monterey, Santa Cruz, San Benito, and San Luis Obispo Counties in the Coast Rail Coordinating Council, which was established to improve intercity passenger service within the coastal corridor, and in the Los Angeles-San Diego-San Luis Obispo Corridor Agency (LOSSAN), which addresses Southern California passenger rail issues. SBCAG appoints one of its elected officials to serve on the policy boards of these two agencies and SBCAG staff serves on the Technical Advisory Committees of each agency.

As the need arises, SBCAG coordinates its planning activities with adjoining counties on a project-specific basis. For example, SBCAG is a member of the Route 166 Safety Committee which also includes Caltrans, the California Highway Patrol, the San Luis Obispo Council of Governments, and other city, county and state agencies. In addition, SBCAG and SLOCOG executed a Memorandum of Understanding for the Highway 101/Santa Maria River Bridge widening project. SBCAG is currently participating with Caltrans, SLOCOG, AMBAG and other central coast transportation agencies in developing the Central Coast Intelligent Transportation Systems (ITS) Architecture and Maintenance Plan.

SBCAG has also worked with both SLOCOG and the Ventura County Transportation Commission (VCTC) on the provision of transit services crossing county boundaries. The Coastal Express, an

intercity bus service connecting Ventura, Carpinteria and Santa Barbara/Goleta, was initiated in August 2001 through a cooperative effort with VCTC.

Another example of inter-county cooperation is associated with implementing recommendations from the the Inter-Regional Partnership for Jobs/Housing Balance, a joint effort with Ventura County COG funded through a grant from the California Department of Housing and Community Development. Joint meetings of technical staff and policy boards work toward implementation of study recommendations.

Recognizing the interdependence of the region and the importance of interregional cooperation, SBCAG meets with its counterparts in Ventura and San Luis Obispo counties. In November 2004, the first-ever joint meeting was held with members of the SBCAG, Southern California Association of Governments (SCAG), VCOG and VCTC boards. A similar joint meeting with SLOCOG is planned for late in fiscal year 2004/05.

Coordination within Santa Barbara County is facilitated by the interaction of the local jurisdictions acting through SBCAG's advisory committees and by the makeup of the SBCAG Board. Because there are only eight general purpose governments within the county, SBCAG has been able to achieve effective coordination between and among these entities on most regional issues. The current process of developing and implementing the Congestion Management Program as discussed in a previous section is a good example of the level of coordination that has been achieved over the years.

SBCAG also coordinates its planning and programming activities with the special districts within the county and with state and federal agencies, as appropriate. In particular, SBCAG works very closely with Caltrans District 5 to plan and program transportation improvements and services. SBCAG also participates in the Tri-Counties GIS group with representatives from Ventura and San Luis Obispo Counties.

### **Consistency**

As new requirements are imposed on SBCAG by statutes or regulations, it becomes increasingly important - and difficult - to ensure that all of the planning products are coordinated and consistent with each other. Examples include the need to determine conformity between the Regional (Federal) Transportation Improvement Program (RTIP/FTIP), Regional Transportation Plan (RTP), and the State Implementation Plan for air quality (SIP), and the need to integrate the Congestion Management Program (CMP) with the RTP and FTIP. The task of ensuring consistency and/or conformity is made more difficult by the fact that these plans and programs are developed on different schedules. Some are updated annually; others biennially. Certain documents, such as the RTP, are relatively "stable" from year to year while others such as the CMP can be expected to evolve and become more complex and comprehensive over time.

SBCAG will endeavor to ensure that all plans and programs are consistent with each other and that the linkages between and among the documents are explicit and well documented. SBCAG will formally adopt conformity determinations in those cases (such as with the RTP, FTIP and SIP) when such a determination is required. SBCAG will also strive to attain consistency between the RTP and the local General Plans.

### **Public Participation**

SBCAG consistently attempts to involve all elements of the community in the development of its plans and policies pursuant to its adopted Public Participation Plan. To do this SBCAG relies upon public

workshops, public hearings, presentations to civic, business and community-based organizations, news releases, newsletters, SBCAG's website and the use of ad hoc advisory groups. SBCAG recognizes the need to involve the community in the development of plans and policies as early as possible in the process. This ensures that the plans and policies considered for adoption incorporate, to the extent possible, the views of community members.

Over the past several years, SBCAG has expanded its public outreach program to include a general information brochure, monthly electronic newsletters, and timely news releases. SBCAG also expanded the web site to include archived newsletters, meeting schedules, publications and community links. SBCAG has also added a Government Affairs/Public Information Coordinator position to its staff to assist in public outreach efforts.

The SBCAG Board initially adopted its Public Participation Plan in 1994 as required by the MPO planning regulations. The plan has been updated periodically as needed. A comprehensive review of SBCAG's public participation procedures was undertaken and an updated plan was adopted on March 21, 2002.

SBCAG's Public Participation Plan represents a continuation of SBCAG's policies to integrate public involvement in all of its planning and programming processes. Public information and public involvement have always been fundamental elements of SBCAG's operating policies and procedures and predate any federal or state requirements. Public involvement and participation has traditionally been an integral part of government decision making with public agencies in Santa Barbara County and that has been reflected in the ongoing policies and practices of SBCAG through the years.

The Public Participation Plan outlines procedures that SBCAG utilizes for each OWP element, including outreach procedures for traditionally underserved communities. SBCAG has identified the Black, Filipino, Latino, and Mixteca communities in Santa Barbara County and is working to build relationships with the representatives of these communities. The outreach procedures in the Plan include, but are not limited to, mailing of agendas, reports and public hearing notices to representatives and leaders of these communities, advocacy groups and social service organizations, and Spanish language media outlets.

### **Equal Opportunity**

SBCAG complies with the requirements of Title VI of the Civil Rights Act of 1964. An example of this compliance is the annual Countywide Transit Needs Study for the elderly, the handicapped, youth, and citizens of limited means. The Public Participation Plan also addresses outreach to traditionally underserved communities.

In past years SBCAG has conducted extensive analyses of the social benefit/effectiveness of alternative plans, as well as of the current transportation system. Plans were evaluated to determine the extent to which areas of high concentrations of minority residents were served by existing and proposed public transportation systems.

SBCAG has reaffirmed its policies to ensure that full and equal opportunity is given to all individuals to apply for and be selected for employment with the organization. A affirmative action program (Resolution No. 90-20) was adopted in 1990 to establish policies and procedures to actively recruit and consider for employment members of ethnic minorities, women, veterans, and handicapped individuals. SBCAG's affirmative action policy is complemented by a separate resolution (90-18) establishing a discrimination-free workplace for all current and future SBCAG employees. In summary SBCAG is

committed to actively recruiting applicants from all disadvantaged groups and, further, to guarantee to all its employees that the workplace will be free of all forms of discrimination.

As a recipient of funds from the U.S. Department of Transportation, SBCAG is required to adopt a program which will ensure that disadvantaged business enterprises (DBEs) are given the maximum opportunity to participate in all contracts financed with USDOT funds. SBCAG adopted its first DBE program in 1981. New Federal regulations were issued on October 21, 1987 to ensure the participation of disadvantaged business enterprises in USDOT-funded programs. SBCAG adopted an updated Disadvantaged Business Enterprise (DBE) Plan in 2004 in accordance with these requirements, and established a DBE goal for FY 2004-05.

### **Elements of the Transportation Planning Process**

The Transportation Equity Act for the 21<sup>st</sup> Century (TEA 21) requires that the transportation planning process shall provide for consideration of projects and strategies that will:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety and security of the transportation system for motorized and non-motorized users;
3. Increase the accessibility and mobility options available to people and for freight;
4. Protect and enhance the environment, promote energy conservation, and improve quality of life;
5. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
6. Promote efficient system management and operation; and
7. Emphasize the preservation of the existing transportation system.

SBCAG has attempted to integrate those principles and strategies throughout its 2005-06 transportation planning program as described in the following material.

#### **1. Support the economic vitality of the region**

The most important contribution that the transportation planning process can make to support the economic vitality of the region is to provide a transportation system that meets current and future needs for the efficient movement of people and goods. The elements in this and previous Overall Work Programs are intended to support that objective by ensuring that all transportation planning and funding activities are based upon a comprehensive analysis of existing and future needs, the land use plans and policies of the local jurisdictions, and a realistic assessment of the financial resources that will be needed to develop, operate, and maintain the transportation system.

The development of the Regional Transportation Plan (WE 3610) and the Transportation Improvement Program (WE 3690) are the primary means by which SBCAG directs strategic transportation investment consistent with regional policies. These documents reflect a regionwide framework that ensures that projects are coordinated across jurisdictional boundaries, and that connectivity between transportation modes is maintained.

#### **2. Increase the safety and security of the transportation system**

The transportation system must be designed, operated, and maintained to provide for the safety and security of its users, whether they are in a car, riding the bus, walking, or on a bicycle. These are public

systems and safety and security concerns must be paramount. The local jurisdictions, transit operators, and Caltrans devote substantial resources to ensure that their respective systems provide a safe and secure environment for users.

Safety is an important criterion in SBCAG's project selection processes, as reflected in the Transportation Improvement Program (WE 3690). Other work elements with a significant safety component include the regional call box program and South Coast 101 Freeway Service Patrol program (WE 5610), the ITS program (WE 3670), and the Airport Land Use Planning program (WE 2610). Transit security is enhanced through various ITS strategies and through the development of transit passenger amenities (WE 3630).

### 3. Increase accessibility and mobility options for people and freight

A truly effective multimodal transportation system must be planned and designed to be fully accessible to all users and ideally, to offer options for the movement of people and goods. SBCAG conducts its transportation planning process with those principles in mind. Accessibility can be defined in two different ways, both important in terms of providing an adequate transportation system. First, the system and its various modes must be designed to reasonably accommodate the needs of individuals who may be physically disabled and must be in compliance with the requirements of the Americans with Disabilities Act. Accessibility can also be viewed as an attribute of the system that ensures that the transportation facilities and services are provided in a way to allow access to all portions of the region for the movement of people and goods. The transportation planning process and the development of the transportation system should also attempt to provide options for the user in terms of modal choices wherever reasonable.

These priorities for accessibility and mobility are reflected in the Regional Transportation Plan development process (WE 3610) as well as various modal planning activities (e.g. Transit/Paratransit Planning (WE 3630), Passenger Rail Service Planning (WE 3640), Bicycle/Pedestrian Planning (WE 3650), and the Transportation Demand Management/Ridesharing Program (WE 5630). In addition, SBCAG is completing an upgrade of its highway call box system that will include improvements for disabled and hearing impaired individuals (WE 5610).

Freight issues have not historically been a major consideration in Santa Barbara County's transportation planning process, although they have been addressed in conjunction with specific projects in past years. SBCAG incorporated freight considerations more explicitly in the recent update of the Regional Transportation Plan and will continue to view freight as an important element of the planning process. For example, in 2003, SBCAG completed the State Route 166 Truck Route Study.

### 4. Protect and enhance the environment, promote energy conservation, and quality of life

The consideration of environmental impacts and quality of life issues has been integral elements of the planning and development of the transportation system in Santa Barbara County. These considerations are embedded in the plans and policies of the SBCAG member jurisdictions and have always played a major role in the development of the long range Regional Transportation Plan (WE 3610) and in the selection of transportation projects that conform to the SIP (WE 4610 and 4620). Quality of life issues have received even greater emphasis in recent years through the discussion and integration of Livable Communities principles in local land use and circulation plans. In particular, in 2002 and 2003, SBCAG was managing the Inter-regional Partnership for Jobs/Housing Balance which examined the impacts and causes of existing regional and inter-regional imbalances of jobs and housing and explored context sensitive solutions in cooperation with other local entities – solutions that

respect community values while balancing transportation objectives and safety. Now SBCAG is working with agencies in Santa Barbara and Ventura Counties in implementing study recommendations.

5. Enhance the integration and connectivity of the transportation system

The transportation planning process needs to result in a seamless system that truly integrates and provides seamless connectivity between the separate modes and services and allows the system to function as a unified whole, rather than as a collection of discrete and competing modes. This can be a very challenging undertaking for a variety of reasons, not the least of which are the restrictions that have limited the use of certain funds to particular modes. The greater flexibility on the use of certain funds as provided through ISTEA and TEA 21 has improved SBCAG's ability to select projects that can enhance the integration and connectivity of the transportation system.

SBCAG continues to improve its travel forecasting and GIS capabilities (WE 2640), incorporating the ability to model transit trips as well as highway modes. Travel data derived from the 2000 Census (WE 2620) and Caltrans' Statewide Travel Survey will provide current information on the performance of the region's transportation system, and will enable SBCAG to develop improved performance indicators to guide future investment.

6. Promote efficient system management and operation

The transportation system must be planned, managed, and operated in an efficient manner that will make the most effective use of the available resources. This would include efforts wherever practical to increase the people-carrying capacity of the system to ensure that more needs can be met within the limited resources. This will require attention to alternative modes of transportation that have the ability to serve transportation needs without requiring major capital investments.

Work Elements 3670 (ITS Deployment and Development) and 3680 (Congestion Management Program) emphasize strategies for effectively managing the transportation system, promoting relatively low cost strategies to enhance the capacity and efficiency of the transportation system. A number of ITS improvements are being pursued with Caltrans, local governments and transit operators, and one significant project was funded through the 2002 RTIP cycle. ITS work in FY 2004-05 will continue to focus on development of the Central Coast ITS Architecture and Maintenance Plan. A Freeway Service Patrol program (WE 5610) will improve operations on the 101 corridor.

7. Emphasize the preservation of the existing system

Huge amounts of public funds have been invested over the years to provide the state and local transportation systems that exist today. No matter what might be planned for the future, the system of roads and highways that we have today will form the foundation of our transportation system. Consequently, the highest priority for the use of our financial resources must be the maintenance and preservation of the existing system. This has been a basic tenet of SBCAG's planning and policies over the years. SBCAG's commitment to this principle is evidenced by its programming of significant amounts of discretionary state and federal funds for road repair and rehabilitation and replacement of local and regional transit system buses. In addition, over 80% of the local allocations of Measure D funds are allocated for local street repair and maintenance (WE 5620). The Regional Transportation Plan (WE 3610) continues to reflect a priority for system preservation.

## **Planning Emphasis Areas**

In addition to the TEA-21 planning factors described above, each year the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) provide regional agencies with “Planning Emphasis Areas” (PEA’s) for use in the development of the OWP. These emphasis areas include:

1. Incorporation of safety and security within planning processes.
2. Integration of planning and environmental processes.
3. Incorporation of management and operations within planning processes.
4. Consultation with non-metropolitan local officials.
5. Enhancing the technical capacity of planning processes to support decision-making.
6. Coordination of Human Services Transportation.

In addition the state has two additional emphasis areas

7. Highway Performance Monitoring System (HPMS)
8. Financial Planning/Fiscal Constraint

A summary of how SBCAG has incorporated these issues in the OWP is described below and summarized at the end of this discussion.

### **1. Incorporation of safety and security within planning processes**

Safety concerns are becoming a more integral factor in the SBCAG transportation planning and decision-making process. Staff insures safety benefits are addressed in the purpose and need statements in planning and programming documents. Safety benefits are also highlighted in the long-range plan and short term Congestion Management Plan (WE 3680) and the South Coast 101 Implementation Plan (WE 3681). Projects that address safety concerns are identified in the RTP (W E 3610) and addressed in the TIP documents (WE 3690). SBCAG’s project selection criteria for programming federal flexible funds specifically consider safety benefits. The upgrade to the Call Box system as part of the SAFE (WE 5610) will expand that system’s access to more users and make the system more reliable and the planned Freeway Service Patrol program will improve safety by reducing non-recurrent congestion related accidents.

### **2. Integration of planning and environmental processes**

To a certain extent the EIR on the long range RTP (WE 3610) functions as a Master EIR to comprehensively identify and address environmental issues. Alleviating traffic congestion and promoting cleaner air quality are benefits of the CMP Deficiency Plans (WE 3680). Air quality benefits as identified in the SIP (WE 4610) that arise from reduced VMT and fewer trips are used in the project evaluation process in the TIP (WE 3690) to select projects for funding with state and federal transportation funds. Staff also ensures that the environmental documents on proposed projects address the projects purpose and need.

SBCAG has emphasized activities which seek to promote more effective linkages between land use, housing and transportation, and which seek to promote “smart growth”.

3. Incorporation of management and operations within planning process

SBCAG has been working cooperatively with other regional agencies and Caltrans on the development and implementation of an Intelligent Transportation Systems (ITS) Architecture and Maintenance Plan for the Central Coast region (WE 3670). The Central Coast Strategic Deployment Plan was adopted in early 2000, following which the focus of the effort shifted toward implementation of high-priority ITS strategies that improve transportation system management and operation. WE 3670 describes these activities, and specifies that all ITS strategies proposed for implementation will be consistent with the ITS National Architecture.

In addition, operational improvements are identified, assessed, and implemented as viable alternatives to capacity increasing projects. The development of CMP deficiency plans under WE 3680 includes evaluation of operational improvements for congestion relief. The 101 in Motion Program as part of the 101 Implementation Plan Work Element (WE 3681) will examine various operational modifications to address traffic congestion in the South Coast 101 Corridor.

4. Consultation with non-metropolitan local officials.

Since SBCAG's jurisdiction encompasses both metropolitan and non-metropolitan areas, coordination and consultation with officials who represent both urban and rural areas is built into the agency's board membership, standing committees, and planning processes in general.

5. Enhancing the technical capacity of planning processes to support decision-making.

In FY 2004-05, SBCAG completed a major project to upgrade our travel demand forecasting capability. This next year, the focus shifts to using the travel model in various corridor and county wide planning activities (WE 2640). These efforts should improve our ability to analyze and display transportation, land use and housing data and policy choices in order to foster more informed decision-making.

The Regional Growth Forecast (WE 2630) has been updated to extend its planning horizon to 2030 and incorporate the results of the 2000 Census. The RGF is used with the upgraded travel forecasting model to help SBCAG update its Regional Transportation Plan. SBCAG will be conducting an assessment of the short term accuracy of the forecast and re-evaluating long term growth assumptions used in the long range growth forecast.

6. Coordination of Human Services Transportation

Through the efforts of the Santa Barbara County Transit Advisory Council (SBCTAC), SBCAG is continually involved in coordination of transportation related to human services. SBCTAC has addressed this last year coordination of medical services transportation in North County. This next year, as specified in WE 3630, will see continued work in this area.

7. Highway Performance Monitoring System (HPMS)

SBCAG staff recently attended a workshop on the HPMS system. Efforts are made to provide the necessary data in cooperation with local agencies and Caltrans. This work effort is addressed in WE 3620 Highway Planning.

