



STAFF REPORT

SUBJECT: FY 2006-07 Overall Work Program (OWP)

MEETING DATE: March 16, 2006

AGENDA ITEM: 10

RECOMMENDATION:

- A. Review and comment on draft FY 2006-2007 Overall Work Program
- B. Discuss and provide direction to staff on development of Regional Blueprint Plan.

STAFF CONTACT: Jim Kemp, Michael Powers

SUMMARY

Each year SBCAG adopts an Overall Work Program that describes the work activities, using federal, state, and regional funds for next fiscal year. Approval by the federal and state agencies is required before federal and state planning funds are allocated to SBCAG. The draft OWP will be reviewed by federal and state representatives at a meeting this month. The document does not yet reflect that input. Comments by the state and federal agencies as well as board members will be reflected in the final OWP which is tentatively scheduled to be presented for board approval at its April 20 meeting.

An optional work element is included for board consideration that provides for the development of a regional plan funded (partially) at state expense via. a grant program. While this plan may make SBCAG eligible for funding in the emerging programs in the state infrastructure bond programs; the planning advisory committee expressed great caution in engaging in a program with predetermined state expectations.

DISCUSSION:

A. Draft FY 2006-2007 Overall Work Program

Each year, in accordance with federal and state regulations, SBCAG adopts an Overall Work Program describing the comprehensive planning activities proposed to be undertaken using

Member Agencies

Buellton ■ Carpinteria ■ Goleta ■ Guadalupe ■ Lompoc ■ Santa Barbara ■ Santa Maria ■ Solvang ■ Santa Barbara County

state or federal planning grant funds during the next fiscal year, either by SBCAG or other entities within the region (e.g. local governments and transit operators). 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 serves three important objectives. First, it serves as a reference to be used by citizens, planners and elected officials throughout the year to better understand SBCAG's objectives and how these will be met through the regional comprehensive planning process. Second, the OWP is used as a management tool 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 SBCAG's planning program.

Schedule

Staff initiated preparation of the draft document in late 2005. TTAC was asked for early input on projects of interest and a draft plan for federal and state agency review was distributed in February. Federal agency review takes place in March and a final OWP is proposed for approval by your board in April. Federal approval of SBCAG's OWP (and all the OWP's, produced by all the other Metropolitan Planning Organizations in the State) by June of this year allows federal planning funds to continue flowing to SBCAG for the 2006-07 fiscal year.

Major Work Elements for the FY 2006-07 OWP

Many of the work tasks proposed in the FY 2006-07 OWP reflect continuation of work from the current year. A continuing work activity that will consume a lot of financial and staff resources this next fiscal year is the implementation activities associated with the 101 in Motion project. In addition, staff will continue to be engaged in Measure D renewal effort. Other major work tasks that will continue next year include implementing the 101 operational improvements, 154 improvements and other roadway improvement projects. Staff will also be involved with preparing our transit needs assessment, updating the Regional Growth Forecast, continued project programming and monitoring the implementation of the freeway service patrol program, and implementing Traffic Solutions demand reduction programs, implementing the recommendations from the North County Transit Plan, among other activities.

Some of the new activities scheduled for FY 2006-07 include the development and approval of products that respond to new requirements in the federal transportation law (SAFETEA-LU) approved this past year. SBCAG will be required to update our public participation plan, prepare a coordinated human services transportation plan, and prepare enhanced visuals for our FTIP and Plan, among other activities. A new optional work task proposed for your consideration is the development of a regional blueprint plan funded by a state grant. This item is discussed in more detail in the attachment.

Federal and State Agency Review of the OWP

Staff will meet with Federal Highway, Federal Transit, and State Caltrans District 5, and Caltrans Headquarters representatives on March 8 to review the draft OWP. Staff will summarize the input from this review at the board meeting.

Following your review of this draft OWP, staff will revise the draft accordingly and review the revised program with TTAC. Your board will be asked to approve the final OWP at your April meeting.

B. Regional Blueprint Plan.

A new grant program for regional agencies like SBCAG is provided by the State Business, Transportation, and Housing Agency administered by the Department of Transportation and supported by various other agencies including HCD, FHWA, and EPA. The goal of the Regional Blueprint Planning Grant Program is to use our transportation infrastructure more efficiently by better integrating housing, land use and transportation policies. The expectation of this program is to develop alternative smart growth scenarios using innovative and extensive public input and GIS based land use models and mapping tools. A summary of the blueprint grant program prepared by Caltrans is attached.

Funds for the regional blueprint planning grant program were first included in the current FY 2005-06 state budget. Because the county split election is scheduled for June, 2006 and the resulting difficulties this will likely cause for joint, countywide regional planning efforts, staff elected to defer submission of a grant for this year. Staff discussed the possibility of submitting a grant application to embark on an initial Phase 1 effort to first develop the necessary data coverage for GIS and land use model applications. Following an extensive discussion in September of last year, TPAC members in general declined this opportunity. This recommendation was also discussed with the Executive Committee of SBCAG last fall and they concurred with the TPAC recommendation.

However, new bond measures being advanced have certain programs that require participation in a regional blueprint planning effort as a prerequisite for eligibility in these programs. In addition the Governor's "GOCalifornia" initiative to significantly improve the transportation system references the need to develop land use strategies that reduce impacts on transportation. Development of regional blueprint plans is clearly a priority for the current administration and with some members of the legislature. The Governor's proposed FY 2006-07 budget again appropriates \$5.0 million for the blueprint grant program.

This competitive grant program will initiate or augment existing efforts by many of the larger Metropolitan Planning Organizations (MPO's) and Councils of Government (COG's) to conduct comprehensive scenario planning that results in consensus by regional leaders, local governments and stakeholders on a preferred growth scenario - or "blueprint" - that achieves the objectives delineated in the attachment for, at minimum, a twenty-year planning horizon (through 2025).

There is a tie between this program and related state requirements such as the Congestion Management Program and Regional Housing Needs Assessment since the Blueprint will identify the most efficient transportation system and land use pattern to:

- 1) Improve mobility
- 2) Reduce reliance on single occupant vehicle travel
- 3) Accommodate a sufficient housing supply to address regional needs over 20 years
- 4) Minimize impacts on habitat
- 5) Increase resource efficiency
- 6) Engage the public.

Santa Barbara is one of the few urbanized counties in the state that doesn't have a blueprint or is working on one. It is fair to state that based on the grant amounts provided to other areas undertaking blueprint plans, SBCAG could expect to receive approx \$200k to \$250k with a good application in the next grant cycle scheduled for this fall. It should be noted, however, that

preparing a plan is typically a 2-3 year effort and there is no assurance that funding for the grant program will be provided in future state budgets.

This reexamination of this issue is prompted by proposed bond measures that require participation in a regional blueprint planning effort as a prerequisite for eligibility in these programs. For example, SB-1024 (Perata) provides for the development of regional growth plans. Once these plans are approved and certified, the Secretary of Business Housing and Transportation makes grants available to regional agencies for establishment of revolving funds for actions necessary to authorize urban infill development in an area designated for that development in a regional growth plan. Furthermore, the Secretary of Resources provides competitive grants, based on regional growth plans that includes an resource conservation element, that assist in the implementation of resource and habitat preservation polices in the regional growth plan. As you may recall performance measures are being used as another mechanism to measure how regional plans address state policies. In fact the recent submission of SBCAG's 2006 Regional Transportation Improvement Program (RTIP) was required to address performance criteria related to changes in person trips, access to transit among other factors,

. Some examples of key performance measures are;

- Travel time within key regional corridors
- Total person hours of delay
- Percent of workers within various time periods from their jobs
- Percent utilization of highways during peak period
- Improved ratio of jobs to housing
- Reduction in employee outmigration
- Increase in the production of new housing

There are positives and negatives associated with participating in the blueprint program:

On the positive side we could obtain new state funding for the development of a rich data base and new analytical tools. Scenario planning provides citizens and decision makers with the ability to examine the outcomes of alternative growth plans. It is an exercise that could demonstrate the interdependencies of planning, land use and transportation policies. The project could serve to build bridges between various constituencies and develop a common vision of the future for the county. Developing a blueprint plan could make the cities and the county eligible for new funding programs that arise from the proposed bond measures and provide SBCAG with additional funding under emerging grant programs. It is possible that discretionary funding available from the state for transportation projects and programs could be impacted by not having a blueprint plan.

On the negative side the project may serve to ferment the ongoing and long standing arguments over growth and development. Many may not want to accept the notion of any "growth" in a growth visioning process. Some may see this program as setting the stage for interference with local land use decisions. Local agencies, some of whom are currently engaged in community planning efforts may view the imposition of state planning goals as unwelcome encroachment on local control and decision-making. As there is no guarantee that the blueprint program will be included in future state budgets, there is concern that grant funding that may be awarded to SBCAG in the next cycle may not be sufficient to complete the effort.

The board should consider these issues and provide direction to staff. A draft work program is attached for your consideration. Staff is recommending that the optional regional blueprint work element not be included in the OWP at this time. If the board elects to submit a grant application in the fall, the work element can be amended into the OWP at that time.

COMMITTEE REVIEW

SBCAG sought input from TTAC and TPAC members on issues that should be addressed on a regional basis during the coming year. Staff also requested that local governments and transit operators make us aware of any significant transportation planning activities they may be contemplating, so that these can be incorporated in the OWP prior to its adoption by the SBCAG Board in April. Transit operators are advised that this is a federal requirement. TTAC will also have an opportunity to review the draft OWP at their April meeting.

Staff also met with the Technical Planning Advisory Committee in March to consider development of a Regional Blueprint plan. By-and-large TPAC members were very cautious about this program and in general advised against it for many of the reasons noted above. Some believed the grant program was setting the stage for interference with local land use authority; others were concerned about the state expecting a pre-determined result (as noted in the previous 5 goals for the Blueprint Plan) vs. an open ended visioning process. Some expressed concerns about the link to the Regional Housing Needs Allocation process and other state regulations, as well as the potential lack of influence on state and other institutions such as UCSB. However, some believed the grant could support an expanded outreach process for the update of the growth forecast and new tools could assist in public education. However, in general, TPAC members believed the risks outweighed the rewards.

Attachments

Overview, CALIFORNIA Regional Blueprint Planning Program

Scope of Work, Regional Growth Blueprint

Draft Fiscal Year (FY) 2006-07 OWP

CALIFORNIA Regional Blueprint Planning Program

The State of California Business, Transportation and Housing Agency has launched the California Regional Blueprint Planning Program to support efforts of the Metropolitan Planning Organizations (MPOs) and Councils of Government (COGs) to conduct comprehensive scenario planning that results in consensus by regional leaders, local governments and stakeholders on a preferred growth scenario – or “blueprint” – to achieve the goals shown below for a twenty-year planning horizon (through 2025). The new program makes \$5 million in grant funds available to the MPOs for regional blueprint planning in fiscal year 2005/2006 and potentially another \$5 million in 2006/2007.