## 8. Financial Planning/Fiscal Constraint

With the update of the MTP this last year, the importance of SBCAG 1/2cent sales tax became very evident in looking at revenue forecasts. The potential expiration of Measure D in 2010 reinforces the need to explore renewal options. TIP monitoring activities will also insure the delivery of projects is monitored to ensure efficient use of resources.

### **Work Elements Addressing Federal/State Planning Emphasis Areas**

<b>Planning Emphasis Areas (PEA)</b>	<b>PEA Addressed in following Work Elements (WE)</b>
1. Incorporation of safety and security within planning processes	WE 3610, 3680, 3681, 3690, 5610
2. Integration of planning and environmental processes.	WE, 3610, 3680, 3690 4610,
3. Incorporation of management and operations within planning process.	WE 3630, 3670, 3680, 5610, 5630
4. Consultation with local officials in metropolitan areas.	WE 1610, 1620,1630, 2620, 3630, 3690
5. Enhance the technical capacity of planning processes to support decision making.	WE 2620, 2630, 2640, 5630
6. Human Services Transportation	WE 2630
7. Highway Performance Monitoring System	WE 3620
8. Financial Planning/Fiscal Constraint	WE 3690, 5620

## **Major Regional Issues**

Several major issues continue to dominate SBCAG's comprehensive planning program, and are addressed in several work elements of the OWP. These are briefly highlighted below.

### Land Use/Housing/Transportation Linkages

While SBCAG has very limited direct responsibility and authority for land use planning in the region, there is increasing recognition of the need to effectively integrate land use and transportation planning in order to (1) reduce the impact of sprawl and the consumption of land, (2) address the imbalance between jobs and housing in different parts of the region, (3) limit the increase in travel demand, and (4) minimize the need for major highway capacity improvements.

The OWP for FY 2005-06 includes several activities designed to help inform decision-makers and provide a framework for addressing these issues. These includes efforts in the 101 Implementation Plan (101 in Motion) to address alternatives and joint efforts between SBCAG, VCOG, VCTC, and local

agencies to implement recommendations from the Inter-Regional Partnership for Jobs/Housing Balance project (WE 1620).

### Air Quality

Santa Barbara County was originally designated as a “moderate” non-attainment area for ozone under the 1990 Federal Clean Air Act. However, the county did not attain the national ambient air quality standards for ozone by its statutory deadline of December 1996. Hence the county was given a “serious” designation in 1997. With ongoing improvements to air quality, the area achieved compliance with the Federal ozone standard in early 2000. As a result, the Air Pollution Control District, in cooperation with SBCAG, prepared and submitted a 2001 Clean Air Plan as a basis for a “maintenance” area redesignation. Santa Barbara County was designated by EPA as an attainment area in 2003. However, air quality concerns are expected to continue to have a major influence on transportation decision-making in the county for the foreseeable future. As a result of the adoption of an updated MTP and FTIP, conformity was re-determined in January, 2005. The new on-road emission budgets established as part of the 2001 Clean Air Plan are the basis for future RTP and FTIP updates and air quality conformity assessments.

### Traffic Congestion

Traffic congestion continues to be an issue of significant concern to Santa Barbara County residents, particularly in relation to the US 101 corridor from Goleta to the Ventura County line. SBCAG continues to monitor and address congestion problems through the Congestion Management Program (WE 3680) and through ITS development and deployment (WE 3670). One of SBCAG’s major efforts for FY 2005-06 will be the ongoing development of the 101 Implementation Plan (WE 3681) and implementation of the final recommended project package. The 101 IP was directed by the SBCAG board as part of its adoption of the South Coast Highway 101 Deficiency Plan in 2002 as a means to identify long term strategies for mitigating congestion. The Highway 101 Deficiency Plan identified a list of 36 short-term improvements and a commitment to initiate a more comprehensive effort to identify longer-term solutions to Highway 101 deficiencies. The long-term projects that flow from the Implementation Plan will be proposed as amendments to the Highway 101 Deficiency Plan to fulfill this latter objective. The Highway 101 Deficiency Plan will then provide both a short-term and a long-term blueprint for improving mobility within the Highway 101 corridor in the South Coast. SBCAG, acting as the lead agency, is working in partnership with Caltrans, APCD, MTD, and local agencies in the development of the IP. The plan which began in November 2003 is expected to be completed in FY 06-07.

### Maintenance/Rehabilitation Needs

The condition of Santa Barbara County’s highways, roads and bridges continues to be a major issue affecting SBCAG’s transportation plans and program. While significant funding has been earmarked for this purpose through Measure D and the STIP, the available funds still fall short of the projected need. In the near-term, the state budget deficit is expected to significantly impact STIP funding and state funds for local road maintenance and rehabilitation through continued diversions of transportation funds to general fund deficit reduction. In the long term, the expiration of Measure D in 2010 will profoundly reduce funding for local roads as documented in the most recent financial assessment in the Metropolitan Transportation Plan. SBCAG will be working to protect and enhance revenues for system preservation through activities associated with the TIP development (WE 3690) and through monitoring of legislative initiatives during FY 2005-06.

### Intercommunity Transit

The need for transit services connecting the various urban areas of Santa Barbara County, and between Santa Barbara County and adjacent counties, has been evidenced by an increase in long-distance commuting, the TDA unmet needs process and various technical studies. The need for such services is driven in part by the lack of affordable housing in the South Coast subregion of the county, which has led to an increase in long-distance commuting from the North County and the Ventura/Oxnard area, contributing to traffic congestion and air quality problems. As directed by the SBCAG Board, staff has explored ways of addressing this need.

Staff worked with local elected officials, transit operators, and local agencies of Santa Barbara and Ventura Counties to respond to the need for intercommunity transit. The Coastal Express bus service was initiated as a 3 year pilot project in August 2001 and is providing frequent daily service between Ventura and Santa Barbara/Goleta. Ridership on the Coastal Express continues to grow and the service was expanded and made permanent at the end of the pilot program.

In addition, the policy boards of SBCAG and APCD agreed to transfer responsibility for administering the Clean Air Express Intercommunity subscription bus service to SBCAG. This transition was completed in late 2001 when SBCAG assumed operating responsibility for this service. New buses have been purchased and the Clean Air Express commuter service was expanded from 8 routes to 10 routes in FY 03/04.

SBCAG programmed funds in 2002 to implement regularly scheduled public transit service between the Santa Ynez Valley and the South Coast area. Santa Barbara Metropolitan Transit District (SBMTD) will operate the new service beginning in February 2005 and has acquired new coaches to begin the service.

SBCAG, working in conjunction with the North County Transit Advisory Committee (NCTAC), a committee of the Santa Barbara County Transit Advisory Council (SBCTAC), and in collaboration with the affected public, transit and social service agencies, has completed an intercommunity transit service implementation plan to provide commuter and general use transit service between the communities of Lompoc, Santa Maria and Vandenberg Air Force Base. Santa Maria has been designated as the lead agency to operate the service which is expected to begin in FY 06/07. In addition, due to the work of SBCAG and NCTAC, Santa Barbara County will begin providing limited intercommunity transit service between Los Alamos and Santa Maria in late spring 2005.

### Transportation Project Delivery

In recent years a great deal of attention was focused statewide on the issue of project delivery, owing to the large fund balance that had accumulated in the State Highway Account and large balances of regional TEA 21 funding apportionments. Under SB 45 and AB 1012, SBCAG has significant responsibility for ensuring that available funds are programmed and expended in a timely fashion. A new staff position was authorized with major responsibility for monitoring the status of STIP, RSTP, CMAQ and TE projects, and to assist local governments in project delivery. A monitoring program was initiated in FY 2000-01, and the effort will be continued in the coming fiscal year as part of WE 3690. The lack of steady long term funding has made project delivery an on-going challenge.

### Transportation Funding

The Metropolitan Transportation Plan updated in 2004 contains a financial analysis that demonstrated that sufficient funds will be available for plan implementation only if the Measure D ½ cent sales tax is extended beyond its current sunset in 2010, or some equivalent funding source is secured. Local governments have come to rely heavily on Measure D as a primary source of funding for highway maintenance and rehabilitation. Under current state law, extension of the sales tax would require a 2/3 majority vote countywide, which will be challenging to achieve. SBCAG will continue to monitor legislative proposals to provide additional transportation funding, and to explore all available funding options to address the region's pressing transportation needs.

The Governor's proposed budget for FY 05-06 again contains significant reductions in funding for transportation. Proposition 42, which passed in March 2002, dedicated sales taxes on gasoline sales to transportation purposes and provided a significant source of new funding for transportation. The budget proposes to suspend transfers of general fund revenues to the State Highway Account and shift responsibility for funding of projects identified in the Governor's Traffic Congestion Relief Program to the STIP. The measures will have significant impacts on delivery of existing and new STIP and Transportation Congestion Relief Program commitments and potentially reduce funding for local street and road maintenance. Proposition 42 would provide much needed stability for transportation funding that will be largely undone if the budget proposal is enacted. Nearly \$4.0 billion in Proposition 42 funds have been diverted in from transportation projects in the last three state budget cycles.

Significant funding shortfalls—in part due to diversion of Proposition 42 revenues from transportation—required massive rescheduling of projects in the 2004 STIP cycle. Funding levels identified in the STIP fund estimate indicate few projects will be funded and many projects previously programmed in the 2002 STIP will have to be delayed.

The potential loss of state transportation funding, makes it especially important that increases in federal highway and transit funding be provided in the reauthorization of TEA 21. Congress is expected to enact a new federal transportation bill in 2005 that will establish a federal transportation program authorization level for the next 6 years.

### **Significant FY 2004-05 Accomplishments**

SBCAG achieved several major milestones during FY 2004-05, as highlighted below and further discussed under each Work Element of the OWP. Significant accomplishments during the past year include the following:

#### Transportation Plan Update

The Metropolitan Transportation Plan development process has included an extensive public outreach program and public involvement in the initial project planning process, in addition to outreach and involvement by the public and transit agencies. Public outreach materials were printed in English and Spanish and Spanish language interpreters were available at the public workshops. In addition, there was outreach to a variety of communities including the business and goods movement community and minority populations to include Asian, Black and Hispanic. There is a public outreach and public involvement process in the review of the draft Regional Transportation Plan 2005 Update.

SBCAG has reached out to the Santa Ynez Band of Chumash Indians, consulting with the Tribal Council on transportation issues related to the Tribe and potential impacts in proximity to the Reservation (proper).

In order to bridge the conformity lapse of the FTIP and Plan that occurred in October, 2004, staff prepared a Metropolitan Transportation Plan that was adopted by the SBCAG Board in January, 2005. This plan included updated planning assumptions including a new forecast to 2030 (previously approved by the board), new financial assessment, among other changes but no changes to policies and no new projects. A positive air quality conformity determination on the plan was made.

Local agencies have just completed a review of the programmed project list and are now preparing input on the planned project list, verifying their commitments to existing planned projects and identifying new projects. Due to the impact of the FY 2003-04 California budget, transportation agencies have been requested to express a priority within their planned project list, with the understanding that funding may not be available for all new projects.

Staff prepared a Request for Proposals for the Environmental Impact Report (EIR) for the RTP and a consultant was selected in September, 2004. Two public scoping meetings were held in December but only a few comments were received. A draft EIR is expected in February 2005.

It is anticipated that the RTP will be adopted by the SBCAG Board in May, 2005.

#### South Coast Highway 101 Implementation Plan (101 in Motion)

A CMP Deficiency Plan for the South Coast 101 Corridor was adopted by SBCAG, the County and the cities of Carpinteria and Santa Barbara in June 2002 pursuant to CMP requirements. The plan calls for the development of the 101 Implementation Plan which will serve as a long term strategy for addressing congestion in the corridor. In fall 2002, SBCAG entered into an MOU with Caltrans, the County, the cities of Carpinteria, Santa Barbara and Goleta, the SBMTD and the Air Pollution Control District committing the agencies to work together in developing the IP. The 101 IP will consider all options that may contribute to a long-term congestion relief strategy and will rely on an extensive community outreach program to achieve consensus. SBCAG worked through FY 02-03 to identify funding for completion of the IP and selecting a consultant team to assist in preparing the action plan. A consultant was selected in November 2003 after considerable debate by the SBCAG board. Advisory committees were formed and the project is expected to take approximately 2 years to complete.

Working with its committees, consultant team, and, local agency partners, SBCAG has developed eight alternative packages through the 101 in Motion process. The packages each contain highway improvement, transit/rail, demand reduction, and operational/ITS components that are intended to provide long term 101 congestion relief. The packages are undergoing technical evaluation and community review. To help ensure that a consensus is reached on the 101 in Motion project, an extensive public outreach effort has been undertaken.

#### 2004 RTIP/FTIP Development

Work on developing the 2004 RTIP and 2004 FTIP was hampered by uncertainty regarding availability of future funding. Significant shortfalls in STIP funding are expected to result from spending cuts proposed to address a projected \$8 billion state budget deficit for FY 06-07. In addition, the expiration of TEA 21 in September 2003 creates uncertainty regarding federal transportation program funding levels. SBCAG is working with local agencies and Caltrans to reschedule previously programmed

projects to meet the funding targets specified in the 2004 STIP fund estimate. SBCAG adopted a 2004 RTIP in March 2004. In addition, an update of its FTIP was adopted in December 2004. It is expected that programming of new projects in the FTIP will not occur until late in FY 04/05.

### Transit Needs Assessment

SBCAG working in consultation with the Santa Barbara County Transit Advisory Council (SBCTAC) and its two regional committees, the North County Transit Advisory Committee (NCTAC) and the South Coast Transit Advisory Committee (SCTAC), is preparing the annual Transit Needs Assessment for 2005.

SBCAG has an extensive outreach process to inform the public of the Unmet Transit Needs Public Hearings, to be held on January 20, 2005 in Santa Maria and February 17, 2005 in Santa Barbara. Spanish language interpreters are provided at the public hearings upon request. The purpose of the two hearings is to facilitate public participation for both North County and South Coast residents. Public outreach materials are printed in both Spanish and English, public hearing notices are printed in the local newspapers, and informational flyers are distributed through transit and social service agencies as well.

In addition, SBCAG, in conjunction with local social service and transit agencies and advocacy groups will conduct a series of focus groups with farmworkers, families of farmworkers, students at Hancock College, disables, and others., The intention is to gain a greater perspective of transit needs countywide and to assist those who are unable to attend the public hearings.

Local transit agencies have progressively improved their services based upon information received through the Transit Needs Assessment process. Intercommunity transit service between the communities of Lompoc, Santa Maria and Vandenberg Air Force Base and between Los Alamos and Santa Maria are being developed based upon needs expressed through the process.

It is anticipated that the Transit Needs Assessment will be adopted by the SBCAG Board in May 2005.

### Intercommunity Transit Services Development

Staff worked with local elected officials, transit operators, and local agencies of Santa Barbara and Ventura Counties to respond to the need for intercommunity transit. In September, 2000 an MOU between SBCAG and VCTC was signed committing both agencies to furthering its development. The service, known as the Coastal Express, was initiated in August 2001. Based on strong ridership, the service was expanded in FY 2004/05.

In addition, the transfer of the responsibilities for administering the Clean Air Express intercommunity subscription bus service from APCD to SBCAG has been completed, and SBCAG is preparing to award a new contract for continued operation of the service. Service was expanded from 8 daily routes to 10 in 2004/05.

Upon direction by the SBCAG Board, staff has been working in conjunction with the North County Transit Advisory Committee (NCTAC), and in collaboration with the City of Lompoc Transit (COLT), City of Santa Maria Transit (SMAT), County of Santa Barbara, Vandenberg Air Force Base and Caltrans in the development of intercommunity transit service intended to serve both commuters and general transit users, including those who need assistance accessing social and medical services in Santa Maria. Following the preparation of a service implementation plan for intercommunity service was by

Urbitran, Associates in April, 2004 the SBCAG board allocated \$2.67 million in CMAQ funds in August, 2004 to the City of Santa Maria as the service administrator, for this project.. Representatives from the cities of Santa Maria, Lompoc, SBCAG, and the County of Santa Barbara meet as a technical advisory committee in the planning and preparation of this service. Preparation includes: development of proposals for bus operations, maintenance, and marketing aspects of the service and service scheduling, and bus stop placement. Currently, these actions are at various stages of implementation. The target date for service initiation is June 1, 2005.

#### Project Monitoring

SBCAG has continued to monitor the development of projects programmed in the 2002 FTIP and 2002 STIP, to ensure that the timely use of funds requirements under SB 45 and AB 1012 are met. In addition, to providing information on the requirements and upcoming deadlines, staff assists project sponsors with submitting required documents such as allocation or STIP amendment requests. The success of these efforts is evidenced in the fact that no funds lapsed due to failure to meet timely use of funds deadlines.

#### Year 2000 Census

Staff continues to monitor and distribute results from the Year 2000 census as they become available. Staff also prepared summary reports to respond to public interest in census results.

#### Travel Model Upgrade

A project to upgrade SBCAG's travel forecasting model was completed in September, 2004. Long range 2030 travel forecasts were prepared for the update of the Transportation Plan and the 101 In Motion Programs, and the Central Ave./Route 246 travel forecast. .

#### Clean Air Plan

SBCAG staff assisted the Air Pollution Control District in the development of the County's State Mandated Triennial Performance Plan, which was completed in December 2004. SBCAG was specifically charged with developing the mobile source emissions analysis and the Transportation Control Measure package. Staff participated with the APCD staff in public workshops, ongoing work with the APCD Community Advisory Committee and the APCD board adoption process.

#### Transportation Demand Management / Clean Air Express

SBCAG Traffic Solutions has continued to focus on increasing the productivity of the Clean Air Express. Two new Clean Air Express routes were added in September, 2004 in an effort to reduce traffic congestion and meet the growing demand of long distance commuting from North County to the South Coast. Marketing efforts for the Clean Air Express have also increased with the goal of increasing ridership and farebox revenue. SBCAG is expected to allocate additional funds to address a projected budget shortfall for the Clean Air Express program due to rising operating costs and decreasing funding from the APCD. In February, 2004, Traffic Solutions launched a new interactive on-line carpool matchlist that enables real time, instant carpool matching. This program has provided greater convenience to potential carpoolers and has also enabled better tracking of carpool activity in Santa Barbara County. SBCAG Traffic Solutions has recruited 8 employers to participate in the FlexWork Santa Barbara pilot program. These employers are currently developing implementation strategies and policies and procedures with the goal of launching their FlexWork programs during the spring of 2005.