Seven Regional Blueprint Planning grants are being awarded in the first year as follows:

1. San Joaquin Valley (SVJ) includes the eight Valley MPOs
2. Butte County Association of Governments (BCAG)
3. Southern California Association of Governments (SCAG)
4. Sacramento Area Council of Governments (SACOG)
5. Metropolitan Transportation Commission (MTC) / Association of Bay Area Governments (ABAG)
6. San Diego Association of Governments (SANDAG)
7. San Luis Obispo Council of Governments (SLOCOG)

The grant program is intended to better inform regional and local decision-making, through pro-active engagement of all segments of the population as well as critical stakeholders in the community, business interests, academia, builders, environmental advocates, and to foster consensus on a vision and preferred land use pattern. It is anticipated that the regional blueprint planning grants will build capacity for regional collaboration and integrated planning that will in turn enable regions to plan to accommodate all their future growth, thereby reducing need for sprawl.

The grants for regional collaborative decision-making will lead to adoption of “blueprint” plans that will:

1. Foster a more efficient land use pattern that (a) supports improved mobility and reduced dependency on single-occupant vehicle trips, (b) accommodates an adequate supply of housing for all incomes, (c) reduces impacts on valuable habitat, productive farmland, and air quality, (d) increases resource use efficiency, and (e) results in safe and vibrant neighborhoods.
2. Provide consumers more housing and transportation choices.
3. Improve California’s economic competitiveness and quality of life.
4. Reduce costs and time needed to deliver transportation projects through informed early public and resource agency involvement.

5. Secure local government and community support, including that of under-represented groups, to achieve the resulting comprehensive vision through including innovative computer models and public involvement activities.
6. Establish a process for public and stakeholder engagement that can be replicated to build awareness of and support for critical infrastructure and housing needs.

The regional blueprint efforts will include development of regional performance measures that can measure progress toward the region's own vision for future land use and transportation. Each region will also select several statewide performance measures to measure progress toward statewide transportation system and housing goals.

California has the opportunity to build on several existing scenario planning efforts including San Diego's Regional Comprehensive Plan, the nationally-recognized planning processes known as Blueprint in the Sacramento region and the Riverside County Integrated Project in Southern California, and the Merced County Partnership in Integrated Planning of the Central Valley agricultural region.

While each project reflects the vision and character of their respective regions, each has valuable lessons learned on aspects of scenario planning such as use of growth scenario models, interactive public participation tools, engaging resource protection agencies in the transportation planning process, use of non-traditional performance measures that indicate changes in land use patterns, and gaining public and local government support for regional efforts.

WEBSITE:

More information on the California Regional Blueprint Planning Program and the statewide regional blueprint planning workshop held August 2, 2005, are found on the California Department of Transportation, Division of Transportation Planning web page at:

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

WORK ELEMENT 2731 (Optional) GROWTH PARTNERSHIP PLANNING

Objective

- To develop sufficient data coverage for preparation of Regional Blueprint planning future countywide growth scenario development and outreach efforts
- Collaborate with local agencies in development of Blueprint for future...
- Investigate and obtain the most appropriate land use modeling software for use in growth scenario development and public outreach.
- Develop data sets for opportunities and constraints modeling
- Engage public in understanding the impacts of land use decisions on transportation, housing, and open space
- Develop growth scenario options based on variations in demographic change, land use intensities, and spatial variation in development.
- Use public workshops to review findings with public and incorporate their input in preparing and refining alternative scenarios.
- Develop preferred growth scenario for consideration of adoption by SBCAG board.
- Recommend modifications to local, regional, and state plans as appropriate.

Previous and Ongoing Work

- Acquisition of Geographic Information System (GIS) software and hardware.
- Development of GIS coverage including aerial photography, road networks, and demographic data.
- Updating and upgrading GIS coverage.

Tasks

1. Solicit consulting assistance for data development, model development and public workshop implementation.
2. Review and solicit data sources and vendors for costs and feasibility for acquisition verification and formatting of various data sources and software for land use evaluation and scenario development.
3. Update and/or acquire high resolution aerial photography coverage of Santa Barbara County jurisdictions.
4. Acquire and verify tax assessor or other detailed land use database.
5. Update and improve employment data coverage.
6. Update and improve housing data coverage.
7. Update and improve vacant and land use build out capacity.
8. Investigate the viability of developing additional GIS coverage and/or constraints such as agricultural and other land use categories.
9. Integrate coverage into existing GIS software and databases.
10. Coordinate data development, review, verification and input with Technical Planning Advisory Committee.

- 11. Review data and workshop process with TPAC and advisory committee
- 11. Organize and publicize public workshops
- 12. Conduct public workshops to review current data and develop potential scenario alternatives

Year 2 (FY 2007-08)

- 13. Test alternative scenarios.
- 14. Public input on scenarios
- 15. Prepare report.
- 16. Public input on report
- 17. Board adoption of report

Products

Date

- Updated land use, economic, and demographic data files Ongoing
- Maps and visual representations of land use data and other variables Ongoing
- Outreach to interested agencies and organizations Ongoing
- Data analysis and software model testing Spring, 2007
- Public Workshops and Scenario development Summer,2007

Year 2 (FY 2007-08)

- Scenario testing Summer-Fall, 2007
- Public Workshops Winter 07/EarlySpring 2008
- Final report Summer 2008

Budget

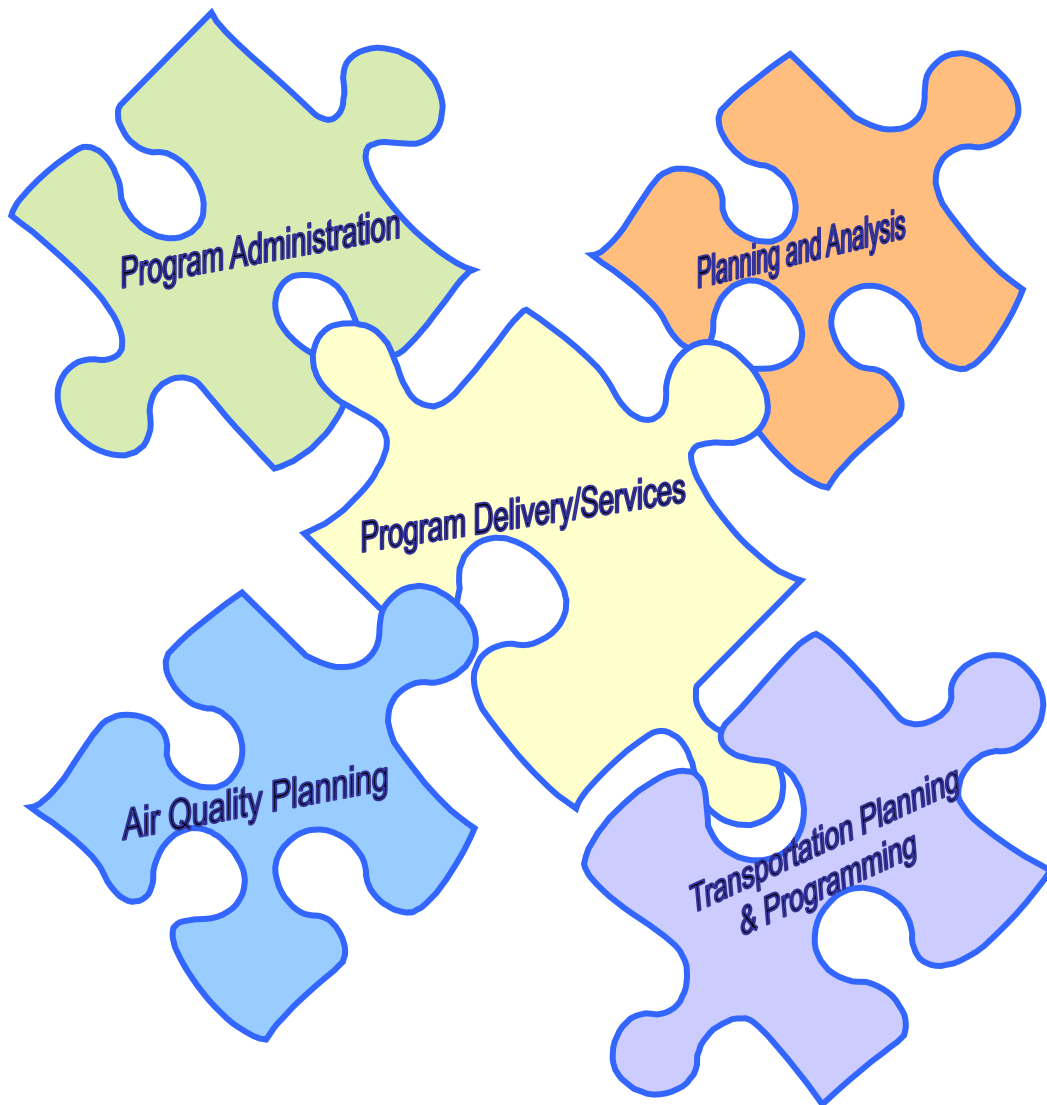
SBCAG	\$50,000
Data Acquisition	\$20,000
Software	\$10,000
Consulting Assistance	\$170,000
Total	\$250,000

Funding

State blueprint grant \$250,000



Overall Work Program



Draft
Fiscal Year 2006-07

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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 federal planning regulations and guidance as amended by SAFETEA-LU as well as metropolitan planning guidelines issued by the California Department of Transportation. The comprehensive program for FY 2006-07 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 and, according to the State Department of Finance is estimated to be 419,260 in 2005. The county contains eight incorporated cities: Buellton, Carpinteria, Goleta, Guadalupe, Lompoc, Santa Barbara, Santa Maria, and Solvang,

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 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 monthly in Buellton. On occasion, all advisory committees 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. While Santa Barbara Metropolitan Transit District is the only special district transit agency on TTAC, the city representatives for Guadalupe, Lompoc, and Santa Maria represent their transit agencies that are operated by their own agencies.

The Santa Barbara County Transit Advisory Committee (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. All three SBCAG advisory committees operate under the principles of the Brown Act and are duly noticed and open to the public.

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. These committees also operate under the principles of the Brown Act and are duly noticed and open to the public.

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 in Motion Technical Advisory Group, and the Coastal Express Policy Steering Committee.