### Community Outreach/Public Participation

SBCAG has continued to expand its efforts for community outreach in order to make information about SBCAG's work accessible and to involve the public in SBCAG's decision making processes. Much of this work is accomplished through SBCAG's Public Information/Government Affairs Coordinator. During FY 2004-05, SBCAG has upgraded and expanded its website, created summaries of key documents, increased the number of speaking engagements with community groups and expanded the use of free media through press releases. In addition, SBCAG has initiated a monthly electronic news letter which provides timely reports on SBCAG board actions, upcoming meetings and events, news and progress reports. Through the first 6 months of FY 2004/05, SBCAG staff has presented information about various SBCAG programs and regional issues at 64 public events reaching approximately 1,750 members of the public.

### Caltrans Information Element

Caltrans District 5 has prepared an informational element that outlines the Department's transportation planning activities for the next fiscal year. This information is presented below.

**CALTRANS OWP INFORMATION**  
ELEMENT FOR 2005/2006

<u>Activity Description</u>	<u>Product or Work Element</u>	<u>Due Date</u>
Update various Transportation Concept Reports	Transportation Concept Reports	Ongoing
Monitor SBCAG's OWP, review progress reports and process requests for reimbursement.	Administration (Regional Planning)	Ongoing
Attend SB 45 status of projects meetings	Highway Planning	Quarterly
Attend Board meetings	Administration (Regional Planning)	Monthly
Voting member on Transportation Technical Advisory Committee (TTAC)	Administration (Regional Planning)	Monthly
Intergovernmental review (IGR)	IGR/CEQA	Ongoing
Participate on transportation model technical committee.	Travel Demand Forecasting	As needed
Voting member on Highway 101 in Motion Technical Advisory Group	Highway 101 Implementation Plan	July 2005 to January 2006
Attend Stakeholders Advisory Committee meetings for Highway 101 in Motion corridor study.	Highway 101 Implementation Plan	July 2005 to January 2006
Ex-officio member of Steering Committee for Highway 101 in Motion corridor study.	Highway 101 Implementation Plan (District Director and Regional Planning)	July 2005 to January 2006
Attend North County and South Coast transit subcommittee meetings as well as Santa Barbara County Transit Advisory Committee meetings.	Transportation Development Act	Ongoing
Ex-officio member of Steering Committee for inter-community transit between Lompoc and Santa Maria	Transportation Development Act	July 2005 to June 2006
Participate in Air Quality Consultative Process	Transportation/Air Quality Conformity	Ongoing
Attend City Council and Board of Supervisors meetings	Regional Planning	As needed
Participate in Transportation Plan update for City of Goleta and 101 in Motion results, review and comment	Regional Transportation Plan	June 2006
Participate in update of Regional Bikeway Plan	Bicycle/Pedestrian Service Planning	December 2005
Development of the California ITS architecture and conformity assessment	Intelligent Transportation Systems Development and Deployment	June 31, 2006
Participate in North County Transit Study	Transportation Development Act	June 31, 2006
Participate in Santa Ynez Valley Travel Forecast Assessment	Travel Demand Forecasting	June 31, 2006
Participate in Stakeholders Group for LOSSAN North Strategic Plan	Passenger Rail Service Planning	<b>September 2005</b>



# **COMPREHENSIVE PLANNING PROGRAM**



# **Program Administration**



## **WORK ELEMENT 1610 ADMINISTRATION**

### **Objective**

- To manage, support, coordinate and implement SBCAG programs consistent with good management practices and in compliance with appropriate state and federal regulations

### **Previous and Ongoing Work**

- This is a continuing activity of SBCAG

### **Tasks**

1. Prepare agendas, minutes, staff reports, and follow-up action log for SBCAG board meetings.
2. Prepare agendas, minutes, staff reports for standing board subcommittees and advisory committees including TTAC, TPAC and SBCTAC meetings.
3. Provide staff training.
4. Provide program and fiscal management.
5. Prepare quarterly progress and financial reports.
6. Conduct liaison with federal and state agencies.
7. Develop, present and monitor annual budget.
8. Prepare 2006-07 Overall Work Program.
9. Review and monitor program as appropriate to implement FY 03-04 federal planning certification review recommendations.
10. Review and update existing interagency agreements.
11. Maintain and administer office computer network.
12. Monitor and evaluate legislative proposals on issues of regional and local impact. Formulate and communicate positions on legislative proposals when appropriate. Note: State and federal funds will not be used for contracted lobbying efforts.
13. Conduct ongoing administration of state and federal grants
14. Prepare applications for grants.
15. Review and comment on matters of regional interest.
16. Update, monitor, and evaluate DBE performance and establish annual DBE goals.
17. Conduct consultation and ongoing communication with the Santa Ynez Tribal Government.

### **Products**

### **Date**

- |                                   |              |
|-----------------------------------|--------------|
| ▪ Agendas, minutes, staff reports | As needed    |
| ▪ Progress and financial reports  | Quarterly    |
| ▪ Grant Applications              | As available |
| ▪ Grant Administration            | Ongoing      |
| ▪ Unified program audit           | 12/05        |
| ▪ Draft OWP                       | 1/06         |
| ▪ Final OWP                       | 4/06         |
| ▪ Grant Closeout Reports          | 9/05         |
| ▪ DBE Plan Goal                   | 9/05         |

**Budget**

SBCAG                    \$102,900

**Funding**

FHWA PL                    \$85,500  
FTA 5303                    5,000  
SBCAG                        12,400  
                                     \$102,900

## **WORK ELEMENT 1620**

### **SUBREGIONAL/INTERREGIONAL COORDINATION**

#### **Objective**

- To improve coordination among local jurisdictions and between adjoining counties on issues of common concern
- To provide leadership and staff support on special studies and efforts to resolve issues of a regional, subregional, and interregional nature

#### **Previous and Ongoing Work**

This is an ongoing activity of SBCAG. Prior activities include development of regional housing needs plan, coordination with local advisory boards and chambers of commerce, and the establishment of the South Coast and North County Subregional Planning Committees of the SBCAG Board. In addition, the Jobs/Housing Partnership Planning Program report was completed in June, 2004, but implementation work will be continued in this Work Element.

#### **Tasks**

1. Participate on regional coordinating committees that affect the interests of SBCAG.
2. Monitor Local Agency Formation Commission annexation/incorporation proposals for impacts on Regional Housing Needs Assessment and potential redistribution of need.
3. Liaison with local advisory boards and chambers of commerce on regional issues.
4. Provide ongoing staff support to subregional planning committees of the SBCAG Board.
5. Monitor planning and development of major facilities, e.g. Federal Correctional Institute.
6. Follow up on recommendations of Interregional Jobs/Housing Partnership Study.
7. Coordinate with VCOG, VCTC, SLOCOG, and SCAG on regional planning issues

#### **Products**

- Implementation of Interregional Jobs/Housing Partnership Project recommendations as appropriate
- Improved coordination on issues of regional or subregional concern
- Monitor regional governance and jobs-housing legislation
- Hold joint policy board meetings with other regional agencies

#### **Date**

Ongoing  
Ongoing  
Ongoing  
As needed

#### **Budget**

SBCAG      \$28,300

#### **Funding**

FHWA PL	\$24,800
SBCAG	<u>3,500</u>
	<u>\$28,300</u>



## **WORK ELEMENT 1630 PUBLIC PARTICIPATION AND INFORMATION**

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### **Objective**

- To achieve participation by the general public and interested organizations in all aspects of the regional planning and decision-making process
- To disseminate information in an accessible format to the public on a timely basis and upon request

### **Previous and Ongoing Work**

- Public Participation Procedures adopted by SBCAG in November 1994
- Public Participation Plan adopted in March 2002
- Establishment of SBCAG website ([www.sbcag.org](http://www.sbcag.org)) in 1998, re-designed in 2001, restructured and redesigned in 2003 with continuing expansion and development as needed
- New informational brochure published in 2003
- Monthly electronic newsletter launched in 2004
- Ongoing expansion of electronic newsletter database
- Publish opinion-editorials on regional issues in local newspapers

### **Tasks**

1. Provide information dissemination services such as a monthly electronic newsletter, expanded web site that will include a section with archived electronic newsletters and opinion-editorials on regional issues, the major publications and reports produced by SBCAG (e.g. the Regional Transportation Plan), and links to all jurisdictions and agencies (e.g. SBMTD, Caltrans, Traffic Solutions, UCSB, etc.).
2. Continue media relations program that utilizes the press to help educate the public on SBCAG issues. Methods of outreach include but are not limited to press releases and follow up with key press via e-mail, phone, formal and informal editorial board meetings; networking and community events and meetings; and story pitching.
3. Cultivate memberships and participation in local and regional organizations.
4. Prepare news releases for the media on projects, issues and decisions.
5. Provide technical data to interested citizens and organizations on regional issues. This would cover a variety of requests for technical data and assistance regarding federal and state programs, traffic volumes, census and financial data, etc.
6. Prepare executive summary documents on the major reports issued by SBCAG.
7. Provide Spanish translation of public outreach materials where appropriate, and a Spanish language interpreter upon request for workshops and hearings.
8. Provide for early and continuous public input consistent with provisions of the TEA-21's and SBCAG's adopted Public Participation Plan.
9. Conduct separate outreach and consultation process to engage and involve Chumash Tribal Council.
10. Coordinate with local agencies, transit providers, Caltrans District 5, e.g., Community Planning Branch, and others in public participation program implementation.
11. Prepare and disseminate an annual report on SBCAG activities.
12. Review options for improving information dissemination to minority, low-income and Native American and Hispanic communities, in compliance with federal Title VI and

Environmental Justice requirements. Work with community-based organizations to facilitate outreach to traditionally underrepresented populations.

13. Create public and/or press events to promote SBCAG projects.

**Products**

**Date**

- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li>▪ An effective public participation and public information process consistent with TEA-21 requirements</li> <li>▪ SBCAG Website maintenance and enhancements</li> <li>▪ SBCAG General Brochure</li> <li>▪ Executive Summaries of reports</li> <li>▪ Community Presentations</li> <li>▪ SBCAG Monthly Electronic Newsletter</li> <li>▪ SBCAG Annual Report</li> <li>▪ Project status reports</li> </ul> | <p>Ongoing</p> <p>Ongoing</p> <p>August 05</p> <p>Ongoing</p> <p>Ongoing</p> <p>Monthly</p> <p>October 05</p> <p>Quarterly</p> |
|---|--|

**Budget**

**Funding**

SBCAG	<u>\$148,600</u>	FHWA PL	\$125,700
		FTA 5303	5,000
		SBCAG	<u>17,900</u>
			<u>\$148,600</u>

## **WORK ELEMENT 1640**

### **TRANSPORTATION DEVELOPMENT ACT (TDA) ADMINISTRATION**

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#### **Objective**

- To ensure that funds made available to claimants under the state TDA are provided on a timely basis and used effectively in compliance with all applicable statutes and regulations
- To assess unmet transit needs

#### **Previous and Ongoing Work**

- SBCAG, as the Regional Transportation Planning Agency for Santa Barbara County, has been responsible for TDA administration since it became law in 1971.

#### **Tasks**

1. Update Transportation Development Act (TDA) claim manual as necessary. Assist local agencies in preparing claims.
2. Apportion and allocate TDA funds in a manner consistent with state regulations, SBCAG policies and local claims.
3. Complete fiscal and compliance audits for all claimants.
4. Monitor implementation of prior triennial performance audit recommendations.
5. Monitor proposed changes in TDA statutes and regulations. Advise claimants regarding the implications of significant changes. Provide input to Statewide TDA Advisory Committee.
6. Conduct annual assessment of unmet transit needs in compliance with statutes.

#### **Products**

- | <b><u>Products</u></b>                          | <b><u>Date</u></b> |
|---|--------------------|
| ▪ Fiscal and compliance audits of all claimants | 12/05              |
| ▪ Monitor performance audit recommendations     | Ongoing            |
| ▪ TDA Claim Manual                              | 2/06               |
| ▪ Report on Unmet Transit Needs Findings        | 4/06               |

#### **Budget**

SBCAG                      \$27,800

#### **Funding**

SBCAG                      \$27,800



# **Comprehensive Planning and Analysis**



## **WORK ELEMENT 2610 AIRPORT LAND USE PLANNING**

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### **Objective**

- To ensure the orderly development of lands in the vicinity of public use airports within Santa Barbara County and ensure consistency of land use development with the Airport Land Use Plan.

### **Previous and Ongoing Work**

This is an ongoing activity of SBCAG as the designated Airport Land Use Commission for Santa Barbara County. Previous work has resulted in the development and adoption of the Airport Land Use Plan.

### **Tasks**

1. Provide technical assistance to local agencies and airports regarding implementation of the Santa Barbara County Airport Land Use Plan (ALUP).
2. Prepare staff reports to the Airport Land Use Commission on matters of land use compatibility or consistency. Monitor airport noise impacts and develop mitigation strategies for identified problems such as applying noise easements and land use controls to impact areas to reduce airport operator liability.
3. Review environmental documents by applying the criteria in the ALUP and guidelines from the newly updated Caltrans Airport Land Use Planning Handbook.
4. Review proposed revisions to airport master plans, FAR Part 150 studies, general plans, and proposed ordinances to determine consistency with the ALUP.
5. Coordinate with Caltrans Aeronautics Program on the implementation of the Caltrans Airport Land Use Planning Handbook update.
6. Coordinate with the State of California, airport authorities, and local jurisdictions on matters related to airport land use policies and implementation.
7. Coordinate with airport authorities to seek funding support toward updating the 1993 Santa Barbara County Airport Land Use Plan. The update will reflect revised airport master plans, Part 150 studies, guidelines from the 2002 Caltrans Airport Land Use Planning Handbook update, and new FAA advisory circulars. An application for funding has been filed with the Caltrans Aeronautics Program.
8. Prepare a series of supplemental amendments to update the 1993 ALUP including policy reviews and updates on land use compatibility evaluation criteria to facilitate ongoing review of environmental documents. Full 1993 update will be prepared upon receiving supplemental state funding.
9. Incorporate technical graphics for all county airports including newly adopted airport influence areas, clear and approach zones, flight tracks for each county airport as part of the supplemental amendments to enhance staff capability in the review of environmental documents. Continue update technical graphics on SBCAG's website for public consumption.

**Products**

- Staff reports, letters of comment
- Supplemental amendments of the 1993 ALUP
- Graphics updates for each county airport
- Full ALUP Update and approval by the Board  
(Contingent on supplemental funding)

**Date**

Ongoing  
As required  
Ongoing  
6/06

**Budget**

SBCAG                    \$34,400

**Funding**

Santa Barbara County	\$15,000
SBCAG	<u>19,400</u>
	<u>\$34,400</u>

## **WORK ELEMENT 2620 CENSUS DATA CENTER**

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### **Objective**

- To function as the Census Data Center for Santa Barbara County for the compilation, analysis and dissemination of 1990 and year 2000 Census data

### **Previous and Ongoing Work**

- 
- Dissemination and analysis of the Census Summary Tape Files 1, 2, and 3 (the 100% and the sample return computer data files from census 2000) to local jurisdictions, agencies and the general public
- Integration of new census data into SBCAG forecasting model and other planning applications such as environmental justice, the transportation model update, Interregional Partnership for Jobs Housing Balance, and the Regional Housing Needs Plan
- Coordination with local jurisdictions general plan and housing element updates in use of census data
- Population estimates for LAFCO special districts and other geographic areas
- Development of census and Hispanic population summary and overview on the SBCAG website and mailings to appropriate social service agencies and others
- Development of thematic maps portraying journey to work commuting data

### **Tasks**

1. Develop requests, in cooperation with other jurisdictions, for electronic and/or print versions of data from State Census Data Center and U.S. Census Bureau.
2. Develop cost sharing arrangements, as necessary, to obtain and process data.
3. Procure, process, prepare, and distribute census data and census maps to interested parties.
4. Respond to extensive public requests for census data and interpretation of data as appropriate. Coordinate data collection and distribution with cities, county, and libraries.
5. Liaison with Census Bureau and State Census Data Center on census training, meetings.
6. Integrate Census Tiger files and other census data into Geographic Information System developing maps portraying census and demographic data.
7. Coordinate review of Year 2000 Census data.
8. Apply census and socioeconomic data to network travel model and other SBCAG projects.
9. Produce Census 2000 reports for use by general public as the data becomes available.
10. Coordinate the review and development of the Journey to Work File--origin/destination commuting data from the Census Transportation Planning Package (CTPP).
11. Review the American Community Survey (ACS) test results as they are released for Santa Barbara County areas.
12. Review the CTPP Part 3, containing traffic analysis zone level data, as it is released for Santa Barbara County traffic analysis zones (TAZ's), to assess zone to zone trips.

13. Review 2000 Census Special Tabulation on Aging and prepare summary technical report

**Products**

**Date**

- Dissemination of 2000 Census data to cities, county, libraries, and interested parties Ongoing
- Year 2000 Census product review As released
- Technical assistance on the use of census data Ongoing
- Review and analysis of census journey to work file Part 3 11/05
- Special reports analyzing available 2000 Census data And those trends evident from evaluating changes between 1990 and 2000 Ongoing
- Analysis of the Special Tabulation on Aging 12/05
- Compare available Census 2000 information with other data sources, such as Dept. of Finance and local agencies Ongoing

**Budget**

**Funding**

SBCAG	<u>\$46,300</u>	FHWA PL	\$36,700
		FTA 5303	4,000
		SBCAG	<u>5,600</u>
			<u>\$46,300</u>

## **WORK ELEMENT 2630 REGIONAL GROWTH FORECAST**

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### **Objective**

- To update Regional Growth Forecast 2000, develop data records, and respond to public requests for information on forecast

### **Previous and Ongoing Work**

- Interregional Jobs Housing Partnership Report, 2004
- Analysis of Congestion Management Program (CMP) Land Use Data Submittals
- Regional Growth Forecast 2000, Adopted March 2002
- Development of traffic analysis zones (TAZ) level forecasts for SBCAG transportation model
- Development of growth forecast outreach materials for RTP public workshops

### **Tasks**

1. Make presentations to city/county agencies and interested parties upon request.
2. Prepare socioeconomic data base for travel model forecasts.
3. Provide forecasts for RTP and assist in evaluation of alternative RTP scenarios.
4. Prepare special forecasts for transportation modeling and air quality planning as necessary for SIP update.
5. Continue development of GIS mapping capability and coverages.
6. Monitor CMP housing and land use data.
7. Track performance of growth forecast.
8. Coordinate with development of other growth models and forecasts in the county.
9. Compile demographic and socioeconomic data such as birth and mortality records retirement, and migration. Facilitate review of corresponding chapters by Technical Planning Advisory Committee.
10. Update information on group quarters, age structure, and household size. Facilitate review of corresponding chapters by Technical Planning Advisory Committee.
11. Update information on employment, workers per household, and employee density factors. Begin update of information on constraints, e.g., land use, and growth control policies. Facilitate review of corresponding chapters by Technical Planning Advisory Committee.
12. Complete update of information on constraints, e.g., land use, and growth control policies. Facilitate review of corresponding chapters and complete draft forecast document by Technical Planning Advisory Committee.
13. Revise draft and conduct public workshops, one in both North and South County. Make presentations to city/county agencies upon request.
14. Prepare report on comments and staff responses to public workshops and revise forecast as necessary.
15. Conduct public hearing on forecast at SBCAG board. Board adopts forecast as amended.

**Products**

- Maps of forecast demographics and other variables
- Outreach to interested agencies and organizations
- Updated land use, economic, and demographic data files

**Date**

Ongoing  
 Ongoing  
 As appropriate

Technical papers in preparation of Regional Growth

1 <sup>st</sup> Quarter-Birth, mortality, migration and retirement characteristics and assumptions.	9/ 05
2 <sup>nd</sup> Quarter-Group quarters, age distribution and household size characteristics and growth scenarios.	12/05
3 <sup>rd</sup> Quarter-Employment and workers. Draft of constraints analysis.	4/06
4 <sup>th</sup> Quarter-Final Constraints analysis. Public workshops, and adoption of draft forecast by SBCAG board.	6/06

**Budget**

SBCAG                    \$105,000

**Funding**

FHWA PL	\$82,400
FTA 5303	10,000
SBCAG	<u>12,600</u>
	<u>\$105,000</u>

## **WORK ELEMENT 2640 TRAVEL DEMAND FORECASTING**

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### **Objective**

- Refine and expand SBCAG's countywide travel forecasting model using the new model software
- Apply travel model in cooperation with local agencies to forecast traffic growth, assess demand for roadway and intersection improvements, evaluate land use alternatives, evaluate transportation control measures (TCMs) and determine conformity between transportation and air quality plans
- Use GIS capability to develop highway, bikeway, transit and other networks on model to assess characteristics of the network, e.g. miles of roads or bikeways by functional class

### **Previous and Ongoing Work**

- Travel model update completion with Caliper using TransCAD software in September 2004.
- Developed enhanced evaluation capabilities in Spring, 2005

### **Tasks**

1. Refine short-term (2010, 2020) and long-term (2030) forecasts in three time periods (AM, PM, and Off-Peak) for highway and transit models.
2. Explore new travel forecasting techniques, and fine-tune model parameters for countywide application. This includes refining the model network and inter-city traffic forecasts among sub-regions, and incorporation of additional HPMS/local county program data into model database.
3. Continue refining TAZs in the model in conjunction with the CTPP 2000 Project. Coordinate with Ventura and San Luis Obispo Counties to better model external trips. Coordinate activities with Work Element 2620 (Census Data Center) and Work Element 3620.
4. Apply the model's expanded employment database for all future forecasts. Incorporate results from the 2000 Caltrans Statewide Travel Survey data.
5. Work with the 101 In Motion project consultant to evaluate and test 101 In Motion alternatives including base case and various project scenario combinations.
6. Prepare summaries of model results in graphical presentations including highway forecasts and traffic assignments, Census 2000 Journey to Work (JTW) data, Caltrans Household Travel Survey data, O&D travel patterns, external travel and transit ridership and forecasts, etc.
7. Provide model output and technical assistance to Caltrans District 5, as staff time permits, for System Planning documentation, Corridor Studies, Project Initiation Documents, and project level modeling and forecasting and traffic analysis for state highway projects. Provide technical assistance, as time permits, to local agencies for sub-area modeling.
8. Coordinate with Traffic Solutions to incorporate the regional bikeway network as part of the model network database. Develop GIS capabilities to map bikeways, analyze carpool match list by zip code, and other TDM analysis capability as appropriate.

9. Evaluate implications of changes in project development schedules on regional transportation system to facilitate priority setting in project selection.
10. Apply the expanded mode choice model to assess traffic impacts of various new transportation modes, alternatives, and initiatives resulting from 101 In Motion project including high occupancy vehicle lane (HOV) and reversible lane. Fine-tune mode choice module to incorporate other modes of transportation including bike, and pedestrians as appropriate. Evaluate travel model software TCM analysis capability and incorporate into Transportation-Conformity Modeling Protocol as appropriate.
11. Coordinate with the county in their Santa Ynez Valley travel Study
12. Integrate travel model software and intersection LOS software (Traffix) with CMP reporting. Assist local agencies with standardizing intersection LOS analysis and reporting using LOS software in conjunction with the Work Element 3680 (Congestion Management).
13. Continue to provide staff training on travel forecasting. Conduct literature review to remain aware of latest modeling trends and other model software developments including traffic simulation and the ongoing FHWA Transportation Model Improvement Program (TMIP).
14. Explore the implementation of the “TransCAD on the Web” in terms of database and capabilities. Assess in-house staff and funding impacts.
15. Explore the new model’s graphic capabilities using aerial photos and ArcView GIS for public display and examination including airport land use planning applications.
16. Continue Countywide and Central Coast Transportation Model Users Groups meetings to share technical information and achieve better coordination among regional agencies, local jurisdictions and private party participants.
17. Continue participation in the California Inter-Agency Forums in Transportation Modeling for information sharing and model enhancement.

**Products**

**Date**

- |   |                |
|---|----------------|
| ▪ New SBCAG travel model with calibrated base years and 2010/2020/2030 forecasts as required for conformity | 7/05           |
| ▪ Update model forecast report as necessary   | 12/05          |
| ▪ Development of peak hour, emissions, and TCM analysis capabilities  | Ongoing        |
| ▪ Bikeway and roadway network parameters  | 12/05          |
| ▪ Technical memos and reports   | As appropriate |
| ▪ Maintenance of database   | Ongoing        |
| ▪ Revised short- and long-term travel forecasts   | Ongoing        |

**Budget**

**Funding**

SBCAG	\$111,300	FHWA PL	\$122,000
Consultant	20,000	FTA 5303	10,000
TransCAD on the Web	9,000	SBCAG	<u>18,300</u>
Maintenance Fee	<u>10,000</u>		<u>\$150,300</u>
	<u>\$150,300</u>		

# **Transportation Planning and Programming**



## WORK ELEMENT 3610 REGIONAL TRANSPORTATION PLAN (RTP)

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### Objective

- Develop and maintain a comprehensive long range transportation plan for the region consistent with state and federal requirements
- Prepare a supplemental to the 2005 RTP to include projects and programs developed within the 101 in Motion, from the adoption of the City of Goleta General Plan, and the LOSSAN North Strategic Plan.
- Monitor implementation of 2001 and 2005 RTP to ensure continued compliance

### Previous and Ongoing Work

- 2005 Regional Transportation Plan 2005 – 2030
- Metropolitan Transportation Plan 2004
- Highway 101 Implementation Plan (101 in Motion)

### Tasks

1. Review and assess planning documents prepared for the 101 in Motion and the City of Goleta General Plan for impacts on the 2005 RTP and prepare supplement to 2005 RTP.
2. Ensure consistency of the 2005 RTP supplemental with other regional planning and programming documents (e.g., CMP and Clean Air Plan).
3. Conduct study of regional impact fees established by regional agencies throughout California and assess potential for fee in context of Measure D renewal.
4. Review proposed projects and programs for consistency with the adopted RTP 2001, and in support of goals for the continued development of an integrated, multimodal transportation system
5. Meet with County Emergency Services Coordinator to discuss SBCAG role in emergency services planning and implications for the RTP

### Products

### Date

- |  |       |
|--|-------|
| ▪ Draft RTP 2005 Supplemental                    | 8/05  |
| ▪ Public Comments on draft RTP 2005 Supplemental | 9/05  |
| ▪ 2005 RTP Supplemental Adoption                 | 12/05 |
| ▪ Regional Impact Fee Study                      | 2/06  |

### Budget

### Funding

SBCAG	<u>\$39,100</u>	FHWA PL	\$29,400
		FTA 5303	5,000
		SBCAG	<u>4,700</u>
			<u>\$39,100</u>



## **WORK ELEMENT 3620 HIGHWAY PLANNING**

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### **Objective**

- To develop, update and maintain monitoring programs and conduct special studies for the roadway system within the county

### **Previous and Ongoing Work**

- Annual traffic count program.
- Annual Highway Performance Monitoring System program submittals to Caltrans
- 101 Operational Improvements Project Development Team participation
- Travel Trends Report, 2002
- Roadway reclassification in Santa Maria area.
- Traffic monitoring program activities in connection with various management systems

### **Tasks**

1. Continue to work with Caltrans, the community, and advisory committees on planning, environmental, and transportation impacts of different alternatives on the Route 101 Corridor from Milpas Street in Santa Barbara to the Ventura County line. (These projects were funded in the 1996 STIP.)
2. Continue ongoing traffic count program to monitor traffic growth in Santa Barbara County, particularly on the segment of Route 101 between Milpas Street and the Ventura County line.
3. Develop traffic count maps in GIS for each jurisdiction and sub area.
4. Coordinate with Caltrans and local jurisdictions in traffic count data acquisition and review. Integrate the traffic count program as part of the Travel Demand Model database. Respond to public requests for traffic count data
5. Produce a traffic count and monitoring report focusing on user-friendly traffic count data and graphical information on trends for the general public.
6. Incorporate transit ridership data by route from transit agencies as part of the travel trends data collection effort to facilitate the development of the transit model.
7. Coordinate with the county in the planning of the County's Traffic Management Center to improve traffic data collection and traffic monitoring system for county roadways.
8. Coordinate the traffic monitoring activities with Highway Performance Monitoring System requirements. Submit annual HPMS sample site report to Caltrans.
9. Analyze the heavy duty truck survey data provided by SCAG on Route 101 based on Southern California Association of Governments (SCAG)'s light duty vehicle survey with respect to locations on Route 101 between Ventura and Santa Barbara County line. Coordinate with local jurisdictions, Caltrans, and FHWA on revisions/additions to functional reclassification of highway system.
10. Participate in Caltrans System Planning efforts including updates of the Transportation Concept Reports, Transportation System Development Program and the District System Management Plan.
11. Monitor ground access to primary air carrier airports at Santa Barbara and Santa Maria and assess freight movements.
12. Monitor implementation of previous corridor study recommendations.

**Products**

- |   |                |
|---|----------------|
| ▪ Annual HPMS submittal   | 2/06           |
| ▪ Implementation of corridor study recommendations                  | Ongoing        |
| ▪ Functional reclassification changes/additions submitted           | As appropriate |
| ▪ National Highway System designation changes/additions submitted   | As appropriate |
| ▪ Provision of data to public upon request                          | As appropriate |
| ▪ Technical memos on trucks/light duty vehicle surveys on Route 101 | As appropriate |
| ▪ Development of public information brochure on traffic trends      | 3/06           |
| ▪ Travel trends and monitoring report                               | 9/05           |

**Date**

**Budget**

SBCAG                    \$47,300

**Funding**

FHWA PL	\$41,600
SBCAG	<u>5,700</u>
	<u>\$47,300</u>

## **WORK ELEMENT 3630 TRANSIT/PARATRANSIT PLANNING**

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### **Objective**

- Monitor transit services within the county, to ensure that public and transit agencies are in compliance with all federal and state requirements, including the Americans with Disabilities Act, that services are provided efficiently and effectively, and that unmet transit needs are addressed
- Provide public agency staff and elected officials with information documenting the relationship between land use and effective and efficient public transit service
- Provide assistance to public, transit and social service agencies in support of the development of mobility opportunities
- Provide transit planning assistance to local public and transit agencies to include operating, capital and grant planning activities.
- Provide transit planning assistance to local and public transit agencies for the provision of transportation opportunities for the transit dependent and the choice rider, including a focus on the use of transit as a means to reduce vehicle congestion.

### **Previous and Ongoing Work**

- Transit Needs Assessment 2005
- Triennial Performance Audits 2004 of public transit agencies (COLT, SBMTD, SMAT and SYVT), Consolidated Transportation Agencies (Easy Lift Transportation and SMOOTH) and SBCAG
- North County Intercommunity Transit Service Implementation Plan 2004
- Social Services Transportation Coordination and Consolidation Action Plan and Inventory Update 2002
- Transit Resource Guide 2002

### **Tasks**

1. Develop countywide transit policies that examine long range transit issues such as regional services, alternative fuels, connectivity, Section 5307 apportionments, and intermodal connections. Develop policies with input from providers and users. Ensure policies and programs are linked to future updates of the RTP.
2. Provide assistance as appropriate, including written review, to assist transit agencies in updating short range transit plans and in developing other planning documents.
3. Monitor implementation of SBMTD's South Coast Transit Plan, and of SRTPs for COLT, SBMTD, SMAT, and SYVT.
4. Attend transit agency board meetings as appropriate.
5. Continue ongoing monitoring of all transit operations within the county, including analysis of ridership, operating, financial, and vehicle fleet data, to ensure effective and efficient use of resources and update of RTP.
6. Facilitate new or restructured transit service proposals related to unmet transit needs
7. Evaluate availability and efficiency of transit services for elderly persons, persons with disabilities, and persons of limited means, as well as for the general public. Coordinate with Work Element 2620, examination of Census 2000 special tabulations on aging.

8. Provide staff support to the Santa Barbara County Transit Advisory Council and its regional committees, the South Coast Transit Advisory Committee (SCTAC) and the North County Transit Advisory Committee (NCTAC).
9. Coordinate transit planning with appropriate groups, such as bicycle and pedestrian advocacy groups, to ensure that plans consider bicycle and pedestrian links to transit facilities.
10. Maintain up to date agreements with transit operators
11. Work with transit agencies, CTSA's, social service agencies, and non-profit providers to develop the Social Services Transportation Coordination and Consolidation Action Plan Update
12. Review and comment on local agency updates of land use elements, circulation elements, community plans, and land use development proposals to ensure that transit, bicycle, pedestrian, and intermodal connectivity needs have been addressed
13. Fulfill all responsibilities as the designated recipient for FTA Section 5307 funds attributable to the Santa Barbara County Transportation Management Area
14. Review and evaluate FTA Section 5310, 5311, 5311(f) and 5313(b) applications. Prepare Section 5311 Program of Projects
15. Provide technical assistance to transit operators in the areas of planning, marketing, and other issues, upon request; monitor and report on transit legislation
16. Prepare updates to the Transit Resource Guide
17. Continue to monitor fixed route transit systems' implementation of their Paratransit Plan Updates to ensure that they comply with requirements of Americans with Disabilities Act
18. Monitor transportation issues associated with implementation of the provisions of the Welfare to Work initiative
19. Coordinate with SLOCOG to implement transit planning for newly expanded Santa Maria urbanized area and provide appropriate allocation of FTA 5307 formula funds
20. Explore inter-regional commuter transit service with SLOCOG and SMAT regarding the San Luis Obispo / Santa Maria commuter corridor
21. Continue to promote and support efforts to establish a regional transportation system that provides intercommunity service

**Products**

**Date**

- |   |                |
|---|----------------|
| ▪ Section 5307 grant application reviews                    | As appropriate |
| ▪ Staff reports on transit issues                           | As appropriate |
| ▪ Transit Resource Guide (English & Spanish) 2005           | 8/05           |
| ▪ Section 5311 program of projects                          | 12/05          |
| ▪ Social & Medical Services Transportation Action Plan 2005 | 12/05          |
| ▪ Section 5310 grant review                                 | 3/06           |
| ▪ Transit Needs Assessment 2006                             | 4/06           |

**Budget**

**Funding**

SBCAG	<u>\$85,900</u>	FTA 5303	\$75,500
		SBCAG	<u>10,400</u>
			<u>\$85,900</u>

## **WORK ELEMENT 3631 NORTH COUNTY REGIONAL TRANSIT PLAN**

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### **Objective**

- Provide public agency staff and elected officials with information documenting the relationship between population growth in rural and urban areas, ridership demand, and funding.
- Assess long range transit needs in the urban areas as it relates to service expansion and integration with local and regional (intercommunity and commuter) transit services.
- Address emerging regional transit needs, including those between North County communities, from the North County to the South Coast, and between North County and San Luis Obispo County. Identify land use policies impacting regional transit demands.
- Develop performance driven design standards.
- Address the link between urban and rural transit services.
- Assess transit needs and programs for rural unincorporated communities.
- Provide assistance to public, transit and social service agencies in support of the development of regional transit services.
- Provide transit planning assistance to local and public transit agencies for the provision of transportation opportunities for the transit dependent and the choice rider, including a focus on the use of transit as a means to reduce traffic congestion (including commuter service).
- Assess transit funding needs in context of remaining TDA revenues and Measure D reauthorization.
- Provide assistance to public, transit and social service agencies in the identification of and integration of regional transit services

### **Previous and Ongoing Work**

- Transit Needs Assessment 2005
- Triennial Performance Audits 2004 of public transit agencies (COLT, SBMTD, SMAT and SYVT), Consolidated Transportation Agencies (Easy Lift Transportation and SMOOTH) and SBCAG
- North County Intercommunity Transit Service Implementation Plan 2004
- Short Range Transit Plans of various agencies.

### **Tasks**

1. Develop coordinating committee to assist in study preparation
2. Prepare RFP for consultant services and distribute RFP under competitive bidding procedures
3. Review proposals and select contractor
4. Identify existing regional services by service area and region based on understanding of existing and planned services in plans and programs of transit service providers.
5. Conduct preliminary data gathering on available reports, existing services, fares, equipment, costs, etc. Conduct interviews and surveys to assess need for services

6. Prepare regional ridership forecasts by service area and region in coordination with SBCAG and other local transit forecasts in transit plans
7. Estimate regional service needs for urban and interregional services
8. Develop performance driven design standards.
9. Identify and assess peer analysis of comparable systems.
10. Develop draft service plan to address operational parameters, service coordination, phasing, vehicle description and procurement, marketing, fare policy, funding options, budget, performance measures, service administration and coordination, pooled maintenance, etc.
11. Provide for advisory committee review and comment on plan, report on disposition of comments, and, amend plan accordingly.
12. Provide for public input based on SBCAG leadership and consultant assistance.
13. Provide for public review of draft plan, report on disposition of comments, and amend plan accordingly.
14. Present draft and final plan before SBCAG board and local agencies as needed.