Staffing

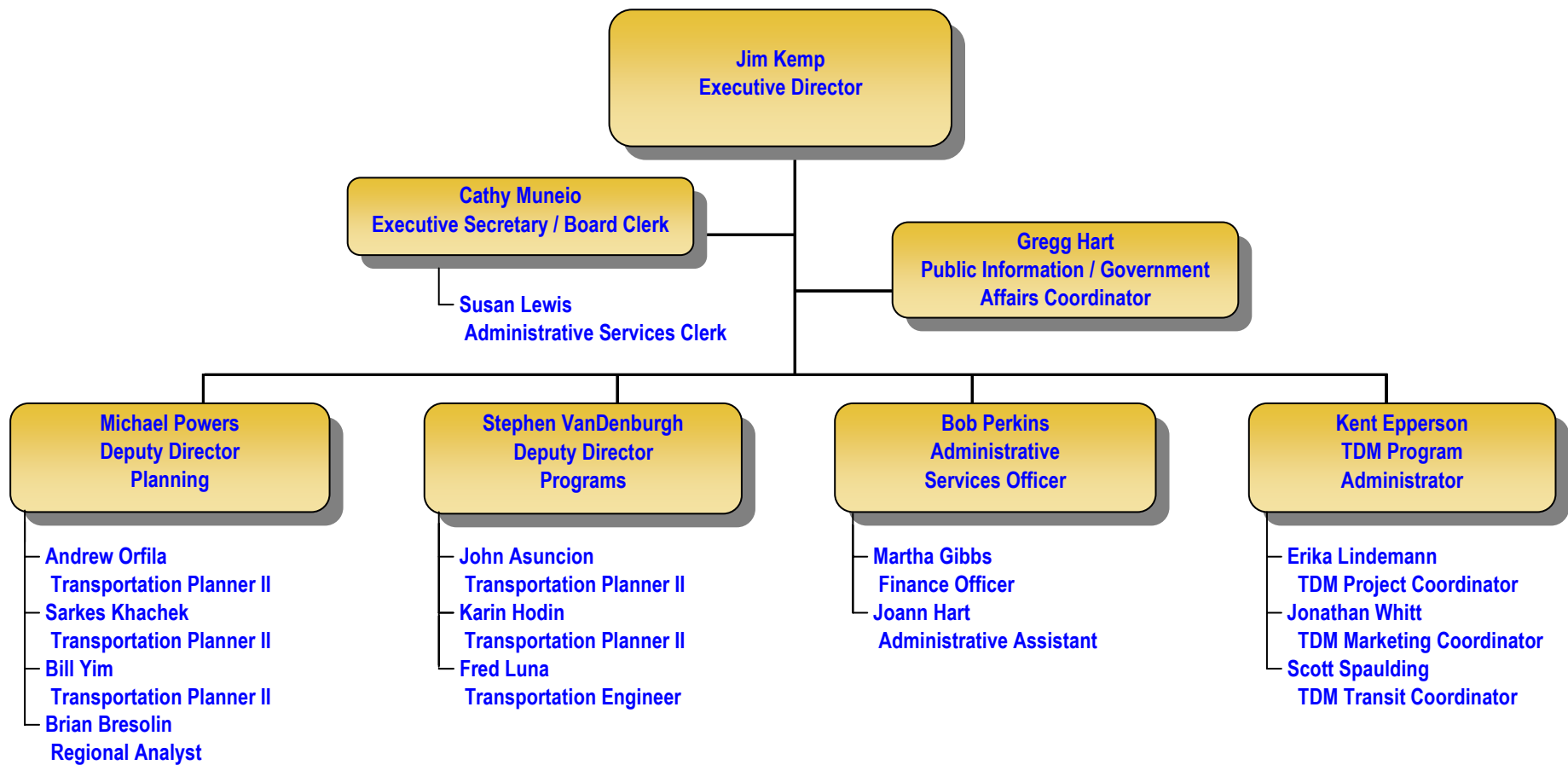
SBCAG currently has twenty authorized positions as listed below:

- 1 Executive Director
- 1 Deputy Director – Planning
- 1 Deputy Director – Programming and Project Development
- 1 Administrative Services Officer
- 1 Transportation Engineer
- 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, 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 Task Force 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 development of 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 joint meeting of the SBCAG and SLOCOG policy boards was held in September 2005. A joint meeting between SBCAG and VCTC was held in October 2005. Follow-up meetings with SBCAG's regional agency counterparts in San Luis Obispo and Ventura County are being scheduled to address interregional issues such as 101 corridor congestion, jobs-housing balance, highway, transit and passenger rail improvement projects, etc.

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 101 In Motion Program as discussed later 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. An example is 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 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, and 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 also added In 2001 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. This plan will again be updated this next fiscal year to comply with new SAFETEA-LU requirements.

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. An 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

With the passage of SAFETEA-LU in August 2005 the scope of the planning process required in metropolitan planning areas was modified slightly from previous planning regulations contained in TEA 21. The eight planning factors to be considered in the planning process are:

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

SBCAG has attempted to integrate those principles and strategies throughout its 2006-07 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 3710) and the Transportation Improvement Program (WE 3790) 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. Implementation of the 101 In Motion Consensus Recommendations (WE3781) will address congestion along the primary transportation corridor.

2. Increase the safety of the transportation system

The transportation system must be designed, operated, and maintained to provide for the safety of its users, whether they are in a car, riding the bus, walking, or on a bicycle. These public systems and safety concerns must be paramount. The local jurisdictions, transit operators, and Caltrans devote substantial resources to ensure that their respective systems provide a safe environment for users.

Safety is an important criterion in SBCAG's project selection processes, as reflected in the Transportation Improvement Program (WE 3790). Other work elements with a significant safety component include the regional call box program and South Coast 101 Freeway Service Patrol program (WE 5710), the ITS program (WE 3770), and the Airport Land Use Planning program (WE 2710). The Transit Element (WE 3730) will also address the emergency evacuation of transit dependent persons and discuss this with our County Transit Advisory Committee (SBCTAC).

3. Increase the security of the transportation system

The RTP (WE3710) update added system security as an overall goal with related policies. Transit security is enhanced through various ITS strategies and through the development of transit passenger amenities (WE 3730).

4. 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 3710) as well as various modal planning activities (e.g. Transit/Paratransit Planning (WE 3730), Passenger Rail Service Planning (WE 3740), Bicycle/Pedestrian Planning (WE 3750), and the Transportation Demand

Management/Ridesharing Program (WE 5730). In addition, SBCAG is completing an upgrade of its highway call box system that will include improvements for disabled and hearing impaired individuals (WE 5710).

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. SBCAG also mined the data obtained by SCAG in a truck survey to learn more about freight movements. The coast rail line serves as an important corridor for freight movement between northern and southern California. Since these tracks are also used for passenger rail services, the needs of freight rail movement must be assessed as part of the rail planning issues under WE 3740.

5. 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 3710) and in the selection of transportation projects that conform to the SIP (WE 4710 and 4720). 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 SAFETEA-LU 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 2740), incorporating the ability to model transit trips as well as highway modes. Travel data derived from the 2000 Census (WE 2720) 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 3770 (ITS Deployment and Development) and 3780 (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 funding was obtained for ITS improvements to the South Coast Highway 101 corridor. ITS work in FY 2006-07 will continue to focus on development of the Central Coast ITS Architecture and Maintenance Plan. A Freeway Service Patrol program (WE 5710) 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 5720). A key component of the reauthorization of Measure D is providing funds for local street and road maintenance, a key policy issue is also providing funds for transit. The Regional Transportation Plan (WE 3710) 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 identified by FTA for FY 2006-07 include:

1. Incorporation of safety and security in transportation planning.
2. Participation of transit operators in metropolitan and statewide planning.
3. Coordination of non-emergency human service transportation.
4. Planning for transit systems management/operations to increase ridership.
5. Support transit capital investment decisions through effective systems planning.

In addition FHWA has added three additional emphasis areas for the state:

6. Project monitoring
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 in transportation planning

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 3780) and the South Coast 101 Implementation Plan (WE 3781). Projects that address safety concerns are identified in the RTP (WE 3710) and addressed in the TIP documents (WE 3790). 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 5710) 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. Participation of transit operators in metropolitan and statewide planning.

Transit operators are an integral part of our advisory committees. The largest operator, SBMTD is a voting member of TTAC and SBCTAC. Representatives of SMAT, COLT, SYVT, Easy Lift, and SMOOTH are on SBCTAC. This will continue into the new year and SBCAG will actively engage transit operators in the review of the transit needs assessment and other transit activities (WE 3740) transportation plans (WE 3710) and programs(WE 3790).

Some years ago our board considered and rejected the option of adding other modes to the policy board. However, SBCAG does actively solicit transit operator participation and input in the metropolitan transportation planning process.

3. Coordination of non-emergency human service transportation

Through the efforts of the Santa Barbara County Transit Advisory Committee (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 Work Element 3730, will see continued work in this area.

4. Planning for transit systems management/operations to increase ridership

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 3770) 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 3770 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 3780 includes evaluation of operational improvements for congestion relief. The 101 in Motion Program (WE 3781) examined various operational modifications to increase transit ridership such as improving on time performance with signal preemption, improved information flow, improved boarding opportunities, among other options..

5. Support transit capital investment decisions through effective systems planning

In FY 2004-05, SBCAG completed a major project to upgrade our travel demand forecasting capability which added transit modeling and forecasting as an output. The RTP also estimates capital bus replacement needs (WE

6. Project monitoring

SBCAG's role in monitoring project implementation has expanded significantly with the adoption of state timely use of funds requirements and federal emphasis on timely obligation of federal apportionments. SBCAG monitors project implementation as part of its responsibilities with the transportation improvement program (WE 3790) and Measure D program (WE 5720). The agency is planning to institute an on-line project data-base for the FTIP to assist project sponsors in monitoring projects.

7. Highway Performance Monitoring System (HPMS)

Efforts are made to provide the necessary HPMS data in cooperation with local agencies and Caltrans. This work effort is addressed in Work Element 3720 Highway Planning.

8. Financial Planning/Fiscal Constraint

With the update of the MTP this last year, the importance of SBCAG ½ cent 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. In addition the new FTIP scheduled for adoption in FY 2006-07 will include a financial plan reflecting revenues reasonably expected to be available for the TIP period. This will be used to help demonstrate financial constraint.

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

UPDATE PROJECT #S

Planning Emphasis Areas (PEA)	PEA Addressed in following Work Elements (WE)
1. Incorporation of safety and security within planning processes	WE 3710, 3770, 3780, 3781, 3790, 5710
2. Integration of planning and environmental processes.	WE, 3710, 3780, 3790 4710, 4720
3. Incorporation of management and operations within planning process.	WE 3720, 3730, 3770, 3780, 5710, 5730
4. Consultation with local officials in metropolitan areas.	WE 1710, 1720,1730, 2720, 3730, 3790
5. Enhance the technical capacity of planning processes to support decision making.	WE 2720, 2730, 2740, 5730
6. Human Services Transportation	WE 3730
7. Highway Performance Monitoring System	WE 3720
8. Financial Planning/Fiscal Constraint	WE 3710, 3790, 5720

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 2006-07 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 1720). SBCAG will also examine jobs-housing relationship between Northern Santa Barbara County and Southern San Luis Obispo County in the future.

Many urbanized areas have sought to strengthen the links between transportation and land use planning through the development of regional growth plans. State grant funds were made available to prepare Regional Blueprint plans in the FY 05-06 state budget. SBCAG elected not to apply for the grant funding, however, until after the results of the June 2006 election are

known. A measure will appear on the ballot which if approved by voters would split Santa Barbara County into two counties. In the 2006-07 OWP SBCAG is proposing to apply for a state regional growth blueprint grant and will initiate work on a multi-year regional growth plan if the grant is approved.

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 re-designation. Santa Barbara County was designated by EPA as an attainment area for the federal 1-hour ozone standard in 2003. All of Santa Barbara County’s federal requirements are documented in the 2001 Clean Air Plan. The USEPA has also designated the county as an attainment area for the federal 8-hour ozone standard. A Clean Air Plan to implement the new federal 8-hour standard is due by June 15, 2007, under USEPA’s Final Implementation Rule.

Up until June 2005 air quality concerns exerted a major influence on transportation decision-making in the county. As a result of the need to adopt an MTP and FTIP in 2005, air quality conformity of the Plan with the 2001 APCD Clean Air Plan was re-determined in January, 2005. However, in June 2005 the county was designated attainment for the federal 8-hour air quality ozone standard and a conformity determination for the TIP and Plan is no longer required.

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 3780) and through ITS development and deployment (WE 3770). One of SBCAG’s major efforts in FY 2005-06 resulted in the approval of the 101 in Motion Plan and in FY 2006-07 the focus will be on implementation of the final recommended project package. The 101 IM 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 101 in Motion project emphasized significant public outreach to the general public, including traditionally under represented sectors to enable input into decision making on proposed measures and projects. 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 and implementation of the IP. The plan which began in November 2003 will be completed in FY 05-06.

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 and the low priority that the California Transportation Commission places on local road rehab projects in the STIP are 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. In 2006, SBCAG deleted approximately \$13 million in local road rehab projects from the STIP that were delayed due to their low funding priority and will be funding these projects instead with SBCAG's regional apportionments of RSTP funding. SBCAG will be working to protect and enhance revenues for system preservation through activities associated with the TIP development (WE 3790) and through monitoring of legislative initiatives during FY 2006-07.

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 commuter bus service to SBCAG. This transition was completed in late 2001 when SBCAG assumed operating responsibility for this service. New buses were purchased in 2003 and the Clean Air Express commuter service was expanded from 8 routes to 11 routes in 2004 and 2005.

SBCA

G 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) began operating the new Valley Express service in March 2005 with newly acquired coaches.

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. The *Breeze* initiated intercommunity transit service as a pilot program in May 2005. In addition, due to the work of SBCAG and NCTAC, Santa Barbara County began providing limited intercommunity transit service between Los Alamos and Santa Maria in 2004.

As a result of continued growth and changing demographics in the north part of the county, the need for transit services is expanding. While each of the urban transit operators prepares plans for services within the two urbanized areas, there is no comprehensive plan for intercity services provided by multiple operators. Last year the board authorized the development of a North County Transit Plan that would serve as blueprint for urban, rural, intercity and commuter transit services in this area. Staff prepared an RFP for a consultant assisted project to prepare a north County Transit Plan. The RFP was prepared by staff and reviewed by transit operators. Four proposals were received and reviewed by a committee composed of representatives of SBCAG, Caltrans, local transit operators, and the County. A firm was selected by the committee and a subsequent contract was approved by the SBCAG board. The study is on-going.

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 3790. The lack of steady long term funding has made project delivery an on-going challenge.

Transportation Funding

The Metropolitan Transportation Plan adopted in January 2005 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 roadway 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 state budget for FY 05-06 for the first time fully funded Proposition 42 transportation funding, however, delivery of programmed projects will rely on continued funding of Proposition 42. 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. 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 from transportation projects since 2002.

Significant funding shortfalls—in part due to diversion of Proposition 42 revenues from transportation—required massive rescheduling of projects in the 2004 STIP and 2006 STIP cycles. Funding levels identified in the 2006 STIP fund estimate rely largely on state annual budget decisions and there is considerable uncertainty regarding the availability of new programming capacity. Few new projects will be funded and many projects previously programmed in the 2004 STIP will have to be delayed to match expected funding availability.

The passage of SAFETEA-LU provides a significant increase in overall funding levels for highway and transit projects through FY 2008-09. Some of the program authorization level increases such as RSTP and Metropolitan Planning will benefit our region. However, as a result of its recent designation as an attainment area for the federal 8-hour ozone standard, the region will no longer be receiving CMAQ funds. This means a loss of \$3 to \$4 million annually in funding that has been relied upon by SBCAG and local agencies to implement projects that reduce mobile source emissions.

Significant FY 2005-06 Accomplishments

SBCAG achieved several major milestones during FY 2005-06, 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 Regional 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. The conformity lapse was over by the end of February.

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 2004-05 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. Staff work on the plan was delayed for some time due to staff vacancies, initiation of Measure D reauthorization process, and need to complete the 101 In Motion Plan to obtain a complete and up-to-date project list. A draft EIR is expected in March 2006.

It is anticipated that the RTP will be adopted by the SBCAG Board in July, 2006.

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 In Motion Plan considered 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 Plan 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 was initiated with extensive public outreach. Working with its committees, consultant team, and, local agency partners, SBCAG developed eight alternative packages through the 101 in Motion process. The packages each contained highway improvement, transit/rail, demand reduction, and operational/ITS components that are intended to provide long term 101 congestion relief. The packages underwent technical evaluation and community review. To help ensure that a consensus is reached on the 101 in Motion project, an extensive public outreach effort was undertaken. After two years of study, public outreach, and consensus building the final 101 In Motion consensus package recommended by the Steering Committee and SAC/TAG is a hybrid of elements from the four packages that made it to the final evaluation. In October 2005 the advisory committees and SBCAG board unanimously approved the recommended package.

Measure D Renewal

SBCAG's existing transportation sales tax will expire in 2010 resulting in the loss of more than \$30 million annually in funding. In FY 2005-06, the SBCAG board authorized efforts to place a measure on the November 2006 ballot to extend Measure D. SBCAG has hired a consulting team to assist in public opinion polling, development of a legislative strategy and preparation of the expenditure plan that must be approved before the measure can be placed on the ballot. A 30 year extension of the existing ½ sales tax would generate over \$1.0 billion in revenues, however, the region's transportation needs for maintenance/repair of the existing system, improvements in system capacity and providing expanded transportation alternatives including commuter rail and transit exceed \$3.0 billion. SBCAG has been engaged in a challenging effort to develop a plan that is balanced, feasible, responsive to community and elected official expectations, addresses the region's highest priority needs and will generate the 2/3 voter approval required for passage. Following a public outreach process, the SBCAG board will consider adoption of an expenditure plan in April 2006 and then approval of the final plan will be sought from each of the city councils and the county board of supervisors.

2006 RTIP Development

Work on developing the 2006 RTIP was hampered by uncertainty regarding availability of future funding. Fortunately, significant shortfalls in STIP funding were resolved to some degree with an improved economy and passage of SAFETEA-LU.. SBCAG is working closely with local agencies and Caltrans to reschedule previously programmed projects to meet the funding targets specified in the 2006 STIP fund estimate. SBCAG adopted a 2006 RTIP in January 2004. The 2006 RTIP deletes projects that are a low priority for the state such as local road rehab projects and focuses SBCAG's county share of RIP funds on completion of existing highway capacity projects that have experience shortfalls. The RTIP proposes one "new start" project by programming \$7 million for environmental and preliminary engineering costs for widening 101 to six lanes south of Milpas Street. In addition, an update of the FTIP is scheduled for next Fiscal Year.

Transit Needs Assessment

SBCAG working in consultation with the Santa Barbara County Transit Advisory Committee (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 2006.

SBCAG has an extensive outreach process to inform the public of the Unmet Transit Needs Public Hearings, to be held on January 19, 2006 in Santa Maria and February 18, 2006 in Santa Barbara. Spanish language interpreters are provided at the public hearings. 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.

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 were developed based upon needs expressed through the process. The Breeze service was initiated in May 2005 and its ridership is promising

It is anticipated that the Transit Needs Assessment will be adopted by the SBCAG Board in May 2006.

As mentioned above the North County Transit Plan is also under development and should be completed by the Summer 2006.

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 MOU was amended in August 2003 and again in May 2004. The service, known as the Coastal Express, was initiated in August 2001. Based on strong ridership, the service was expanded in FY 2004/05 and transitioned from a pilot program to permanent

service. Service enhancements in FY04/05 included adding additional express service to downtown Santa Barbara. In FY05/06 service was enhanced to Goleta and UCSB.

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. An additional route was added in FY05/06 bringing the total number of routes to 11. The Clean Air Express saw a significant increase in ridership in FY05/06..

Project Monitoring

SBCAG has continued to monitor the development of projects programmed in the 2004 FTIP and 2006 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 is nearing completion. The project adds HOV lane assessment capability and improves peak hour modeling capabilities. Long range 2030 travel forecasts were prepared for the update of the Transportation Plan and the 101 In Motion Program, and are currently being revised for 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 assisted ARB in reviewing and revising the inputs to the EMFAC model for use in developing the mobile source emissions analysis and the Transportation Control Measure package. Staff has initiated work on the federal clean air plan update with the APCD staff .

Transportation Demand Management / Clean Air Express

SBCAG Traffic Solutions has continued to focus on increasing the productivity of the Clean Air Express. One new Clean Air Express routes was added in September, 2005 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. Having completed the three-year CMAQ funded Clean Air Express expansion project in FY06, SBCAG is expected to allocate additional funds to augment APCD grant funds and farebox revenue to continue operating the Clean Air Express. The loss of CMAQ funding in Santa Barbara County due to the attainment of federal air quality standards has resulted in the need for alternate funding sources to fund the county

TDM program, such as federal earmark funds, CMAQ phase-out funds and Regional Measure D funds. 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 continues to work closely with the largest employers in Santa Barbara County in developing incentives and programs to reduce single occupant vehicles in congested roadways. Traffic Solutions recruited 7 employers to participate in the FlexWork Santa Barbara pilot program. The participating employers implemented pilot programs in FY05-06 and have plans to launch permanent telecommuting and flexible work hour programs in FY06-07. In the winter of 2005, Traffic Solutions assisted the County of Santa Barbara and the City of Santa Barbara in developing TDM benefit options for their employees.