**Products**

**Date**

▪ Committee Formation	5/05
▪ RFP distributed	6/05
▪ Contractor Selected	9/05
▪ Public scoping	10/05
▪ Ridership forecasts	12/06
▪ Technical report on service and equipment needs	1/06
▪ Draft Plan	3/06
▪ Final Plan	5/06

**Budget**

**Funding**

SBCAG	\$52,000	FTA 5303	\$16,800
Consultant	<u>90,000</u>	SBCAG	35,200
	<u>\$142,000</u>	Local Agencies*	<u>90,000</u>
			<u>\$142,000</u>

**\*Note: Local agency contributions may be reduced if SBCAG is successful in obtaining 5311 (f) discretionary grant application.**

## **WORK ELEMENT 3640 PASSENGER RAIL SERVICE PLANNING**

### **Objective**

- Assess need for improvements to the rail system
- Assist in the provision of facilities to meet expanded passenger rail service to the county
- Promote intermodal connectivity of the transportation system

### **Previous and Ongoing Work**

- Formation of Coast Rail Coordinating Council and development of Coast Rail Improvement Study and Action Plan 1994
- Formation of LOSSAN (Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency), 2002
- LOSSAN project priority setting
- New Pacific Surfliner service extension to SLO, November, 2004

### **Tasks**

1. Work with Amtrak on the refinement and implementation of its strategic plan for the coast corridor.
2. Monitor passenger use of rail stations to assess adequacy of parking and other services (e.g. transit access, ticket machines, message signs), and identify projects to remedy deficiencies, if any.
3. Coordinate with District 5 planning staff and other agencies, Caltrans Division of Rail, Amtrak and the railroads to implement rail plans and improve service. Propose and assess rail mainline improvement projects for federal, state, and regional programs.
4. Work with other member agencies of LOSSAN to assess regional rail service and recommend projects of mutual benefit.
5. Coordinate with LOSSAN, Caltrans Division of Rail, and other agencies in preparing the LOSSAN Strategic Plan for the area north of Los Angeles.
6. Conduct outreach on the draft LOSSAN North Strategic Plan
7. Participate with the members of the Coast Rail Coordinating Council in the implementation of the Coast Rail Improvement Plan. Propose and assess rail mainline improvement projects for federal, state, and regional programs.
8. As a member of the Coast Rail Coordinating Council, support efforts to add daylight train service between San Francisco and Los Angeles.
9. Assess vehicle trip reduction potential of rail alternatives examined in Highway 101 Implementation Plan.
10. Monitor California's State Rail Plan to ensure that coastal concerns and improvements are considered and that incremental higher speed improvements along the coast are included in state's passenger rail planning process.
11. Participate in ongoing efforts to evaluate commuter rail potential.

### **Products**

- Coast Rail Improvement Plan Update
- Staff reports on rail passenger plans to Board

### **Date**

1/06  
Quarterly

- LOSSAN Strategic Plan for corridor north of Los Angeles (Caltrans  
Lead agency in cooperation with LOSSAN partners) September, 2005
- Outreach on LOSSAN Strategic Plan Fall, 2005
- Proposed rail projects for STIP 2/06
- CRCC and LOSSAN policy board meetings Quarterly
- CRCC and LOSSAN Technical Committee meetings Bi-monthly

**Budget**

SBCAG	\$17,400
Agency Contributions to LOSSAN/CRCC	<u>10,000</u>
	<u>\$27,400</u>

**Funding**

SBCAG	<u>\$27,400</u>
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## **WORK ELEMENT 3650 BICYCLE/PEDESTRIAN PLANNING**

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### **Objectives**

- Ensure the development of a regional bicycle transportation plan that meets all requirements of the California Bicycle Transportation Act (pursuant to California Streets and Highways Code, Section 890-894.2)
- Encourage jurisdictions to participate in the development of a regional bicycle transportation plan and adopt the plan upon completion. Also encourage jurisdictions to complete bicycle studies and implement the bicycle elements of their planning documents to assist in efforts to complete the regional bikeway system
- Address inter-jurisdictional issues by encouraging implementation of region-wide bikeway policies and standards

### **Previous and Ongoing Work**

- 1994 Regional Bikeway Study
- Draft 2004 Regional Bikeway Plan

### **Tasks**

1. Update the Regional Bikeway Study to meet all California Bicycle Transportation Act requirements for a bicycle transportation plan.
2. Review and incorporate, as appropriate new federal and state policy on bikeway and pedestrian planning.
3. Hold public hearings and obtain jurisdictional approval of the Regional Bikeway Plan. Submit the Regional Bikeway Plan to Caltrans upon adoption of the Plan by SBCAG.
4. Provide technical assistance to and review planning documents of jurisdictions preparing bicycle elements. Ensure documents comply with the Regional Bikeway Plan and approve final bicycle elements submitted by jurisdictions.
5. Monitor implementation of Regional Bikeway Plan through review of local plans and project EIRs.
6. Review and comment on applications for bicycle funding.
7. Encourage public works departments of local jurisdictions to add bike and pedestrian counts to traffic count programs.
8. Use GIS capability of traffic modeling to assess network parameters (e.g., miles of Class II bikeways) and to prepare bike lanes maps by classification.
9. Work with jurisdictions within Santa Barbara County to ensure coordination in the development of bikeways that extend across jurisdictional boundaries within the county.
10. Coordinate with San Luis Obispo County and Ventura County on the development of bikeways that extend across county boundaries, and coordinate with Caltrans on the development of bikeways that affect state highways.
11. Remain informed regarding issues of interest to local bicyclists and pedestrians through forums such as the Santa Barbara Bicycle Coalition.
12. Monitor and, if appropriate, comment on potential legislation that would affect the planning and funding of bicycling and walking as transportation modes.
13. Coordinate with bicycle and pedestrian advisory groups to ensure that planning efforts

consider bicycle and pedestrian links to highways (particularly appropriate interchanges and intesections) and transit facilities

**Products**

- Draft Regional Bikeway Plan 8/05
- Regional Bikeway Plan approved by local jurisdictions and SBCAG Board. 10/05
- Technical assistance to jurisdictions in updating bicycle elements in planning documents Ongoing
- Review of bicycle funding applications As appropriate

**Date**

**Budget**

SBCAG                    \$26,100

**Funding**

FHWA PL                    \$22,900  
 SBCAG                        3,200  
                                      \$26,100

## **WORK ELEMENT 3670 ITS DEVELOPMENT AND DEPLOYMENT**

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### **Objective**

- Optimize application of new technology and information to improve efficiency of transportation systems
- Develop ITS Architecture Plan
- Insure projects conform to regional architecture portrayed in ITS Architecture and Maintenance Plan

### **Previous and Ongoing Work**

- South Central Coast ITS Strategic Deployment Plan (SDP), May 2000
- ITS video, February, 2001
- ITS project proposals funded by RTIP

### **Tasks**

1. As part of the Steering Committee for the development of the Central Coast ITS Strategic Deployment Plan, staff will continue to meet on a quarterly basis to review Central Coast ITS deployment, and insure the viability of the Strategic Plan by promoting its ongoing maintenance. SBCAG will work with Central Coast ITS Coordinator and other central coast MPO representatives in implementing and updating the ITS Architecture, developing inter-agency agreements, and fulfilling other requirements as time and resources permit.
2. As a partner for the FHWA Partnership Planning grant to fund a South Central Coast ITS Coordinator position, SBCAG along with the South Central Coast Steering Committee, will work with the ITS Consultant, Transcore, to continue the Regional Architecture Update (including Turbo Architecture software training, reviewing/updating the ITS Strategic Deployment Plan project list architecture, developing an Architecture Implementation Plan and a Architecture Maintenance Plan); facilitate the incorporation of ITS into the MPO planning and programming process; assist in ITS project implementation; and, facilitate ITS promotion and outreach.
3. In cooperation with the Central Coast ITS Steering Committee, continue to participate and provide input to Caltrans on the California ITS Architecture and System Plan.
4. Staff will coordinate input from TTAC and others on ITS applications within Santa Barbara County.
5. Review and comment on materials and information produced by FHWA, Californian Alliance for Advanced Transportation Systems (CAATS), state agencies, and other parties proposing ITS plans, programs and projects.
6. Work with Caltrans D5 to facilitate the continued deployment of field instruments (electronic message signs, and, enhanced surveillance) to promote the development and expansion of the regional TMC.
7. Work with the County of Santa Barbara and Caltrans D5 to ensure that development of the County's satellite TMC capabilities are integrated with the regional TMC.
8. Develop working group of local and state traffic signal technicians to develop regional ITS signal architecture.
9. Review statewide ITS Training Materials

**Products**

- Review of ITS Projects
- Central Coast ITS Committee Meetings
- ITS Turbo Architecture for County
- ITS Architecture Conformity assessments
- Working Group Recommendations on Integration

**Date**

Ongoing  
 As needed  
 12/05  
 As needed  
 Ongoing

**Budget**

SBCAG	\$47,300
Consultant	<u>5,000</u>
	<u>\$52,300</u>

**Funding**

FHWA PL	\$46,000
SBCAG	<u>6,300</u>
	<u>\$52,300</u>

## **WORK ELEMENT 3680 CONGESTION MANAGEMENT PROGRAM**

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### **Objective**

- Implement and update the Congestion Management Program
- Implement and maintain the Federal Congestion Management System

### **Previous Work**

- Eleventh Annual Conformity Assessment in 2004
- Fourth Biennial Update of the CMP/CMS in 2003
- Highway 101 Deficiency Plan, 2002
- Technical Assessment, Intersection Level of Service Traffic Analysis Evaluation, Fall 2002

### **Tasks**

1. In cooperation with local jurisdictions, monitor traffic counts, levels of service, land use impacts, mitigation measures, transportation demand management activities, and capital improvements to evaluate their impact on congestion.
2. Perform LOS analyses for all state highway segments using the Highway Capacity Manual 2000. Perform floating-car speed surveys on those segments that exceed the CMP LOS standards to further verify operating conditions on the state highway system. Perform LOS analyses for CMP signalized intersections using the ICU Methodology.
3. Perform the two-lane rural highway analysis using the HCS software.
4. Evaluate the application and integration of simulation modeling software for CMP analysis.
5. Inventory and assess freight and truck movements.
6. Evaluate local jurisdictions conformance to CMP/CMS by assessing traffic count data, implementation of amended CEQA review process, and implementation of approved deficiency plan action lists and adopted TDM programs, monitor adequacy of CMP/CMS system impact assessment and mitigation as part of the determination of the jurisdiction's conformance with the CMP.
7. Monitor and review CMP/CMS performance measures and data.
8. Prepare annual conformance assessment and report to SBCAG Board. Develop a "State of the Commute" Report. Conduct follow-up as needed.
9. Work with jurisdiction(s) and APCD in the preparation and analysis of individual deficiency plans. As required by statute, hold noticed public hearing within 60 days of the receipt of the deficiency plan.
10. Work with local jurisdictions to ensure assessment and mitigation of inter-jurisdictional impacts on the CMP system per CMP requirements. Review environmental documents prepared for projects that might affect CMP system.
11. Review, comment on, and approve transportation models used by local jurisdictions for traffic analyses. Coordinate this task with Work Element 2640.

**Products**

- Annual Conformance assessment.
- State of the Commute report
- Review of environmental documents
- Deficiency Plans

**Date**

3/06  
 5/06  
 Ongoing  
 As Needed

**Budget**

SBCAG                    \$21,600

**Funding**

FHWA PL                    \$19,000  
 SBCAG                    2,600  
                                  \$21,600

## **WORK ELEMENT 3681 HIGHWAY 101 IMPLEMENTATION PLAN**

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### **Objective**

The purpose of the Highway 101 Implementation Plan (101 in Motion) is to identify long-term projects to address traffic congestion on the most heavily traveled portion of the Highway 101 corridor. The process for developing the plan will rely extensively on public education and outreach to identify possible congestion relieving alternatives and community values that will be used to evaluate the alternatives.

The 101 IP will examine highway widening, demand management and alternative forms of regional transit. The plan will assess market demand, cost and feasibility of alternative regional transit measures including intercity and commuter rail, subscription and regular express bus, and BRT. The plan will recommend roadway and highway system improvements, such as express transit freeway stops to make roadways more transit friendly. Other traffic operations and management improvements will be examined including Intelligent Transportation Systems and improved emergency/incident response. The plan will identify supporting regional policies and actions such as land use strategies. The plan will demonstrate the degree to which regional strategies can accommodate, shift or reduce vehicular travel.

The 101 IP is a two-year project. The result of this process is a set of preferred projects that have widespread community support and are ready for implementation. Identified long-term improvements will be amended into the Highway 101 Deficiency Plan and the RTP.

### **Previous Work**

- Highway 101 Deficiency Plan, 2002
- MOU for 101 IP 2002
- Consultant Contract and Board direction for 101 IP, November, 2003
- Public Participation Plan, February 2003
- Selection of eight alternatives for further technical analysis, November, 2004
- Selection of final three recommended alternatives for further analysis, April, 2004

### **Tasks**

1. Conduct public outreach to articulate community values, problem understanding, and potential solutions.
2. Provide initial order-of-magnitude assessments of auto trip reduction potential of each alternative transportation measures.
3. Identify final three alternative improvements for evaluation inclusive of capital and operating improvements.
4. Conduct analysis and estimate trip reduction potential associated with each alternative measures.
5. Estimate facility needs, capital and annual operating costs associated with each alternative.

6. Develop proposed short and long-term program of alternative projects including potential funding sources.
7. Obtain public input on proposed measures and projects.
8. Identify policies or practices to overcome barriers to alternative modes such as transit or rail and which support regional transit policies.
9. Select priority projects
10. Develop implementation schedule and secure funding.

**Products**

**Date**

- |   |         |
|---|---------|
| ▪ Public Outreach                                 | Ongoing |
| ▪ Define sets of alternative improvement packages | 07/04   |
| Analyze improvement packages                      | 09/04   |
| ▪ Performance measures for final alternatives     | 7/05    |
| ▪ Final Three Alternatives Evaluated              | 7/05    |
| ▪ Final Report and selection                      | 9/05    |
| ▪ Project implementation                          | Ongoing |

**Expenditures**

**Funding**

SBCAG	\$183,500	SBCAG/Measure D	<u>\$483,500</u>
Consultant	<u>300,000</u>		
	<u>\$483,500</u>		

## **WORK ELEMENT 3682**

### **PARK-AND-RIDE LOT INVENTORY AND IMPROVEMENT PLAN**

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#### **Objective**

- To develop a comprehensive update and inventory of the status of Santa Barbara County's current and potential park & ride lot facilities and to integrate this information into SBCAG's public information resources. Develop a list of recommended park & ride lot expansion improvements for inclusion in the CMP and RTP capital improvement lists and assess potential funding for park-and-ride lots acquisition development and enhancement.
- Park & ride lot development is listed as a Transportation Control Measure in the 2001 Clean Air Plan. As such, SBCAG has a commitment to continue maintenance of effort to identify and promote new lots or expand existing lots.

#### **Previous and Ongoing Work**

- California Department of Transportation, District Park & Ride Program Report, 1993 and April 1996
- Clean Air Plan – 1994, 1998, 2001 – Appendix C: Transportation Control Measures

#### **Tasks**

1. Assess remote park-and-ride lot expansion recommendations developed by Caltrans in 1991 (See 1994 Clean Air Plan, TCM-9). Investigate the 18 locations and identify potential new locations. In addition to Santa Barbara County, explore site locations in western Ventura County and southern San Luis Obispo County.
2. Based on information collected as part of previous OWP, develop a revised list of recommended park & ride lot expansion improvements.
3. Identify overall costs for capital improvements and operating/maintenance costs (as appropriate), and identify optimal funding and institutional arrangements needed to effectively manage and maintain the preferred locations.
4. Incorporate revised list of park & ride lot expansion improvements into the CMP and RTP capital improvement lists and assess potential funding for park-and-ride lots acquisition development and enhancement.
5. Incorporate inventory information into Traffic Solutions Rideshare, TDM, Clean Air Express, and bicycle information products (brochures and website) as appropriate. Develop a map depicting existing and programmed (future) park & ride locations including lot capacities and amenities. Integrate this information into Traffic Solutions bicycle network and transit network maps.
6. Incorporate technical analysis developed by SBCAG to address air quality benefits and cost benefit determinations of park & ride lots based on commuter shed distance served relative to park & ride lot size/capacity and type (remote lots or fringe lots located near transit facilities).

**Products**

**Date**

- Complete existing park-and-ride lot inventory 8/05
- Complete lot utilization survey, home base park-and-ride lot user survey, and on-board transit and vanpool surveys 9/05
- Develop revised list of park-and-ride lot expansion improvements 10/5
- Develop spreadsheet model to perform on-road motor vehicle emission sensitivity analyses – perform analysis 11/5
- Park and Ride Lot final report 1/06
- Develop and incorporate park-and-ride lot inventory information into the Traffic Solutions rideshare and transit brochures and maps 3/06
- Implementation of recommendations Ongoing

**Budget**

**Funding**

SBCAG	<u>\$47,300</u>	FHWA PL	\$41,500
		SBCAG	<u>5,800</u>
			<u>\$47,300</u>

## **WORK ELEMENT 3690**

### **TRANSPORTATION IMPROVEMENT PROGRAM**

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#### **Objective**

- To maintain a coordinated, multi-modal, multi-year program of transportation projects consistent with anticipated local, state and federal revenues and in compliance with state and federal requirements

#### **Previous and Ongoing Work**

- Preparation of annual AB 1012 Obligation Plans
- Development and adoption of the 2006 RTIP
- 2005 FTIP

#### **Tasks**

1. Identify transportation improvement needs from RTP, public hearings, technical committees, agency requests, corridor concept plans, SRTPs, and request preparation of Project Study Reports by Caltrans and local agencies for projects that will be candidates for the 2006 RTIP.
2. Monitor progress of projects programmed in the 2004 STIP to ensure SB 45 timely use of funds requirements are met. Attend quarterly status meetings with Caltrans and local agencies. Prepare reports on STIP projects and present to SBCAG board. Attend individual Project Development Team meetings.
3. Provide direct assistance as needed to local agencies in development and implementation of projects programmed in current STIP and FTIP.
4. Work with Caltrans and local agencies to monitor progress and provide support for the timely delivery of projects in the current Federal TIP. Monitor obligations of federal funds by project sponsors and ensure expeditious implementation of transportation control measures. Prepare RSTP, TE and CMAQ annual funding obligation plan and submit to Caltrans and CTC pursuant to AB 1012.
5. Prepare amendments to the adopted FTIP as required consistent with state and federal guidelines, regulations and statutes.
6. Identify ITS projects that may require a Systems Engineering Process and coordinate with local, state, and federal agencies.
7. Prepare and adopt a 2005 FTIP Amendment, incorporating new programming, relying on revenue projections resulting from the reauthorization of TEA. Identify process and criteria for selection of new projects and completion of previously programmed projects.
8. Prepare an updated financial plan for development of the 2005 FTIP Amendment.
9. Attend CTC and RTPA group meetings to monitor and provide input on state and federal legislation, program guidelines, and other policy matters related to the implementation of the current STIP and FTIP.
10. Assist local agencies in obtaining grant funds for transportation improvements from various sources including Environmental Enhancement and Mitigation program, Safe Routes to School, Caltrans minor program and federal TEA 21 discretionary programs.
11. Ensure that SBCAG's public participation procedures are followed in preparing and amending all programming documents.