Community Outreach/Public Participation GREGG TO UPDATE

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 2006/2007

<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
Participate in 101 in Motion project implementation.	Highway 101 in Motion implementation	As needed
Liaison with District 7	Highway 101 in Motion implementation, ITS	Ongoing
Ex-officio member of Steering Committee for Highway 101 in Motion project implementation.	Highway 101 in Motion implementation (District Director and Regional Planning)	July 2006 to June 2007
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 2006 to June 2007
Participate on Steering Committee for 246/Central Ave. extension	246/Central Ave. extension	July 2006 to June 2007
Attend City Council and Board of Supervisors meetings	Regional Planning	As needed
Participate in any updates of Regional Transportation Plan	Regional Transportation Plan	June 2007
Participate in update of Regional Bikeway Plan	Bicycle/Pedestrian Planning	June 2007
Development of the California ITS architecture and conformity assessment	Intelligent Transportation Systems Development and Deployment	June 2007

COMPREHENSIVE PLANNING PROGRAM

Program Administration

WORK ELEMENT 1710 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 2007-08 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. Develop TDM benefits program for SBCAG employees.
13. 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.
14. Conduct ongoing administration of state and federal grants
15. Prepare applications for grants.
16. Review and comment on matters of regional interest.
17. Update, monitor, and evaluate DBE performance and establish annual DBE goals.
18. 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 | 12/06 |
| ▪ Draft OWP | 1/07 |
| ▪ Final OWP | 4/07 |
| ▪ Grant Closeout Reports | 9/06 |
| ▪ DBE Plan Goal | 9/06 |
| ▪ Comprehensive salary and benefits study | 6/07 |

Budget

SBCAG	\$106,800
Consultant	<u>20,000</u>
	<u>\$126,800</u>

Funding

FHWA PL	\$107,500
FTA 5303	4,000
SBCAG	<u>15,300</u>
	<u>\$126,800</u>

WORK ELEMENT 1720 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
6. Follow up on recommendations of Interregional Jobs/Housing Partnership Study.
7. Coordinate with VCOG, VCTC, SLOCOG, and SCAG on regional planning issues
8. Conduct joint meetings of policy and technical boards as appropriate.

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
- Hold meetings of subregional planning committees

Date

Ongoing
Ongoing
Ongoing
As needed
Monthly

Budget

SBCAG \$7,300

Funding

FHWA PL	\$6,400
SBCAG	<u>900</u>
	<u>\$7,300</u>

WORK ELEMENT 1730 PUBLIC PARTICIPATION AND INFORMATION

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 Plan adopted in March 2002
- Establishment of SBCAG website (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 SAFETEA-LU 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.

WORK ELEMENT 1740 TRANSPORTATION DEVELOPMENT ACT (TDA) ADMINISTRATION

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

- | <u>Products</u> | <u>Date</u> |
|--|--------------------|
| ▪ Fiscal and compliance audits of all claimants | 12/06 |
| ▪ Complete triennial performance audit for all operators | 6/07 |
| ▪ TDA Claim Manual | 2/07 |
| ▪ Report on Unmet Transit Needs Findings | 4/07 |

Budget

SBCAG \$28,800

Funding

SBCAG \$28,800

Comprehensive Planning and Analysis

WORK ELEMENT 2710 AIRPORT LAND USE PLANNING

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, heliport layout 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 to update technical graphics on SBCAG's website for public consumption.
10. Apply visual techniques and enhanced graphical capabilities in TransCAD for ALUP amendment updates, airport noise and land use analysis and mapping.

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

6/07

Budget

SBCAG	\$34,600
Consultant	<u>50,000</u>
	<u>\$84,600</u>

Funding

Santa Barbara County	\$15,000
SBCAG	<u>69,600</u>
	<u>\$84,600</u>

WORK ELEMENT 2720 CENSUS DATA CENTER

Objective

- To function as the Census Data Center for Santa Barbara County for the compilation, analysis and dissemination of 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 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, 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 Hispanic and Older Adult 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 visual aids portraying census and demographic data as well as Regional Transportation Plan project locations.
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 of the American Community Survey (ACS) Countywide results and City level data as it becomes available.
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 the final version of the Local Employer Household Dynamics (LEHD) database and interactive website

14. Update Census 2000 housing unit counts with data from the Congestion Management Program and other local sources
15. Update and Compare Census 2000 population counts with data from the Department of Finance

Products

Date

- Dissemination of 2000 Census data to cities, county, libraries, and interested parties Ongoing
- Year 2000 Census product review Ongoing
- Technical assistance on the use of census data Ongoing
- Review and analysis of census journey to work file Part 3 Ongoing
- 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 12/06
- Compare available Census 2000 information with other data sources, such as Dept. of Finance and local agencies Ongoing
- Overview of the ACS data releases Ongoing

Budget

Funding

SBCAG	<u>\$47,100</u>	FHWA PL	\$37,400
		FTA 5303	4,000
		SBCAG	<u>5,700</u>
			<u>\$47,100</u>

WORK ELEMENT 2730 REGIONAL GROWTH FORECAST

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
- Technical review of SBCAG Forecast in comparison to DOF and other forecasts.
- Coordination of the SBCAG forecast with the Economic Community Project (ECP) forecast.

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 and visual representations 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 st Quarter-, Employment and workers. Group Quarters age distribution, household size characteristics and growth scenarios.	9/06
2 nd Quarter- Births, mortality, migration, characteristics and assumptions, Draft of constraints analysis	12/06
3 rd Quarter- Final Constraints analysis. Public Workshops and outreach, and adoption of draft forecast by SBCAG board.	4/07

Budget

SBCAG	\$132,400
Employment Data Acquisition	<u>5,000</u>
	<u>\$137,400</u>

Funding

FHWA PL	\$116,800
FTA 5303	4,000
SBCAG	<u>16,600</u>
	<u>\$137,400</u>

WORK ELEMENT 2740 TRAVEL DEMAND FORECASTING

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, transit, bikeway, 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

- Completed travel model update using TransCAD software in September 2004
- Applied the model for regional and sub-area modeling including the Lompoc 246/Central Avenue Extension project
- Further expanded the model to incorporate high occupancy vehicle lane (HOV) in Spring 2005 and applied the expanded model to the Highway 101IM Project to evaluate transportation impacts for various alternative modes of transportation, Winter, 2005
- Continue to develop enhanced evaluation capabilities including performance measures, visualization techniques for reports and presentations

Tasks

1. Continue to apply the expanded model to evaluate and monitor the implementation of the final consensus packages recommended by the 101IM project including HOV, commuter rail, express transit, and transportation demand management strategies.
2. Utilize the expanded model to explore non-motorized modes of transportation, i.e., bike and pedestrian and to examine the impacts on “smart growth” strategies
3. Update the travel model’s socioeconomic database from the current 2000 base year to 2005 base year
4. Calibrate the travel model to 2005 and refine the long-term 2030 travel forecast under an average day and in three time periods (AM, PM, and Off-Peak) for highway and transit models.
5. Develop traffic forecast fact sheet that contains summaries of transportation statistics for 2005 base year, and 2030 future year.
6. 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.
7. 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 2720 (Census Data Center) and Work Element 3720.

8. Apply the model's expanded employment database for all future forecasts. Incorporate survey results from the 2000 Caltrans Statewide Travel Survey data and from the latest 2006 American Community Survey database as appropriate.
9. 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.
10. 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 and consultants for project specific requests and sub-area modeling.
11. Incorporate performance measures criteria such as safety, mobility, accessibility, and productivity as part of the model output for the 2006 RTP and RTIP.
12. 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.
13. Evaluate implications of changes in project development schedules on regional transportation system to facilitate priority setting in project selection.
14. Develop feasibility study scope of work to address SR 166 W (Santa Maria to Guadalupe) Bypass connection to US 101, north.
15. 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.
16. Coordinate with the cities, county, and, tribal government in their Santa Ynez Valley travel Study
17. 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 3780 (Congestion Management).
18. 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, activity-based modeling, smart growth, and the ongoing FHWA Transportation Model Improvement Program (TMIP).
19. Assess "TransCAD on the Web" to provide information to the general public with interactive mapping capabilities on socioeconomic data, trends and travel demands including Census 2000 information, county-to-county traffic flows, traffic counts and future travel forecasts, etc. Assess in-house staffing and funding impacts.
20. Update the current aerial photos from 2000 to 2004 (2006?) and explore new model's graphic capabilities in conjunction with ArcView GIS for public display and examination including airport land use planning applications. Implement "visualization techniques" on maps for all travel forecast documents including traffic bandwidths, roadway level of service, and socioeconomic data summaries by Traffic Analysis Zones for Santa Barbara County
21. Explore capabilities of using "TransModeler", a dynamic micro-simulation of travel demands and operations on regional corridors, interchanges and major arterials to visually assess performance of vehicular flows and movements at major intersections.

22. 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.
23. Continue participation in the California Inter-Agency Forums, local and nation-wide modeling focus groups in Transportation Modeling for information sharing and model enhancement. including the UCSB and TMIP on activity-based modeling and research

Products

Date

- | | |
|---|--|
| <ul style="list-style-type: none"> ▪ New SBCAG travel model with 2005 calibrated base year and 2010/2020/2030 forecasts as required for RTP and FTIP ▪ Update model forecast report as necessary ▪ Enhancement of peak hour, emissions, and TCM analysis capabilities ▪ Bikeway and roadway network parameters ▪ Technical memos and reports ▪ Maintenance of database ▪ Revised short- and long-term travel forecasts | <p>12/06</p> <p>3/07</p> <p>Ongoing</p> <p>12/06</p> <p>As appropriate</p> <p>Ongoing</p> <p>Ongoing</p> |
|---|--|

Budget

Funding

SBCAG	\$107,800	FHWA PL	\$112,800
Consultant	10,000	FTA 5303	4,000
Travel Model Maintenance	<u>15,000</u>	SBCAG	<u>16,000</u>
	<u>\$132,800</u>		<u>\$132,800</u>

Transportation Planning and Programming

WORK ELEMENT 3710 REGIONAL TRANSPORTATION PLAN (RTP)

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, Measure D Authorization, 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

- VISION 2030, Regional Transportation Plan 2006
- Metropolitan Transportation Plan 2004
- Highway 101 Implementation Plan (101 in Motion)

Tasks

1. Review and assess planning documents prepared for the 101 in Motion, Measure D Reauthorization 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. 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
4. Meet with County Emergency Services Coordinator to discuss SBCAG role in emergency services planning and implications for the RTP
5. Employment of Visualization Techniques such as maps and graphics.
6. Add discussion of types of potential environmental mitigation activities.
7. Publish Regional Transportation Plan in electronically accessible format for public review.
8. Development of a Coordinated Public Transit-Human Services Transportation Plan to ensure coordination with local public transit and human service agencies in Santa Barbara County.

Products

Date

- | | |
|---|------|
| ▪ Final Revised Draft RTP 2006 | 7/06 |
| ▪ RTP Approval | 9/06 |
| ▪ Coordinated Public Transit Human Services Plan | 2/07 |
| ▪ Development of Strategic Mitigation Measures | 5/07 |
| ▪ 2006 RTP Supplemental Adoption addressing all SAFETEA-LU Requirements | 6/07 |

Budget

SBCAG \$61,100

Funding

FHWA PL \$49,700
FTA 5303 4,000
SBCAG 7,400
 \$61,100

WORK ELEMENT 3720 HIGHWAY PLANNING

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, 2004
- Traffic monitoring program activities in connection with various management systems
- Caltrans 101/Linden Casitas Interchange Project Team participation

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. Participate in the Caltrans Linden/Casitas Interchange Improvement project and to provide modeling and technical assistance to Caltrans D5 and consultants toward modeling the revised Linden/Casitas Interchange improvement alternatives to achieve better configuration design and circulation
3. 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.
4. Develop traffic count maps in GIS for each jurisdiction and sub area.
5. 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. Develop capabilities to provide traffic counts on SBCAG website through the use of TransCAD-on-the-Web.
6. Produce a traffic count and monitoring report focusing on user-friendly traffic count data and graphical information on trends for the general public.
7. 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.
8. 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.
9. Coordinate the traffic monitoring activities with Highway Performance Monitoring System requirements. Submit annual HPMS sample site report to Caltrans.
10. 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.

11. Participate in Caltrans System Planning efforts including updates of the Transportation Concept Reports, Transportation System Development Program and the District System Management Plan.
12. Monitor ground access to primary air carrier airports at Santa Barbara and Santa Maria and assess freight movements.
13. Monitor implementation of previous corridor study recommendations.
14. Produce a highway fact sheet brochure summarizing Countywide modes of travel, journey to work info, roadway/intersection operations, accidents and air quality.

Products

Date

- | | |
|---|----------------|
| ▪ Annual HPMS submittal | 2/07 |
| ▪ 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 | 3/07 |
| ▪ Travel trends and monitoring report | 12/06 |
| ▪ Highway Summary Fact Sheet | 5/07 |

Budget

Funding

SBCAG	<u>\$51,600</u>	FHWA PL	\$45,400
		SBCAG	<u>6,200</u>
			<u>\$51,600</u>

WORK ELEMENT 3721 SR 246/CENTRAL/PURISIMA FEASIBILITY STUDY

Objective

- Develop MOU between involved agencies for a feasibility study of the road development and improvement options in the study area.
- Identify and assess options such as improving SR246 and the Robinson Bridge to address flooding, improving and extending Central Ave., and bridging the Santa Ynez River to connect Central to SR 246, and other options as appropriate.
- Assess the cost effectiveness of identified options based on SBCAG SR 246/Central/Purisima Travel Forecast Report
- Assess impacts and benefits of proposed project and alternatives
- Evaluate Intersection LOS on SR246/Central Avenue Extension alternatives

Previous and Ongoing Work

- SR 246/Central/Purisma Travel Forecast, 2006
- SR 246 widening PSR
- Central Avenue Extension Intersection LOS analysis

Tasks

1. Continue to meet with Steering Committee consisting of representatives from City Public Works and Planning, County Public Works and Planning, Caltrans and SBCAG. Investigate the need to expand the steering committee to include additional stakeholders (e.g. farm bureau, Chumash Tribe, etc.)
2. Develop cooperative agreement and cost sharing plan among participating agencies to fund feasibility study.
3. Complete RFP for feasibility study that addresses environmental issues such as flooding, wetlands, agricultural lands classification and Williamson Act commitments, archeology, economic impacts, among other issues.
4. Release RFP, review responses, recommend contractor to SBCAG Board and execute contract.
5. Conduct initial public workshop on scoping issues.
6. Contractor prepares draft feasibility study.
7. Report reviewed by study team, revised and distributed for formal agency review.
Next Fiscal Year
8. Prepare and release Public draft report
9. Conduct public workshops on report.
10. Present report to Lompoc City Council, County Board of Supervisors, and SBCAG Board.

Products

Date

- | | |
|--|----------------------|
| <ul style="list-style-type: none"> ▪ Signed MOU, including cost sharing agreement, among agencies ▪ Draft and Complete RFP for feasibility study | <p>9/06
1/07</p> |
|--|----------------------|

- Select consultant for feasibility study 3/07
- Develop draft report for internal review 6/07

Next Fiscal Year

- Prepare and release public draft 7/07
- Conduct public workshop on draft report 9/07
- Develop final report approved by participating agencies 12/07
-

Budget

SBCAG \$25,800

Funding

FHWA PL	\$22,700
SBCAG	<u>3,100</u>
	<u>\$25,800</u>

WORK ELEMENT 3730 TRANSIT/PARATRANSIT PLANNING

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 2006
- Triennial Performance Audits 2003 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
- North County Regional Transit Plan 2006
- 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. Prepare RFP, distribute, evaluate and select consultant for Triennial Performance Audits. Conduct audits, manage contract, board review and approval of audits.
7. Facilitate new or restructured transit service proposals related to unmet transit needs

8. 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 2720, examination of Census 2000 special tabulations on aging.
9. 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).
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 to be tied into coordinated Public Transit - Human services transportation Plan.
12. Prepare a Coordinated Public Transit -Human Services Transportation Plan in order to qualify for JARC and other discretionary grant programs
13. 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
14. Fulfill all responsibilities as the designated recipient for FTA Section 5307 funds attributable to the Santa Barbara County Transportation Management Area
15. Review and evaluate FTA Section 5310, 5311, 5311(f) and 5313(b) applications. Prepare Section 5311 Program of Projects
16. Provide technical assistance to transit operators in the areas of planning, marketing, and other issues, upon request; monitor and report on transit legislation
17. Prepare updates to the Transit Resource Guide with maps and graphics.
18. 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
19. Monitor transportation issues associated with implementation of the provisions of the Welfare to Work initiative
20. Examine use of JARC funds to address transportation needs.
21. Coordinate with SLOCOG to implement transit planning for newly expanded Santa Maria urbanized area and provide appropriate allocation of FTA 5307 formula funds
22. Explore inter-regional commuter transit service with SLOCOG and SMAT regarding the San Luis Obispo / Santa Maria commuter corridor
23. 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),2006 | 10/06 |
| ▪ Section 5311 program of projects | 12/06 |
| ▪ Triennial Performance Audits for TDA claimants | 6/07 |
| ▪ Public Transit and Human Services Transportation Action Plan2007 | 2/07 |
| ▪ Section 5310 grant review | 3/07 |
| ▪ Transit Needs Assessment 2007 | 4/07 |

Budget

Funding

SBCAG	\$107,800	FTA 5303	\$102,500
TDA Audits	<u>80,000</u>	SBCAG	<u>85,300</u>
	<u>\$187,800</u>		<u>\$187,800</u>

WORK ELEMENT 3731 NORTH COUNTY REGIONAL TRANSIT PLAN

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 2006
- 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 Transit Service Plan 2006
- Short Range Transit Plans of various agencies.

Tasks

1. Estimate regional service needs for urban and interregional services
2. Review 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.
- 3.. Provide for advisory committee review and comment on plan, report on disposition of comments, and, amend plan accordingly.
4. Obtain North County Subregional Planning Committee review and comment on draft and

WORK ELEMENT 3740 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 North Strategic Plan, 2006
- 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. Advocate for changes in schedules of Surfliner to meet commuter needs.
6. Coordinate with LOSSAN, Caltrans Division of Rail, and other agencies in implementing the LOSSAN Strategic Plan for the area north of Los Angeles.
7. Conduct outreach on the draft LOSSAN North Strategic Plan
8. 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.
9. As a member of the Coast Rail Coordinating Council, support efforts to add daylight train service between San Francisco and Los Angeles.
10. Assess vehicle trip reduction potential of rail alternatives examined in Highway 101 In Motion.
11. 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.
12. Participate in ongoing efforts to evaluate the feasibility of commuter rail.
13. Complete a Uniform Transit Application (for STIP funds) and a grant application (which includes an Alternatives Analysis) for federal New Small Start 5309 program for commuter rail service.

Products

- | | |
|---|------------|
| ▪ Coast Rail Improvement Plan Update | 1/07 |
| ▪ Staff reports on rail passenger plans to Board | Quarterly |
| ▪ Feasibility assessment and action on commuter rail project | Fall 2006 |
| ▪ LOSSAN Strategic Plan for corridor north of Los Angeles (Caltrans
Lead agency in cooperation with LOSSAN partners) | 7/06 |
| ▪ Proposed rail projects for STIP | 2/07 |
| ▪ CRCC and LOSSAN policy board meetings | Quarterly |
| ▪ CRCC and LOSSAN Technical Committee meetings | Bi-monthly |
| ▪ Applications for state and federal funds | 12/06 |

Budget

SBCAG	\$17,600
Agency Contributions to LOSSAN/CRCC	<u>10,000</u>
	<u>\$27,600</u>

Funding

SBCAG	<u>\$27,600</u>
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WORK ELEMENT 3750 BICYCLE/PEDESTRIAN PLANNING

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. Continue update of 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 intersections) and transit facilities

Products

- Draft Regional Bikeway Plan 8/06
- Regional Bikeway Plan approved by local jurisdictions and SBCAG Board. 12/06
- Technical assistance to jurisdictions in updating bicycle elements in planning documents Ongoing
- Review of bicycle funding applications As appropriate

Date

Budget

SBCAG \$27,600

Funding

FHWA PL \$24,200
 SBCAG 3,400
 \$27,600

WORK ELEMENT 3770

ITS DEVELOPMENT AND DEPLOYMENT

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 complete 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. Explore development of Smart Call Box that monitors traffic and weather data.
4. 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.
5. Staff will coordinate input from TTAC and others on ITS applications within Santa Barbara County. Develop local working group as appropriate to advance ITS projects.
6. 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.
7. 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.
8. 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.
9. Develop working group of local and state traffic signal technicians to develop regional ITS signal architecture.