# **AIR QUALITY PLANNING**



## WORK ELEMENT 4610

### FEDERAL SIP AND STATE AIR QUALITY PLAN DEVELOPMENT

#### **Objective**

- To prepare and submit Federal and State Air Quality Plan submittals, in cooperation with the Santa Barbara County Air Pollution Control District (APCD). Under a Memorandum of Understanding with the APCD, SBCAG is responsible for preparation and approval of Transportation Control Measures included in Federal and State Air Quality Plans

#### **Previous Work**

- Adoption of MOU on Division of Responsibilities for Clean Air Plan submittals pursuant to the Federal and California Clean Air Acts
- Adoption of the 2001 Clean Air Plan (Maintenance Plan) SIP submittal in December 2002
- Adoption of the Clean Air Plan (Attainment Demonstration) SIP submittal in December 1998
- Adoption of the 2004 Clean Air Plan - Triennial State Clean Air Plan

#### **Tasks**

1. Track ARB's development of EMFAC2005 and examine implications of using the new model for SIP development and on-road mobile source emissions modeling.
2. In cooperation with APCD, pursue amendments to the interagency consultation portions of APCD Rule 701 and formally submit for EPA review and approval.
3. Examine implications of newly proposed federal 8-hour ozone and fine Particulate Matter standards.
4. Liaison with Caltrans, County, cities, transit providers on TCMs and TCM implementation.
5. Track implementation status of each SIP TCM project and develop a list of possible substitution projects for each TCM project as a contingency for project failure.
6. Coordination with Work Element 4620 on conformity assessment of RTP and FTIP.
7. Coordination with Work Element 2640 on the development of a peak-hour/period traffic model and/or post processing software to better address modeled vehicle speeds and induced travel.
8. Track socio-economic and VMT projections used as inputs to the emission forecasts of the federal 2001 Clean Air Plan and state 2004 Clean Air Plan.
9. Assist the APCD in the development of a comprehensive Air Quality Attainment Plan that addresses the State Ozone Standard, including: on-road mobile source emission inventories and TCM development.

#### **Products**

- | <b><u>Products</u></b>  | <b><u>Date</u></b> |
|---|--------------------|
| ▪ Mobile Source Control Strategy in Draft 2007 Clean Air Plan | 5/06               |
| ▪ Participate in Public Workshops                             | 6/06               |

#### **Budget**

SBCAG                      \$15,100

#### **Funding**

APCD	\$10,000
SBCAG	<u>5,100</u>
	<u>\$15,100</u>



## WORK ELEMENT 4620 TRANSPORTATION/AIR QUALITY CONFORMITY

### Objective

- To determine the conformity of plans, programs, and projects with adopted SIP

### Previous Work

- Conformity assessment and findings between adopted SIP and amendments to the 2004 MTP and 2004 FTIP
- Developed emission factor and emission inventory modeling capability using EMFAC 2005
- Developed emission factor and emission inventory modeling capability using EMFAC 2002

### Tasks

1. Evaluate conformity of proposed amendments to plans, programs and projects with SIP as required by USDOT/EPA regulations.
2. Conduct conformity assessment of supplemental RTP using 2030 growth forecast.
3. Adopt a formal determination of conformity of amended plans and programs in compliance with USDOT/EPA requirements.
4. Continue development of quantitative capability for air quality conformity analysis and emissions modeling using ARB's EMFAC2005 model and coordinate activities with Work Element 2640 and Work Element 4610.
5. Continue to analyze and review EPA/USDOT regulations and guidelines on conformity.
6. Participate in statewide air quality/conformity committee to address matters of statewide interest, e.g., emission models, statewide control measures, etc.
7. Manage interagency consultation committee, consisting of SBCAG, SBAPCD, Caltrans, ARB, EPA, and FHWA. Host bi-monthly committee meetings.
8. As appropriate, evaluate conformity of FTIP amendments and regional projects with SIP and comment and assist on conformity determinations of local projects.
9. Coordination with Work Element 2640 on the development of a peak hour/period traffic model, and/or post processing software to better address modeled vehicle speeds and induced travel.

### Products

- | <u>Products</u>                                       | <u>Date</u> |
|---|-------------|
| ▪ Conformity assessment of 2005 RTP                   | 9/05        |
| ▪ Conformity Assessment on amendments to the 2005 RTP | 4/06        |
| ▪ Conformity assessment and findings for 2004 FTIP    | As Needed   |
| ▪ Interagency consultation meetings                   | Bimonthly   |

### Budget

SBCAG                      \$21,600

### Funding

FHWA PL	\$19,000
SBCAG	<u>2,600</u>
	<u>\$21,600</u>



## **Program Delivery/Services**



## **WORK ELEMENT 5610**

### **SERVICE AUTHORITY FOR FREEWAY EMERGENCIES**

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#### **Objective**

- To provide and maintain a system of motorist-aid call boxes on Santa Barbara County highways

#### **Previous and Ongoing Work**

- Installation of call boxes and initiation of call box service in February 1991
- Completed Callbox Capital Improvement Plan in 2001
- Upgrade call boxes to digital and ADA compatibility in Summer 2005

#### **Tasks**

1. Provide staff support to SAFE Board; prepare reports, agenda and minutes for board meetings.
2. Monitor vendor contracts and agency agreements and coordinate the activities of the call box vendor, cellular service provider, California Highway Patrol, Caltrans, and technical consultant.
3. Participate in statewide SAFE committee to share pertinent information and ideas and to monitor legislation related to call box service.
4. Ensure that call boxes are maintained and in proper working order.
5. Develop and administer a SAFE budget.
6. Monitor use of call boxes to determine if changes are warranted in CHP dispatch protocol, system hardware, public education, etc.
7. Update call box system implementation plan consistent with CHP/Caltrans guidelines.
8. Inspect, test and put into service upgraded call boxes.
9. Hire a consultant Motorist Aid Project Coordinator to develop a program of projects that can use the digital technology of the upgraded call boxes to transmit motorist aid information to SBCAG and/or Caltrans websites or operations centers.
10. Procure a Freeway Service Patrol towing company for the 101 South Coast Corridor, secure state funding, and initiate service.
11. Prepare a Highway 101 North County Freeway Service Patrol feasibility study.

#### **Products**

#### **Date**

- |  |       |
|--|-------|
| ▪ Installation of upgraded call boxes                                    | 7/05  |
| ▪ 101 North County Freeway Service Patrol feasibility study              | 8/05  |
| ▪ Freeway Service Patrol service initiation for 101 South Coast Corridor | 12/05 |

#### **Budget**

#### **Funding**

SBCAG	<u>\$107,700</u>	SAFE	<u>\$107,700</u>
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## **WORK ELEMENT 5620**

### **LOCAL TRANSPORTATION AUTHORITY**

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#### **Objective**

- To effectively and efficiently administer and implement the transportation projects and programs specified under the Measure D local transportation sales tax

#### **Previous and Ongoing Work**

- Local Allocation Rules
- Measure D ordinance and expenditure plan
- State and Regional Highway Cost Estimate and Scoping Study
- 2004 Measure D Strategic Plan
- Measure D 10-Year Progress Report
- Measure D Local Program of Projects
- SCA 3 and Transportation Priorities Voter Opinion Survey
- Bond Refinancing

#### **Tasks**

1. Administer Local Allocation of funds; prepare estimates and apportionments, evaluate local Measure D programs of projects, allocate funds, conduct annual fiscal/compliance audits.
2. Prepare annual Measure D regional program of projects for approval by SBCAG Board and incorporate into the Federal TIP.
3. Update Measure D Highway Program Strategic Plan including project costs, schedules and scopes, financing plan and LTA policies. Prepare progress reports on progress and implementation of Strategic Plan.
4. Work with program management consultant to implement Strategic Plan. Initiate agreements with Caltrans, local agencies and private firms to complete project development work. Award and administer construction contracts.
5. Maintain a public information program to advise residents and travelers on progress in implementing projects and provide information regarding impacts of construction on traffic.
6. Work with a public outreach consultant and measure fund recipients to educate the public about the benefits and successes of the Measure D program.
7. Contract with private consultants to assist Caltrans in delivering Highway 101 measure funded projects.
8. Distribute paratransit funds to transit operators consistent with Measure D ordinance and LTA policies.
9. Provide staff support to LTA Board; prepare staff reports, agendas, and minutes for meetings. Prepare and administer LTA budget.
10. Participate in Self-Help Counties Coalition including monitoring and commenting on state legislation and policies affecting local transportation sales tax measures.
11. Monitor legislation affecting local sales tax measures including legislative proposals authorizing establishment or extension of local transportation sales tax measures. Compile information as needed for development of new transportation expenditure plan.
12. Prepare annual report, summarizing progress to date on Measure D program and outlining financial condition of program.
13. Complete preparation of an expenditure plan for a renewal of Measure D to extend it beyond its 2009 sunset.

**Products**

- Measure D Program of Projects
- Updated Local Allocation rules
- Measure D Highway Program Strategic Plan
- Highway project public information materials
- Annual report
- Measure D Expenditure Plan

**Date**

6/06  
 As needed  
 5/06  
 As needed  
 12/05  
 6/06

**Budget**

SBCAG                    \$374,900  
 Consultants            285,000  
                                  \$659,900

**Funding**

Measure D Funds                    \$659,900

**WORK ELEMENT 5630  
TRANSPORTATION DEMAND MANAGEMENT (TDM)/  
RIDESHARING PROGRAM**

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**Objective**

- To promote and encourage alternatives to driving alone, with the goals of reducing traffic congestion, air pollution and vehicle miles driven as well as to improve the quality of life for employees, visitors, and residents of Santa Barbara County.

**Previous and Ongoing Work**

- Continuation of the voluntary TDM Program for Santa Barbara County
- Continuation of the services of the County Ridesharing Office

**Tasks**

1. Provide centralized administration and implementation of voluntary TDM Program directed at employers and the general public.
2. Provide training and furnish promotional materials, support and activities for employer transportation coordinators.
3. Work with the Telecommuting Advantage Group to monitor the Phase I Countywide Flexwork program
4. Provide incentives for the development of employer implemented TDM programs.
5. Recruit employers for Hwy 101 Milpas / Hot Springs Traffic Mitigation Plan TDM programs including Phase II Hwy 101 Flexwork Pilot Program and the Employer Transportation Benefits Incentive Program.
6. Flexwork Santa Barbara flexible work hours and telework pilot programs.
7. Co-produce and distribute monthly *the News Wire* electronic newsletter.
8. Develop and provide information and promotional materials regarding carpooling, vanpooling, transit, rail, bicycling, compressed work hours, telecommuting, tax programs and other TDM/ridesharing activities.
9. Administer and market the Emergency Ride Home program with participating employers.
10. Distribute, process and follow-up applications for carpool match lists. Maintain an updated rideshare database.
11. Assist in the organization and ongoing placement of vanpools. Provide incentives to stimulate vanpool formation.
12. Promote TDM/Rideshare education and events.
13. Develop bicycle commuting and safety education programs to employers.
14. Assist in defining and implementing TDM mitigation measures associated with EIR and Negative Declarations.
15. Participate in regional land use / transportation planning process.
16. Coordinate with multi agency consortium on Annual Green Awards.

**Products**

**Date**

- |   |                               |
|---|-------------------------------|
| <ul style="list-style-type: none"> <li>▪ Quality customer service ride-matching and transportation referral services</li> <li>▪ Distribution of TDM promotional materials, including countywide bike map, countywide transit map and transit users guide</li> </ul> | <p>Ongoing</p> <p>Ongoing</p> |
|---|-------------------------------|

- Update and reproduce countywide bike map transit map Ongoing
- Co-produce *the News Wire*, SBCAG/Traffic Solutions newsletter Monthly
- Kids Care for Clean Air 2006 Calendar 12/05
- Annual progress reports Ongoing
- Flexwork Case Study Report 4/06
- Expand and improve TDM website Ongoing
- Assist the Green Awards Consortium with the Annual Green Awards Luncheon 9/05

**Budget**

SBCAG	\$391,400
FlexWork Consultant	27,000
TMP FlexWork	<u>35,000</u>
	<u>\$453,400</u>

**Funding**

CMAQ (FHWA)	\$205,500
RSTP	134,000
Measure D (TMP)	<u>113,900</u>
	<u>\$453,400</u>

## **WORK ELEMENT 5640 INTERCOMMUNITY TRANSIT**

### **Objective**

- To manage the Clean Air Express commuter bus service and coordinate with other intercommunity transit services, such as the Coastal Express, MTD Santa Ynez commuter bus service and other intercommunity services as they are implemented.

### **Previous and Ongoing Work**

- Administer the Clean Air Express transit service.
- Assist Ventura County Transportation Commission (VCTC) with ongoing service planning, customer service and operation of the Coastal Express transit service.
- Assist with planning proposed intercommunity transit service.
- Congestion Mitigation and Air Quality (CMAQ) grant management.

### **Tasks**

1. Manage Clean Air Express commuter bus service operator contract.
2. Provide and administer Clean Air Express customer service.
3. Develop Clean Air Express and Coastal Express marketing and outreach materials.
4. Conduct periodic Clean Air Express on-board surveys.
5. Develop Clean Air Express service plans and make periodic route and schedule adjustments.
6. Develop and monitor Clean Air Express policies and procedures.
7. Administer monthly fare collection and pass distribution.
8. Report emissions, ridership and operating statistics to Local, State and Federal Agencies.
9. Assist VCTC with service planning and financing of the Coastal Express transit service.
10. Identify creative financing opportunities for the Coastal Express and Clean Air Express transit services.
11. Meet annually with the Coastal Express Policy Advisory Committee.
12. Assist and coordinate with other intercommunity transit services as they are implemented, such as the MTD Santa Ynez commuter service and the intercommunity transit service between Santa Maria and Lompoc.

### **Products**

### **Date**

- |   |         |
|---|---------|
| ▪ Operate Clean Air Express commuter bus service            | Ongoing |
| ▪ Operate Coastal Express transit service                   | Ongoing |
| ▪ Distribution of Clean Air Express brochures and schedules | Ongoing |
| ▪ Distribution of Coastal Express brochures and schedules   | Monthly |
| ▪ Implement Clean Air Express expansion service             | 7/05    |

### **Budget**

### **Funding**

SBCAG	\$352,500	CMAQ (FHWA)	\$166,000
Clean Air Express	<u>725,000</u>	APCD	133,000
	<u>\$1,077,500</u>	Clean Air Express Revenue	653,000
		RSTP/Other	<u>125,500</u>
			<b>\$1,077,500</b>



**FY 2005-06 OVERALL WORK PROGRAM  
FUNDING SOURCES**

	Work Element	FTA 5303		FHWA PL		Other Federal	State	Other Local	SBCAG	Total
		Federal Share	Local Match	Federal Share	Local Match					
<b>1000</b>	<b>Program Administration</b>									
1610	Administration	5,000	648	85,500	11,077	0	0	0	675	102,900
1620	Subregional/Interregional Coordination	0	0	24,800	3,213	0	0	0	287	28,300
1630	Public Participation and Information	5,000	648	125,700	16,286	0	0	0	966	148,600
1640	TDA Administration	0	0	0	0	0	0	0	27,800	27,800
<b>2000</b>	<b>Comprehensive Planning/Analysis</b>									
2610	Airport Land Use Planning	0	0	0	0	0	0	15,000	19,400	34,400
2620	Census Data Center	4,000	518	36,700	4,755	0	0	0	327	46,300
2630	Regional Growth Forecast	10,000	1,296	82,400	10,676	0	0	0	628	105,000
2640	Travel Demand Forecasting	10,000	1,296	122,000	15,806	0	0	0	1,198	150,300
<b>3000</b>	<b>Transportation Planning and Programming</b>									
3610	Regional Transportation Plan	5,000	648	29,400	3,809	0	0	0	243	39,100
3620	Highway Planning	0	0	41,600	5,390	0	0	0	310	47,300
3630	Transit/Paratransit Planning	75,500	9,782	0	0	0	0	0	618	85,900
3631	North County Regional Transit Study	16,800	2,177	0	0	0	0	110,000	43,023	172,000
3640	Passenger Rail Service Planning	0	0	0	0	0	0	0	27,400	27,400
3650	Bicycle/Pedestrian Planning	0	0	22,900	2,967	0	0	0	233	26,100
3670	ITS Development & Deployment	0	0	46,000	5,960	0	0	0	340	52,300
3680	Congestion Management Program	0	0	19,000	2,462	0	0	0	138	21,600
3681	Highway 101 Implementation Plan	0	0	0	0	0	0	0	483,500	483,500
3682	Park-and-Ride Lot Inventory & Improvement Plan	0	0	41,500	5,377	0	0	0	423	47,300
3690	Transportation Improvement Program	0	0	161,000	20,859	0	135,000	0	441	317,300
<b>4000</b>	<b>Air Quality Planning</b>									
4610	SIP Development	0	0	0	0	0	0	10,000	5,100	15,100
4620	Transportation/Air Quality Conformity	0	0	19,000	2,462	0	0	0	138	21,600
<b>5000</b>	<b>Program Delivery/Services</b>									
5610	Service Authority for Freeway Emergencies	0	0	0	0	0	0	0	107,700	107,700
5620	Local Transportation Authority	0	0	0	0	0	0	0	659,900	659,900
5630	TDM/Ridesharing Program	0	0	0	0	205,500	134,000	0	113,900	453,400
5640	Intercommunity Transit	0	0	0	0	166,000	125,500	133,000	653,000	1,077,500
	<b>Total</b>	<b>131,300</b>	<b>17,013</b>	<b>857,500</b>	<b>111,099</b>	<b>371,500</b>	<b>394,500</b>	<b>268,000</b>	<b>2,147,688</b>	<b>4,298,600</b>

FY 05-06 Allocation	131,300	705,900
Carryover	0	151,600
Total Funding	<u>131,300</u>	<u>857,500</u>