10. Review statewide ITS Training Materials.
11. Purchase Turbo 3.1 software.
12. Attend a systems engineering class.

Products

Date

- | | |
|---|--|
| <ul style="list-style-type: none"> ▪ Review of ITS Projects ▪ Central Coast ITS Committee Meetings ▪ ITS Turbo Architecture for County ▪ ITS Architecture Conformity assessments ▪ SBCAG Approval of ITS Architecture Plan ▪ Working Group Recommendations on Integration | <p>Ongoing
Quarterly
9/06
As needed
12/ 2006
Ongoing</p> |
|---|--|

Budget

Funding

SBCAG	\$47,500	FHWA PL	\$46,200
Consultant	<u>5,000</u>	SBCAG	<u>6,300</u>
	<u>\$52,500</u>		<u>\$52,500</u>

WORK ELEMENT 3780 CONGESTION MANAGEMENT PROGRAM

Objective

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

Previous Work

- Twelfth Annual Conformity Assessment in 2005
- 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. Purchase the Highway Capacity (HCS) software from McTrans (Version 5.2) in order to perform LOS analyses for all state highway segments. Perform floating-car speed surveys on those segments that exceed the CMP LOS standards to further verify operating conditions on the state highway system.
3. Perform LOS analyses for CMP signalized intersections using the ICU Methodology. Develop an intersection volume/LOS database using TRAFFIX software.
4. Perform the two-lane rural highway analysis using the HCS software.
5. Evaluate the application and integration of simulation modeling software for CMP analysis.
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. 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 2740.

Products

- Annual Conformance assessment.
- Review of environmental documents
- Deficiency Plans

Date

3/07
Ongoing
As Needed

Budget

SBCAG	\$56,300
HCS purchase	<u>3,000</u>
	<u>\$59,300</u>

Funding

FHWA PL	\$52,100
SBCAG	<u>7,200</u>
	<u>\$59,300</u>

WORK ELEMENT 3781 101 IN MOTION

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 development of the 101 IP is a two-year project completed in FY 2005-06. 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
- Highway 101 IM Consensus Recommendations adopted by TAG, SAC, and SBCAG Board in Fall 2005

Tasks

1. Continue development of proposed short and long-term program of alternative projects including potential funding sources.
2. Obtain public input on proposed measures and projects and help retain public support for approved consensus projects.
3. Identify policies or practices to overcome barriers to alternative modes such as transit or rail and which support regional transit policies.
4. Identify funding opportunities for implementation of 101 in Motion projects including those that are identified as “early action” projects.
5. Refine implementation schedule and secure funding
6. Advocate development of needed PSR and environmental review to expedite project development.

7. Conduct annual monitoring of approved projects to ensure timely implementation.

<u>Products</u>	<u>Date</u>
▪ Public Outreach	Ongoing
▪ Project Reports for Highway, Rail, Transit	12/06
▪ Environmental Scoping Document for Highway 101 Widening	12/06
▪ Initiation of EIR	1/07
▪ Annual Status Report	1/07
▪ Project implementation	Ongoing

<u>Expenditures</u>		<u>Funding</u>	
SBCAG	\$130,600	SBCAG	\$21,800
Consultant	<u>50,000</u>	Other Federal	<u>158,800</u>
	<u>\$180,600</u>		<u>\$180,600</u>

WORK ELEMENT 3790 TRANSPORTATION IMPROVEMENT PROGRAM

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. Participate in the working groups charged with drafting issue papers and developing a consensus for the implementation of SAFETE-LU in California.
3. Monitor progress of projects programmed in the 2006 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.
4. Provide direct assistance as needed to local agencies in development and implementation of projects programmed in current STIP and FTIP.
5. 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 and CMAQ annual funding obligation plan and submit to Caltrans and CTC pursuant to AB 1012.
6. Prepare amendments to the adopted FTIP as required consistent with state and federal guidelines, regulations and statutes.
7. Identify ITS projects that may require a Systems Engineering Process and coordinate with local, state, and federal agencies.
8. Prepare and adopt a 2006 FTIP , incorporating new programming, relying on revenue projections resulting from the authorization of SAFETEA-LU. Identify process and criteria for selection of new projects and completion of previously programmed projects.
9. Prepare an updated financial plan for development of the 2006 FTIP .
10. 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.
11. 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 SAFETEA-LU discretionary programs.

12. Ensure that SBCAG's public participation procedures are followed in preparing and amending all programming documents.
13. Compile project information to assist in evaluating TIP for conformity to federal State Implementation Plan, consistency with current Regional Transportation Plan and Congestion Management Program and to develop CMAQ annual report prepared by Caltrans.
14. Provide input and assistance to Caltrans in the development and implementation of state administered programs including State Highway Operation and Protection Plan and Interregional Improvement Program.
15. Administer and allocate State Highway Account funds, which have been received in exchange for federal Regional Surface Transportation Program fund apportionments.
16. Work with Caltrans and other regional agencies toward full integration of local, state and federal programming documents through the development of the California Transportation Improvement Program System (CTIPS). Continue to actively participate in the Caltrans Data Base Users Group (DBUG)\ and the California Federal Programming Group (CPFG).
17. Acquire a subscription to a data base service to track and manage projects in the FTIP, and make viewing of the data base accessible via the internet by project sponsor staffs.

Products

Date

- | | |
|---|-------------|
| ▪ 2006 FTIP | 7/06 |
| ▪ STIP Progress Reports | As required |
| ▪ FTIP Amendments | As required |
| ▪ RSTP/CMAQ Fund Obligation Plan (AB 1012) | 4/07 |
| ▪ STIP amendment requests/Deadline extension requests | As required |
| ▪ Annual obligated project list | Annually |
| ▪ FTIP database | 7/06 |

Budget

Funding

SBCAG	<u>\$282,200</u>	FHWA PL	\$111,300
		RSTP Exchange	137,000
		SBCAG	<u>33,900</u>
			<u>\$282,200</u>

AIR QUALITY PLANNING

WORK ELEMENT 4710

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.
- To assess the air quality impacts of the RTP with adopted SIP.

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 2004 Clean Air Plan - Triennial State Clean Air Plan
- 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

Tasks

1. In cooperation with APCD, assist in developing the Federal Clean Air Plan update (2007 Clean Air Plan). Prepare on-road mobile source emission inventories and forecasts for the 2007 Clean Air Plan. Evaluate TCMs proposed for further study in the 2004 Clean Air Plan for possible application in Santa Barbara County. Continue to work with the APCD and VAFB in developing consistent socio-economic data bases and forecasts.
2. Outreach to APCD Community Advisory Committee and public on plan.
3. Track ARB's development of EMFAC2005 and examine implications of using the new model for SIP development and on-road mobile source emissions modeling.
4. Examine implications of new or revised air quality standards.
5. Liaison with Caltrans, County, cities, transit providers on TCMs and TCM implementation.
6. 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.
7. Track socio-economic and VMT projections used as inputs to the emission forecasts of the federal and state Clean Air Plan.
8. Assist the APCD in the development of a comprehensive federal Clean Air Plan that attains the federal Ozone Standard, including: on-road mobile source emission inventories and TCM development, evaluation, and selection
9. Monitor EPA/USDOT regulations and guidelines on conformity.
10. Assess impacts of changes in projects in Plan on air emissions as needed

Products

Date

CAC review and revisions to Mobile Source emissions Forecast	7/06
Draft Chapter on Mobile Source Emissions approved	9/06
Assist in preparation of EIR	1/07
Public review of draft	3/07
Board Review and adoption	6/07

Budget

Funding

SBCAG	<u>\$34,600</u>	APCD	\$20,000
		SBCAG	<u>14,600</u>
			<u>\$34,600</u>

Program Delivery/Services

WORK ELEMENT 5710

SERVICE AUTHORITY FOR FREEWAY EMERGENCIES

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 Spring 2006
- Transfer call box dispatching services from CHP to private call center
- Initiate a Freeway Service Patrol on the South Coast 101 corridor

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. Determine feasibility of using the digital technology of the upgraded call boxes to transmit motorist aid information to SBCAG and/or Caltrans websites or operations centers.
10. Administer Freeway Service Patrol towing company contract for the 101 South Coast Corridor
11. Monitor performance of Freeway Service Patrol pilot program, provide annual status reports, secure state grant funding to continue program.
12. Transfer call box dispatching services from the CHP to a private call center to reduce program costs

Products

Date

- | | |
|---|--|
| <ul style="list-style-type: none"> ▪ Installation of upgraded call boxes ▪ Transfer of dispatching services to private call center ▪ Freeway Service Patrol for 101 South Coast Corridor ▪ Performance status report on FSP | <p>7/06</p> <p>7/06</p> <p>ongoing</p> <p>4/07</p> |
|---|--|

Budget

SBCAG

\$124,700

Funding

SAFE

\$124,700

WORK ELEMENT 5720 LOCAL TRANSPORTATION AUTHORITY

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
- Measure D 10-Year Progress Report
- Measure D Local Program of Projects
- SCA 3 and Transportation Priorities Voter Opinion Survey
- 2005/06 Voter Opinion Surveys on Measure D Renewal
- Preparation of Expenditure Plan and Ordinance for a Targeted November 2006 Ballot Measure to Renew Measure D

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. Work with a public outreach consultant and measure fund recipients to educate the public about the benefits and successes of the Measure D program.
4. Distribute paratransit funds to transit operators consistent with Measure D ordinance and LTA policies.
5. Provide staff support to LTA Board; prepare staff reports, agendas, and minutes for meetings. Prepare and administer LTA budget.
6. Participate in Self-Help Counties Coalition including monitoring and commenting on state legislation and policies affecting local transportation sales tax measures.
7. 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.
8. Prepare annual report, summarizing progress to date on Measure D program and outlining financial condition of program.
9. Complete preparation of an expenditure plan for a renewal of Measure D to extend it beyond its 2010 sunset.
10. Provide public information on proposed expenditure plan to be placed on November 2006 ballot.

Products

Date

- | | |
|--|--|
| <ul style="list-style-type: none"> ▪ Measure D Program of Projects ▪ Updated Local Allocation rules ▪ Annual report ▪ Measure D Expenditure Plan | <p>6/07
As needed
12/06
6/07</p> |
|--|--|

- Informational materials on Measure D reauthorization As needed

Budget

SBCAG	\$333,500
Consultant	<u>50,000</u>
	<u>\$383,600</u>

Funding

Measure D Funds	<u>\$383,600</u>
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WORK ELEMENT 5721

LTA REGIONAL PROGRAM PROJECT DEVELOPMENT

Objective

- To implement projects in the Measure D expenditure plan in a timely and cost effective manner.