## **APPENDICES**



**APPENDIX A  
2005  
SANTA BARBARA COUNTY  
ASSOCIATION OF GOVERNMENTS  
BOARD OF DIRECTORS**

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<b><u>Supervisors</u></b>	<b><u>Member</u></b>	<b><u>Supervisorial District</u></b>
	SALUD CARBAJAL	FIRST DISTRICT
	SUSAN ROSE	SECOND DISTRICT
	BROOKS FIRESTONE	THIRD DISTRICT
	JONI GRAY	FOURTH DISTRICT
	JOE CENTENO <b>(Vice-Chair)</b>	FIFTH DISTRICT

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<b><u>Jurisdiction</u></b>	<b><u>Member</u></b>	<b><u>Alternate</u></b>
BUELLTON	RUSS HICKS Mayor	VICTORIA POINTER Councilwoman
CARPINTERIA	DONNA JORDAN Councilwoman	JOE ARMENDARIZ Councilman
GOLETA	JONNY WALLIS Councilman	JACK HAWXHURST Councilman
GUADALUPE	LUPE ALVAREZ Mayor	CARLOS AGUILARA Councilman
LOMPOC	DICK DEWEES <b>(Chair)</b> Mayor	JANICE KELLER Councilwoman
SANTA BARBARA	DAN SECORD Councilman	MARTY BLUM Mayor
SANTA MARIA	MARTY MARISCAL Councilman	BOB ORACH Councilman
SOLVANG	BRIAN BACA Councilman	ED SKYTT Mayor

**Ex-officio Members**

Members of State Senate

Abel Maldonado  
15<sup>th</sup> Senate District

Tom McClintock  
19<sup>th</sup> Senate District

Members of State Assembly

Sam Blakeslee  
33<sup>rd</sup> Assembly District

Pedro Nava  
35<sup>th</sup> Assembly District

California Department of Transportation (CALTRANS) District 5

Gregg Albright  
Director, District 5

**APPENDIX B****2005 TECHNICAL PLANNING ADVISORY COMMITTEE  
ROSTER**


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<b><u>Jurisdiction</u></b>	<b><u>Member</u></b>	<b><u>Alternate</u></b>
BUELLTON	RAY SEVERN ( <b>Vice-Chair</b> ) Director Planning Department	LINDA REID Planning Technician
CARPINTERIA	PAUL KERMOYAN Director Community Development	DAVE DURFLINGER City Manager
GOLETA	FREDRICK STOUDE City Administrator	
GUADALUPE	MICHAEL PENA Director Public Works Department	
LOMPOC	ARLEEN T. PELSTER Director Community Development	PEGGY WOODS Associate Planner
SANTA BARBARA	LIZ LIMON – ( <b>Chair</b> ) Senior Planner II Community Development Department	JOHN LEDBETTER Principal Planner Community Development Department
SANTA MARIA	BILL SHIPSEY – ( <b>Vice-Chair</b> ) Planner III Community Development Department	MARC BIERDZINSKI Planning Division Manager
SOLVANG	SHELLEY STAHL Director Community Development	
COUNTY OF SANTA BARBARA		
	JEFF LINDGREN Planner Comprehensive Planning	LISA PLOWMAN Supervisor Comprehensive Planning

**2005 TPAC Membership Roster (cont)**

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**MEMBER**

**ALTERNATE**

AIR POLLUTION CONTROL DISTRICT

VIJAYA JAMMALAMADAKA  
Air Quality Specialist

BOBBIE BRATZ  
Air Quality Specialist,  
Supervisory

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS

MICHAEL G. POWERS  
Deputy Director, Planning

JAMES M. KEMP  
Executive Director

**APPENDIX C****2005 TECHNICAL TRANSPORTATION ADVISORY COMMITTEE  
ROSTER****2005 MEMBERSHIP ROSTER**

<b><u>CITY</u></b>	<b><u>MEMBER</u></b>	<b><u>ALTERNATE</u></b>
<b>BUELLTON</b> Engineering Department P.O. Box 1819 Buellton, CA 93427 Phone: 686-0137 FAX: 686-0086	JEFF EDWARDS Deputy City Engineer Engineering Department	MARY WELSH Planning Technician
<b>CARPINTERIA</b> Public Works Department 5775 Carpinteria Avenue Carpinteria, CA 93013 Phone: 684-5405 FAX: 684-5304	DALE LIPP Public Works Director	DAVE DURFLINGER City Manager
<b>GOLETA</b> 6500 Hollister Avenue Goleta, CA 93117 Phone: 961-7500 FAX: 685-2635	STEVE WAGNER Director of Community Services	MARTI SCHULTZ Principal Civil Engineer
<b>GUADALUPE</b> Public Works Department 918 Obispo Street Guadalupe, CA 93434-0898 Phone: 343-1340 FAX: 343-5512	CAROLYN GALLOWAY- COOPER City Administrator	MICHAEL PENA Public Works Director

**CITY**

**LOMPOC**

Engineering Department  
 P.O. Box 8001  
 Lompoc, CA 93438-8001  
 Phone: 736-1261  
 FAX: 736-5347

**MEMBER**

KEVIN McCUNE  
 Civil Engineer

**ALTERNATE**

RICHARD FERNBAUGH  
 Aviation/Transportation  
 Administrator

**SANTA BARBARA**

Public Works Department  
 P.O. Box 1900  
 Santa Barbara, CA 93102  
 Phone: 564-5390  
 FAX: 564-5467

ROB DAYTON  
 Supervising Transportation  
 Planner

BROWNING ALLEN  
 Transportation Planning  
 Manager

**SANTA MARIA**

Engineering Division  
 110 South Pine Street, Suite 101  
 Santa Maria, CA 93454-5082  
 Phone: 925-0951 Ext. 225  
 FAX: 928-4995

BRUCE NYBO **(Chair)**  
 Senior Civil Engineer

ROGER OLDS  
 Senior Civil Engineer

**SOLVANG**

Public Works Department  
 1644 Oak Street  
 Solvang, CA 93463  
 Phone: 688-5575  
 FAX: 686-2049

DAN GARCIA  
 Public Works Director

**COUNTY OF SANTA BARBARA**

Public Works Department  
 123 East Anapamu Street  
 Santa Barbara, CA 93101  
 Phone: 568-3062  
 FAX: 568-3019

SCOTT McGOLPIN  
 Deputy Director  
 Public Works

BRET STEWART  
**(Vice-Chair)**  
 Traffic Section Manager

**SPECIAL DISTRICT REPRESENTATIVES**

**MEMBER**

**ALTERNATE**

**SANTA BARBARA METROPOLITAN DISTRICT**

550 Olive Street Santa Barbara, CA 93101 Phone: 963-3364 FAX: 962-4794	STEVE MAAS Manager of Planning
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**AIR POLLUTION CONTROL DISTRICT**

260 N. San Antonio Rd., Suite A Phone: 961-8812 FAX: 961-8801	VIJAYA JAMMALAMADAKA Air Quality Specialist	BOBBIE BRATZ Air Quality Specialist, Supervisor
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**SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS**

260 N. San Antonio Rd., Suite B Santa Barbara, CA 93110 Phone: 961-8900 FAX: 961-8901	MICHAEL POWERS Deputy Director Planning	JIM KEMP Executive Director
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**STATE REPRESENTATIVE**

**CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) DISTRICT V**

260 N. San Antonio Rd., Suite B Santa Barbara, CA 93110 Phone: 683-1460 FAX: 967-3061	PATRICIA MICKELSON Regional Planner
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50 South Higuera Street San Luis Obispo, CA 93401-5415 Phone: 549-3120 FAX: 549-3746	DAVID MURRAY Chief Regional Planning & IGR
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**APPENDIX D**

**Santa Barbara County Transit Advisory Council  
Membership Attendance  
2005**

<b>Agency</b>	<b>Voting Representative</b>	<b>Present</b>	<b>Comments</b>
Children and Families Commission – (community outreach)	Bleavins, Polly (NC)		
Indep. Living Resource Center- (social service agency serving disabled)	Burke, Leeman (NC)		
SYVT – transit agency (Santa Ynez Valley)	Dan Brazil (NC)		
National Federation of the Blind - (community outreach)	Cummings, Randy (SC)		
Transit user – (Lompoc, representing disabled transit users)	Farrar, Cathy (NC)		
COLT – transit agency (Lompoc)	Fernbaugh, Richard (NC)		
Transit user – South Coast (community outreach)	Kahn, Julie (SC)		
Goleta Valley Senior Center – (social service agency serving seniors)	Unfilled (SC)		
R&D Transportation – (social service provider for persons of limited means)	Kraus, Howard (SC)		
Indep. Living Resource Center- (social service agency serving disabled)	Löwen, Petra (SC)		
SBMTD – transit agency (South Coast)	Rachel Grossman (SC)		
Santa Ynez Valley People Helping People – (community outreach)	Palius, Dean (NC)		
SMAT – transit agency (Santa Maria)	Rye, Joseph (NC)		
Community Access Network – (community outreach)	Stotts, Barry (NC)		
Transit user – South Coast, (representing senior transit users)	Suhr, Victor (SC)		
SMOOTH – CTSA (Santa Maria Valley)	Talbott, Jim (NC)		
Easy Lift – CTSA (South Coast)	Verhasselt, Sue (SC)		
Area Agency on Aging – (social service agency serving seniors)	Wilkins, Bruce (NC)		



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**APPENDIX E**

**CERTIFICATIONS AND ASSURANCES  
FOR FTA ASSISTANCE PROGRAMS**

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**FEDERAL FISCAL YEAR 2005 CERTIFICATIONS AND ASSURANCES FOR  
FEDERAL TRANSIT ADMINISTRATION ASSISTANCE PROGRAMS**

**Name of Applicant: Santa Barbara County Association of Governments**

**The Applicant agrees to comply with applicable requirements of Categories 01-16**

OR

**The Applicant agrees to comply with the applicable requirements of the following categories it has selected:**

<u>Category</u>	<u>Description</u>	
01.	Required of Each Applicant.	<u>X</u>
02.	Lobbying	<u>X</u>
03.	Private Mass Transportation Companies	<u>          </u>
04.	Public Hearing	<u>X</u>
05.	Acquisition of Rolling Stock	<u>          </u>
06.	Bus Testing	<u>          </u>
07.	Charter Service Agreement	<u>          </u>
08.	School Transportation Agreement	<u>          </u>
09.	Demand Responsive Service	<u>          </u>
10.	Alcohol Misuse and Prohibited Drug Use	<u>          </u>
11.	Interest and Other Financing Costs	<u>          </u>
12.	Intelligent Transportation Systems	<u>          </u>
13.	Urbanized Area, JARC, and Clean Fuels Programs	<u>          </u>
14.	Elderly and Persons with Disabilities Program	<u>          </u>
15.	Nonurbanized Area Formula Program	<u>          </u>
16.	State Infrastructure Bank Program	<u>          </u>

(Both sides of this Signature Page must be appropriately completed and signed where indicated.)



**APPENDIX A**

**FEDERAL FISCAL YEAR 2005 FTA CERTIFICATIONS AND ASSURANCES**

(Required of all Applicants for FTA assistance and all FTA Grantees with an active capital or formula project)

Name of Applicant: Santa Barbara County Association of Governments

Name and Relationship of Authorized Representative: James M. Kemp, Executive Director

BY SIGNING BELOW, on behalf of the Applicant, declare that the Applicant has duly authorized me to make these certifications and assurances and bind the Applicant's compliance. Thus, the Applicant agrees to comply with all Federal statutes, regulations, executive orders, and Federal requirements applicable to each application it makes to the Federal Transit Administration (FTA) in Federal Fiscal Year 2005.

FTA intends that the certifications and assurances the Applicant selects on the other side of this document, as representative of the certifications and assurances in Appendix A, should apply, as required, to each project for which the Applicant seeks now, or may later, seek FTA assistance during the Federal Fiscal Year 2005.

The Applicant affirms the truthfulness and accuracy of the certifications and assurances it has made in the statements submitted herein with this document and any other submission made to FTA, and acknowledges that the provisions of the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. 3801 *et seq.*, as implemented by U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR part 31 apply to any certification, assurance or submission made to FTA. The criminal fraud provisions of 18 U.S.C. 1001 apply to any certification, assurance, or submission made in connection with the Urbanized Area Formula Program, 49 U.S.C. 5307, and may apply to any other certification, assurance, or submission made in connection with any other program administered by FTA.

In signing this document, I declare under penalties of perjury that the foregoing certifications and assurances, and any other statements made by me on behalf of the Applicant are true and correct.

Signature \_\_\_\_\_ Date: \_\_\_\_\_  
Name James M. Kemp, Executive Director  
Authorized Representative of Applicant

**AFFIRMATION OF APPLICANTS ATTORNEY**

for Santa Barbara County Association of Governments (Name of Applicant)

As the undersigned legal counsel for the above named Applicant, I hereby affirm to the Applicant that it has authority under state and local law to make and comply with the certifications and assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the certifications and assurances have been legally made and constitute legal and binding obligations on the Applicant.

I further affirm to the Applicant that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these certifications and assurances, or of the performance of the project.

Signature \_\_\_\_\_ Date: \_\_\_\_\_  
Name Kevin E. Ready Sr., Senior Deputy County Counsel  
Attorney for Applicant

Each Applicant for FTA financial assistance (except 49 U.S.C. 5312 (b) assistance) and each FTA Grantee with an active capital or formula project must provide an Attorney's affirmation of the Applicant's legal capacity. The Applicant may enter its PIN number in lieu of the electronic signature of its Attorney, provided the Applicant has on file this Affirmation of its Attorney in writing dated this Federal fiscal year.

**METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION**

(To be submitted annually with each Overall Work Program)

In accordance with 23 CFR 450.334 and 450.220, and the Transportation Equity Act for the 21<sup>st</sup> Century, Caltrans and the Santa Barbara County Association of Governments Metropolitan Planning Organization for the Santa Barbara, Santa Maria, and Lompoc urbanized area (s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 through 5306 and 5323(1);
- II. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) (Note – only for Metropolitan Planning Organizations with non-attainment and/or maintenance areas within the metropolitan planning area boundary);
- III. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by California Under 23 U.S.C. 324 and 29 U.S.C. 794;
- IV. Section 1101 (b) of the Transportation Equity Act for the 21<sup>st</sup> Century (Pub. L. 105-178 112 Stat. 107) regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded project (FR Vol. 64 No. 21, 49 CFR part 26); and,
- V. The provision of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat 327, as amended) and the U.S. DOT implementing regulations (49 CFR 27, 37, and 38).

\_\_\_\_\_  
MPO Authorizing Signature

\_\_\_\_\_  
Caltrans District Director Signature

\_\_\_\_\_  
Executive Director

\_\_\_\_\_  
Title

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

\_\_\_\_\_  
Date

## APPENDIX F

### GLOSSARY OF COMMONLY USED ACRONYMS AND TERMS

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<b>ADA</b>	<b>Americans With Disabilities Act</b> - Landmark 1990 civil rights legislation that bars discrimination against people with disabilities in all major areas of life: employment, public accommodations, transportation and communications. As it relates to provision of transportation services, the ADA requires that transportation providers ensure nondiscriminatory accessible service for disabled individuals, and that public transportation providers operating fixed route bus service provide paratransit service comparable to the fixed route service.
<b>ADT</b>	<b>Average Daily Travel</b> - The average number of vehicles which traverse a given segment of roadway over a 24-hour period.
<b>ALUC</b>	<b>Airport Land Use Commission</b> - Agency responsible under state and federal law to protect public health, safety, and welfare by ensuring that vacant lands in the vicinity of the airports are planned and zoned for uses compatible with airport operations. SBCAG is designated as the ALUC for Santa Barbara County.
<b>ALUP</b>	<b>Airport Land Use Plan</b> - A plan which provides for the orderly growth of the airports in the region. Local general plans, specific plans, zoning ordinances and other local land use regulations are required by state law to be consistent with the ALUP.
<b>Caltrans</b>	<b>California Department of Transportation</b> - Agency responsible for state-wide transportation programs in California, and the California Transportation Plan. Caltrans is the implementing agency for most state highway projects and for the intercity rail program.
<b>CAP</b>	<b>Clean Air Plan</b> - The federal 1990 Amendments to the Clean Air Act require a comprehensive demonstration of attainment of the federal emissions standards by air quality non-attainment areas. The demonstration for Santa Barbara County was included the adopted 1994 Clean Air Plan, or CAP. An update to that plan was completed in 1998, and has been submitted for EPA approval.
<b>CART</b>	<b>Carpinteria Area Rapid Transit</b> - Demand-responsive general public transit service in the Carpinteria area operated by Easy Lift Transportation under contract with the City of Carpinteria.
<b>CASP</b>	<b>California Aviation System Plan</b> - Statewide aviation system planning effort responding to state law (PUC 21701-21707). The CASP is updated biennially by the California Department of Transportation, Division of Aeronautics, and approved by the CTC. The law mandates the CASP to include identification of air transportation issues, a capital improvement element, a regional system element and a statewide system element. The biennial update of the CASP Capital Improvement Element provides the basis for the development of the State Aeronautics Capital Improvement Program, under which state funding is programmed for the various aviation and airport projects throughout the state.
<b>CBD</b>	<b>Central Business District</b> - The downtown business areas of cities, historically the central downtown area.

- CCAT**      **Central Coast Area Transit** – A public transit service operated by San Luis Obispo Regional Transit Authority (SLORTA) that provides service between the cities of Santa Maria and San Luis Obispo County.
- CEQA**      **California Environment Quality Act** - A law which requires that governmental decision makers be provided with adequate information about the potentially significant environmental impacts of proposed projects. CEQA also mandates ways to avoid or significantly reduce damage to the environment.
- CIP**        **Capital Improvement Program** – A list of projects, their estimated cost, and schedule contained within a report approved by the responsible agency. The RTP's CIP is included in the Action Element, Chapter Five of the RTP.
- CMA**        **Congestion Management Agency** - The county agency responsible for developing, coordinating and monitoring the Congestion Management Program (CMP) required by Section 65088 of the California Government Code. SBCAG has been designated by the cities and the county as the region's CMA. SBCAG is responsible, in cooperation with local and state agencies, for identifying and resolving traffic congestion problems within the county pursuant to specific legislative requirements.
- CMAQ**      **Congestion Mitigation and Air Quality Program** - A program created by the Intermodal Surface Transportation and Efficiency Act (ISTEA) which provides funds for transportation plans and programs in areas that are currently not in attainment with the federal Clean Air Act for ozone or carbon monoxide. CMAQ-funded projects must contribute to the attainment of air quality standards by demonstrating a reduction in vehicular emissions.
- CMP**        **Congestion Management Program** - The CMP is a comprehensive program designed to reduce auto-related congestion through provision of roadway improvements, travel demand management and coordinated land use planning among all local jurisdictions. The program is optional for every county in California with an urbanized area of at least 50,000 people. The CMP is updated biennially.
- CMS**        **Congestion Management System** - A CMS is required of all Transportation Management Areas (TMAs). In the Santa Barbara County Region, a CMS was adopted as part of the CMP, and is comprised primarily of the principal arterials in the region.
- CNEL**      **Community Noise Equivalency Level** - Noise exposures generated by aircraft operations at airports are expressed as Community Noise Equivalent Level values. CNEL values are used as a method of specifying aircraft noise and designating limiting criteria for residential and other land uses around airports.
- CNG**        **Compressed Natural Gas** - An alternative fuel currently being demonstrated in Santa Barbara County.

- COLT** **City of Lompoc Transit** - COLT is the transit provider in the Lompoc Region, serving the City of Lompoc and the unincorporated communities of Vandenberg Village and Mission Hills. The transit service was expanded in July 1999 to provide a new fixed route service. The demand response service was retained to provide ADA required service.
- CRCC** **Coast Rail Coordinating Council** - A council of elected representatives from the transportation planning agencies of the coastal counties formed to investigate the future of the Union Pacific Coast Line. A stated objective of the group is to improve rail frequencies and speed on the coast route between San Francisco and Los Angeles.
- CTC** **California Transportation Commission** - A body appointed by the governor that is responsible for the state Transportation Improvement Program (STIP), the development of the Regional Transportation Plan Guidelines, and statewide transportation policy.
- CTP** **California Transportation Plan** - A long-range transportation plan for the state required by ISTEA.
- CTSA** **Consolidated Transportation Service Agency** – In accordance with state statute (AB120), SBCAG designates a Consolidated Transportation Service Agency. The CTSA's primary role is to promote coordination and consolidation of social service transportation. Two CTSA's have been designated within SBCAG's jurisdiction. Easy Lift Transportation, Inc. has served as the CTSA for the South Coast Region since 1981. In 1999, SMOOTH, Inc. was designated as the CTSA for the Santa Maria Region (including the cities of Santa Maria and Guadalupe and the unincorporated Orcutt area). Designation entitles the CTSA's to claim TDA Section 4.5 monies.
- DEPLANED** Refers to passengers deboarding or getting off an aircraft at a given location.
- EIR/EIS** **Environmental Impact Report/Environmental Impact Statement** - An analysis of the environmental impacts of proposed land development and transportation projects; it is an EIR when conducted in response to the California Environmental Quality Act (CEQA), and an EIS when conducted for federally funded or approved projects per the National Environmental Policy Act (NEPA). A draft EIR or draft EIS (DEIR or DEIS) is normally circulated to the public and agencies for comments.
- EMFAC** EMFAC 7G and 7F are versions of the model developed by the California Air Resources Board to derive on-road mobile source emission factors for all on-road mobile source criteria pollutants (expressed in grams per vehicle mile traveled).
- ENPLANED** Refers to passengers which have boarded or gotten on aircraft at a given airport (includes passengers transferring between airplanes).

- EPA**      **Environmental Protection Agency** - The United States agency charged with setting policies and guidelines, and carrying out legal mandates for the protection of national interests in environmental resources.
- FAA**      **Federal Aviation Administration** - As an agency under the U.S. Department of Transportation, FAA is responsible for all federal aviation programs.
- FCAA**      **Federal Clean Air Act (Amendments) (FCAAA or CAAA)** - Federal legislation that sets national air quality standards and requires each state with areas that have not met federal air quality standards to prepare a State Implementation Plan (SIP). The 1990 FCAA amendments established air quality requirements for the development of metropolitan transportation plans and programs.
- FHWA**      **Federal Highway Administration** - As an agency under the U.S. Department of Transportation (U.S. DOT), FHWA is responsible for administering all federal highway programs.
- FSTIP**      **Federal Statewide Transportation Improvement Program** – The FSTIP is prepared by Caltrans to meet federal requirements of Title 23 USC and is a statewide compilation of projects proposed for federal transportation funding from TEA 21 taken from each regionally adopted FTIP.
- FTA**      **Federal Transit Administration** - Formerly known as the Urban Mass Transportation Administration (UMTA), FTA is an agency under the U.S. Department of Transportation (U.S. DOT) responsible for all federal programs related to mass transit.
- FTIP**      **Federal Transportation Improvement Program** - The FTIP is a multi-year program of transportation projects for Santa Barbara County that are funded from predominantly federal sources. The FTIP is developed and adopted by SBCAG on a biennial basis. Once adopted, the FTIP is submitted to the California Transportation Commission (CTC) and the federal funding agencies.
- GAA**      **General Aviation Airport** - An airport which does not have scheduled air service and which serves only general aviation aircraft.
- HCM**      **Highway Capacity Manual** – A manual describing the relationships between roadway capacity and travel/flow characteristics, and containing procedures for calculating the level of service (LOS) of a roadway or intersection.
- HCS**      **Highway Capacity Software (1985)** – Computer software developed to analyze changes in travel/flow characteristics associated with changes in roadway capacity.
- HDV**      **Heavy Duty Vehicles** - Vehicles (trucks) which have three or more axles.
- HOT Lane**      **High Occupancy Toll Lane** – A travel lane on a roadway segment, the use of which is restricted to HOVs and to other vehicles who pay a prescribed toll.
- HOV**      **High Occupancy Vehicle** - A vehicle which is transporting more than one person. HOV lanes are segments of roadway which are restricted to HOVs.

- ISTEA**      **Intermodal Surface Transportation and Efficiency Act** - Federal transportation legislation signed into law in December 1991, which substantially changed the way transportation funding decisions are made. It emphasized diversity, balance of modes, and the preservation of existing systems. ISTEA authorized the expenditure of \$151 billion over its six year life. It was superseded by TEA-21 in 1998.
- ITIP**      **Interregional Transportation Improvement Program** –A program prepared biennially by Caltrans which includes interregional highway and intercity rail projects proposed for funding through the STIP. The ITIP comprises 25 percent of the funding in the State Transportation Improvement Program (STIP). Sixty percent of the ITIP funds are programmed and expended for improvements to state highways that are outside the boundaries of an urbanized area with a population of more than 50,000 and for inter-city rail improvements. Of that 60 percent, 15 percent must be programmed for inter-city rail improvement projects. In sum, a minimum of 9 percent (60 percent multiplied by 15 percent) of ITIP funds must be available for inter-city rail projects. This is equivalent to 2.25 percent of total STIP funding. MPOs may propose projects for consideration by Caltrans for inclusion in the ITIP.
- ITS**      **Intelligent Transportation System** – General term to describe a range of advanced electronic and information technologies that can be used to improve the safety, operational efficiency and productivity of the transportation system.
- Km**      **Kilometer** - Unit of distance, metric system. One mile = 1.6093 km.
- LCP**      **Local Coastal Plan** - Guides the development of land within the coastal areas of California. The zoning ordinances of the jurisdictions within the region implement provisions of the LCP.
- LOS**      **Level of Service** - A measure of congestion on a highway facility or intersection based primarily on the comparison between the facility's capacity and the speed and density of its traffic volume. Levels of congestion are designated along a scale from "A" to "F", with "A" indicating free flow conditions and "F" indicating severe congestion.
- LOSSAN**      **Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency** – Agencies, including SBCAG, from San Diego in the south to San Luis Obispo in the north have joined together to promote passenger rail service and capital investment in the Amtrak Pacific Surfliner rail corridor.
- LTA**      **Local Transportation Authority** - In its role as the LTA for the region, SBCAG is responsible for implementing and administering the ½% sales tax authorized by Measure D in November 1989.
- LTF**      **Local Transportation Fund** – A county fund derived from the ¼% statewide sales tax established by the Transportation Development Act for public transportation. LTF funds are administered and allocated to local governments, transit operators and CTSAs by SBCAG. LTF revenues must be used for public transit purposes as a first priority, but may be used for street and road purposes if SBCAG finds that there are no unmet transit needs that can reasonably be met.

<b>Measure D</b>	A 1/2 cent sales tax referendum approved by the voters in 1989 to fund local and regional transportation facility maintenance and improvements in Santa Barbara County over the next 20 years.
<b>MPO</b>	<b>Metropolitan Planning Organization</b> - Under federal law, the organization designated by the governor as responsible for transportation planning and programming activities required under federal law in an urbanized area. It serves as the forum for cooperative decision making by a regional board made up of local elected officials. As the regions' designated MPO, SBCAG is responsible for development of the federal long range transportation plan and multi-year funding programs, and the selection and approval of transportation projects using federal funds.
<b>NAAQS</b>	<b>National Ambient Air Quality Standards</b> - Standards set by the federal Environmental Protection Agency (EPA) for the maximum levels of air pollutants which can exist in the outdoor air without unacceptable effects on human health or the public welfare.
<b>NEPA</b>	<b>National Environmental Policy Act</b> – Federal legislation which establishes requirements and procedures for documenting the environmental impacts of federally funded projects, including transportation improvements.
<b>NHS</b>	<b>National Highway System</b> - Required under Section 1006 of the ISTEA, the NHS is comprised of major highways which serve interstate and interregional travel, connecting major population centers, ports, airports, public transportation facilities, major travel destinations, international border crossings, and major military installations.
<b>OWP</b>	<b>Overall Work Program</b> - The OWP is the document which describes and details the planning and programming activities SBCAG will conduct in a fiscal year. The OWP also serves as the documentation for the federal and state planning grants which finance the program.
<b>PRIMARY AIRPORT</b>	A commercial service airport that enplanes more than 10,000 Passengers/year.
<b>PSR</b>	<b>Project Study Report</b> – A preliminary engineering study which evaluates project scope, cost, alternatives, environmental and technical issues for use in making programming decisions. A new project may not be included in an RTIP or ITIP without a completed PSR.
<b>RELIEVER AIRPORT</b>	A general aviation airport which is designated by the FAA as a "reliever airport". It must be near a metropolitan area, providing an alternate landing site. A reliever airport is intended to reduce congestion at the large primary airports.
<b>RIP</b>	<b>Regional Improvement Program</b> – One of the two broad programs that make up the STIP. The RIP is funded from 75% of new STIP funds and further subdivided by formula into county shares. MPOs program RIP funds to projects through the RTIP process.
<b>RSTP</b>	<b>Regional Surface Transportation Program</b> – The portion of the federal Surface Transportation Program that is directly allocated to regions. RSTP funds are programmed by SBCAG in the FTIP.

- RTIP**      **Regional Transportation Improvement Program** - Prepared and adopted biennially by SBCAG, the RTIP includes projects from the Regional Transportation Plan (RTP) Action Element nominated for state highway, transit and rail funds. The RTIP when adopted is submitted to the California Transportation Commission (CTC) for inclusion in the State Transportation Improvement Program (STIP).
- RTP**      **Regional Transportation Plan** - The RTP is a long range plan (covering a twenty year planning period) to improve our region's state highways; local streets, roads, and bikeways; airports and marine facilities; transit, paratransit, and passenger rail services. A guide for the development of these facilities, the RTP describes the priorities for making investments in our region's transportation system.
- RTPA**      **Regional Transportation Planning Agency** - The multi-county, or county-level agency responsible under state law for the preparation of RTPs and allocation of funds. RTPAs can be local transportation commissions, Councils of Governments, MPOs, or statutorily created agencies. SBCAG is the designated RTPA for the Santa Barbara County region.
- SB-45**      **Senate Bill 45** – State legislation enacted in 1997 which substantially changed the process for allocating state and federal transportation funds through the STIP. The major changes include consolidation of several STIP funding programs into two broad programs, increased programming flexibility, authority, and accountability for regional agencies and full accounting of all project costs in the STIP. SB-45 shortened the STIP period from 7 years to 4 years; however, it was changed to a five-year program beginning with the 2002 STIP under AB 2928.
- SBAPCD**      **Santa Barbara Air Pollution Control District** - The local agency which governs air quality issues, proposes and adopts local air pollution rules, enforces those rules, responds to air pollution related complaints, issues permits to polluting sources, and inventories sources of air pollution emissions.
- SBCAG**      **Santa Barbara County Association of Governments** - SBCAG is a voluntary council of governments formed under a joint powers agreement executed by each of the general purpose local governments in Santa Barbara County. SBCAG is an independent entity governed by a thirteen-member board consisting of a city council representative from each of the eight cities in the county and the five members of the county board of supervisors. The city representatives are appointed by their respective city councils. SBCAG is the designated Regional Transportation Planning Agency (RTPA) and the Metropolitan Planning Organization (MPO) for Santa Barbara County.
- SAFE**      **Service Authority for Freeway Emergencies** – State legislation (SB 1199) enacted in 1985 authorized the establishment of local SAFEs for purposes of installing, maintaining and operating a network of motorist aid call boxes. The program is funded by a \$1 per year fee on all registered motor vehicles within the county.
- SBMTD**      **Santa Barbara Metropolitan Transit District** - SBMTD (also abbreviated MTD) is the provider of public transit services on the South Coast.

- SCTAC**      **South Coast Transportation Advisory Committee** - An advisory committee to SBCAG formed to provide input on unmet transit needs of the transit disadvantaged and disabled members of the population on the South Coast.
- SCTP**      **South Cost Transit Plan** – A transit plan prepared by Santa Barbara MTD that describes extensive improvements to transit service throughout the South Coast.
- SHOPP**      **State Highway Operation and Protection Plan** – A program of projects adopted biennially by Caltrans to preserve and protect the state highway system and provide for its safe operation. SHOPP projects include traffic safety, pavement and bridge rehabilitation, seismic retrofit, earthquake and storm damage repair and traffic operational improvements.
- SIP**      **State Implementation Plan** - A document prepared by each state, with input from local Air Pollution Control Districts, describing the existing air quality conditions and measures which will be taken to attain and maintain national ambient air quality standards (NAAQS). In California, the SIP is prepared by the California Air Resources Board (CARB or ARB).
- SMAT**      **Santa Maria Area Transit** - SMAT is the transit provider in the Santa Maria/Orcutt Area.
- SMOOTH**      **Santa Maria Organization of Transportation Helpers** – SMOOTH is the transit provider under contract with the City of Santa Maria to provide SMAT service, with the County of Santa Barbara to provide transportation between north county communities and health facilities on the South Coast, and with the City of Guadalupe to provide the intercommunity service between the Cities of Guadalupe and Santa Maria. SMOOTH is also the designated CTSA for the Santa Maria-Guadalupe-Orcutt region.
- SRTP**      **Short Range Transit Plan** - SRTP is a five-year comprehensive plan required of all public transit operators by federal and regional transportation funding agencies.
- STA**      **State Transit Assistance** - Funds allocated to the county and administered by SBCAG pursuant to the Transportation Development Act (TDA), which are designated for transportation planning and mass transportation purposes specified by the legislature.
- STIP**      **State Transportation Improvement Program** - A statewide program of transportation projects adopted biennially by the CTC which governs the expenditure of state revenues for transportation over the succeeding seven year period.
- STP**      **Surface Transportation Program** - A flexible funding program established under ISTEA and continued under TEA-21, which maybe be used for a broad range of transportation improvements.
- STRAHNET**      The federal Strategic Highway Network, or STRAHNET, is the federally designation system of highways providing access to major U.S. military installations.
- TAZ**      **Traffic Analysis Zone** - A geographical area delineated for the purpose of transportation modeling. TAZs are the major units of transportation modeling

analysis and are delimited on the basis of socio-economic, topographic, political, and transportation facilities information.

- TCM**      **Transportation Control Measure** - Any strategy to reduce vehicle trips, vehicle use, vehicle miles traveled, vehicle idling, or traffic congestion for the purpose of reducing motor vehicle emissions.
- TDA**      **Transportation Development Act** - As contained in Section 99200 of the Public Utilities Code, the TDA provides two major sources of funding for public transportation through regional planning and programming agencies: the county Local Transportation Fund (LTF), which is derived from 1/4 cent of the 6 cent retail sales tax collected statewide; and the State Transit Assistance (STA) funds (also abbreviated STAF), which are for transportation planning and mass transportation purposes as specified by the legislature.
- TDM**      **Transportation Demand Management** - The implementation of measures which encourage people to change their mode of travel, travel during off-peak periods, or not to make a trip at all, e.g., ridesharing, pricing incentives, parking management and telecommuting.
- TDP**      **Transit Development Program** - Federal Transit Administration (FTA) requires that a TDP be prepared for all areas applying for TDP capital or operating grants. The required TDP should provide for the planning and coordination of all public transit systems in an area, and should cover a planning period of five years. The TDP must be consistent with the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP). TDPs are typically prepared for rural areas, while SRTPs are prepared for individual transit operations in urban areas.
- TE**        **Transportation Enhancements** – A program under ISTEA and TEA-21 which sets aside a portion of Surface Transportation Program (STP) funds for several categories of projects whose purpose is to enhance the transportation system. Enhancement funds can be used for bicycle and pedestrian facilities, landscaping and scenic highway programs, restoration of historic rail stations, and various other purposes.
- TEA-21**    **Transportation Equity Act for the 21<sup>st</sup> Century**- Federal legislation enacted Jun 9, 1998 as Public Law 105-178. TEA-21 authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 6-year period 1998-2003. This legislation superseded the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), but maintained its basic structure and built on its key initiatives.
- TIP**      **Transportation Improvement Program** - See RTIP, STIP, FTIP.
- TMA**      **Transportation Management Area** - A region which is subject to certain planning requirements under ISTEA. Any urbanized area with population of more than 200,000 is automatically a TMA. Other urbanized areas may request designation as a TMA, as did SBCAG.
- TSM**      **Transportation System Management** - Relatively low-cost improvements designed to make the transportation system work more efficiently and to increase its people carrying capacity.

- TTAC**      **Technical Transportation Advisory Committee** - As one of the two regional advisory committees in Santa Barbara County, TTAC serves as a communication link between SBCAG and all transportation agencies in the county. TTAC reviews and makes policy recommendations on fiscal matters, fund allocations, special studies and planning documents for submittal to the SBCAG policy board. The committee consists of public works representatives from the eight cities and the County and representatives from SBMTD, Caltrans, and the APCD.
- TPAC**      **Technical Planning Advisory Committee** - TPAC is SBCAG's regional planning advisory committee, serving as a communication link between SBCAG and all planning agencies in the county. TPAC is composed of the planning directors of the county and eight cities, and two ex-officio members from UCSB and VAFB.
- UCSB**      **University of California at Santa Barbara.**
- UP**         **Union Pacific Railroad Company** - Owner and operator of private rail services along the entire coast line and one branch line (between Surf and White Hills) in Santa Barbara County.
- VAFB**      **Vandenberg Air Force Base.**
- VMT**        **Vehicle Miles Traveled** - VMT is the sum of miles traveled by all vehicles during a fixed period of time on a fixed expanse of highways.