Previous and Ongoing Work

- 2004 Measure D Strategic Plan
- Measure D 10-Year Progress Report
- Bond Refinancing
- Completion of regional highway and transit projects in expenditure plan

Tasks

1. Update Measure D Highway Program Strategic Plan including project costs, schedules and scopes, financing plan and LTA policies.
2. Prepare progress reports on progress and implementation of Strategic Plan
3. Initiate agreements with Caltrans, local agencies and private firms to complete project development work.
4. 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. Administer contracts with private consultants to assist Caltrans in delivering Highway 101 measure funded projects.
7. Participate in Project Development team meetings for regional projects.
8. Review project development documents (eg., environmental documents, permits, construction plans, appraisal reports etc.) prepared by local agencies, agency consultants and Caltrans.
9. Monitor regional program cash balance and cash flow. Issue bonds or other debt instruments as needed.

Products

- Measure D Highway Program Strategic Plan
- Highway project public information materials
- Complete construction of remaining projects in exp plan

Date

As needed
As needed
Ongoing

Budget

SBCAG \$194,800

Funding

LTA Capital Projects \$194,800

**WORK ELEMENT 5730
TRANSPORTATION DEMAND MANAGEMENT (TDM)/
RIDESHARING PROGRAM**

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. Provide incentives for the development of employer implemented TDM programs.
4. 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.
5. Provide follow-up assistance to the Flexwork Santa Barbara flexible work hours and telework pilot programs.
6. Co-produce and distribute monthly *News Wire* electronic newsletter.
7. Develop and provide information and promotional materials regarding carpooling, vanpooling, transit, rail, bicycling, compressed work hours, telecommuting, tax programs and other TDM/ridesharing activities.
8. Administer and market the Emergency Ride Home program with participating employers.
9. Distribute, process and follow-up applications for carpool match lists. Maintain an updated rideshare database.
10. Assist in the organization and ongoing placement of vanpools. Provide incentives to stimulate vanpool formation.
11. Promote TDM/Rideshare education and events.
12. Coordinate the annual Team Bike Challenge promotion.
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. Coordinate with San Luis Obispo County and Ventura County to conduct a tri-county 2006 Commuter Profile Survey.
16. Participate in regional land use / transportation planning process.
17. Coordinate with multi agency consortium on Annual Green Awards.

Products

Date

- | | |
|---|----------------|
| <ul style="list-style-type: none"> ▪ Quality customer service ride-matching and transportation referral services | <p>Ongoing</p> |
|---|----------------|

- Distribution of TDM promotional materials, including countywide bike map, countywide transit map and transit users guide Ongoing
- Update and reproduce countywide bike map and transit map Ongoing
- Co-produce *the News Wire*, SBCAG/Traffic Solutions newsletter Monthly
- Annual progress reports Ongoing
- Expand and improve TDM website Ongoing
- Conduct 2006 Commuter Profile Survey 3/07
- Assist the Green Awards Consortium with the Annual Green Awards Luncheon 9/06

Budget

SBCAG	\$415,000
TMP FlexWork Consultant	70,000
Consultant	<u>50,000</u>
	<u>\$535,000</u>

Funding

CMAQ (FHWA)	\$362,000
Measure D (TMP)	123,000
SBCAG	<u>50,000</u>
	<u>\$535,000</u>

WORK ELEMENT 5740 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, the Breeze and other intercommunity services as they are implemented.

Previous and Ongoing Work

- Implement one CAE expansion route (Sept. 2005).
- 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 (ends in FY05-06).

Tasks

10. Manage Clean Air Express commuter bus service operator contract.
11. Provide and administer Clean Air Express customer service.
12. Develop Clean Air Express and Coastal Express marketing and outreach materials.
13. Conduct periodic Clean Air Express on-board surveys.
14. Develop Clean Air Express service plans and make periodic route and schedule adjustments.
15. Develop and monitor Clean Air Express policies and procedures.
16. Administer monthly fare collection, pass distribution and periodic fare increases.
17. Manage Clean Air Express customer service outlets (Lompoc Albertson's, Santa Maria Town Center, MTD Transit Center)
18. Report emissions, ridership and operating statistics to Local, State and Federal Agencies.
19. Assist VCTC with service planning and financing of the Coastal Express transit service.
20. Identify creative financing opportunities for the Coastal Express and Clean Air Express transit services.
21. Meet annually (or as needed) with the Coastal Express Policy Advisory Committee.
22. 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.
23. Assist and coordinate with other transit operators to improve transfer connections between intercommunity and local transit services and develop strategies to enable transferable fare media between transit systems.
24. Coordinate with other transit operators to implement intercommunity transit service restructuring as recommended in the North County Transit Plan

Products

Date

- | | |
|---|--|
| <ul style="list-style-type: none"> ▪ Operate Clean Air Express commuter bus service ▪ Operate Coastal Express transit service ▪ Distribution of Clean Air Express brochures and schedules ▪ Distribution of Coastal Express brochures and schedules | <p>Ongoing
Ongoing
Ongoing
Monthly</p> |
|---|--|

Budget

SBCAG	\$492,000
Clean Air Express	<u>671,000</u>
	<u>\$1,163,000</u>

Funding

Measure D/Other	\$364,000
APCD	100,000
Clean Air Express Revenue	691,000
Bus Advertising Revenue	<u>8,000</u>
	<u>\$1,163,000</u>

**FY 2006-07 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					
1000 Program Administration									
1710 Administration	4,000	518	107,500	13,928	0	0	0	854	126,800
1720 Subregional/Interregional Coordination	0	0	6,400	829	0	0	0	71	7,300
1730 Public Participation and Information	4,000	518	134,600	17,439	0	0	0	1,043	157,600
1740 TDA Administration	0	0	0	0	0	0	0	28,800	28,800
2000 Comprehensive Planning/Analysis									
2710 Airport Land Use Planning	0	0	0	0	0	0	15,000	69,600	84,600
2720 Census Data Center	4,000	518	37,400	4,846	0	0	0	336	47,100
2730 Regional Growth Forecast	4,000	518	116,800	15,133	0	0	0	949	137,400
2740 Travel Demand Forecasting	4,000	518	112,800	14,614	0	0	0	868	132,800
3000 Transportation Planning and Programming									
3710 Regional Transportation Plan	4,000	518	49,700	6,439	0	0	0	443	61,100
3720 Highway Planning	0	0	45,400	5,882	0	0	0	318	51,600
3721 SR 246/Central Ave. Extension Feasibility Study	0	0	22,700	2,941	0	0	0	159	25,800
3730 Transit/Paratransit Planning	102,500	13,280	0	0	0	0	0	72,020	187,800
3731 North County Regional Transit Study	43,400	5,624	0	0	0	0	0	376	49,400
3740 Passenger Rail Service Planning	0	0	0	0	0	0	0	27,600	27,600
3750 Bicycle/Pedestrian Planning	0	0	24,200	3,135	0	0	0	265	27,600
3770 ITS Development & Deployment	0	0	46,200	5,986	0	0	0	314	52,500
3780 Congestion Management Program	0	0	52,100	6,750	0	0	0	450	59,300
3781 Highway 101 Implementation Plan	0	0	0	0	158,800	0	0	21,800	180,600
3790 Transportation Improvement Program	0	0	111,300	14,420	0	137,000	0	19,480	282,200
4000 Air Quality Planning									
4710 SIP Development	0	0	0	0	0	0	20,000	14,600	34,600
5000 Program Delivery/Services									
5710 Service Authority for Freeway Emergencies	0	0	0	0	0	0	0	124,700	124,700
5720 Local Transportation Authority	0	0	0	0	0	0	0	383,600	383,600
5721 LTA Capital Projects	0	0	0	0	0	0	0	194,800	194,800
5730 TDM/Ridesharing Program	0	0	0	0	362,000	0	0	173,000	535,000
5740 Intercommunity Transit	0	0	0	0	0	0	100,000	1,063,000	1,163,000
Total	169,900	22,012	867,100	112,342	520,800	137,000	135,000	2,199,446	4,163,600

FY 05-06 Allocation	165,900	793,200
Carryover	4,000	73,900
Total Funding	169,900	867,100

* Consists of, but is not limited to, Measure D funds; TDA planning allocations; interest earnings; SAFE motor vehicle fees, Clean Air Express fare revenues; and available fund balances.

APPENDICES

**APPENDIX A
2006
SANTA BARBARA COUNTY
ASSOCIATION OF GOVERNMENTS
BOARD OF DIRECTORS**

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

<u>Jurisdiction</u>	<u>Member</u>	<u>Alternate</u>
BUELLTON	RUSS HICKS Councilmember	VICTORIA POINTER Mayor
CARPINTERIA	DONNA JORDAN Councilmember	JOE ARMENDARIZ Councilmember
GOLETA	JONNY WALLIS Mayor (Vice-Chair)	JACK HAWXHURST Councilmember
GUADALUPE	LUPE ALVAREZ Mayor	JOHN SEBEDRA Councilmember
LOMPOC	DICK DEWEES Mayor	JANICE KELLER Councilmember
SANTA BARBARA	MARTY BLUM Mayor	IYA FALCONE Councilmember
SANTA MARIA	MARTY MARISCAL Councilmember	BOB ORACH Councilmember

SOLVANG

ED SKYTT
Councilmember

EUGENE BOYLE
Mayor

Ex-officio Members

Members of State Senate

Abel Maldonado
15th Senate District

Tom McClintock
19th Senate District

Members of State Assembly

Sam Blakeslee
33rd Assembly District

Pedro Nava
35th Assembly District

California Department of Transportation (CALTRANS) District 5

Gregg Albright
Director, District 5

APPENDIX B**2006 TECHNICAL PLANNING ADVISORY COMMITTEE
ROSTER**

<u>Jurisdiction</u>	<u>Member</u>	<u>Alternate</u>
BUELLTON	MARC BIERDZINSKI (Vice-Chair) Director Community Development	ANGELA PEREZ Planning Technician
CARPINTERIA	JACKIE CAMPBELL Director Community Development	DAVE DURFLINGER City Manager
GOLETA	KENNETH CURTIS Director of Planning and Environmental Services	MARTI SCHULTZ Principal Civil Engineer
GUADALUPE	MICHAEL PENA Director Public Works Department	CAROLYN GALLOWAY- COOPER City Administrator
LOMPOC	ARLEEN T. PELSTER Director Community Development	LUCILLE BREESE Associate Planner
SANTA BARBARA	LIZ LIMON Planner Community Development Department	JOHN LEDBETTER Principal Planner Community Development Department
SANTA MARIA	BILL SHIPSEY – (Chair) Manager Community Development Department	
SOLVANG	SHELLEY STAHL Director Community Development	MARLENE DEMERY City Manager
COUNTY OF SANTA BARBARA	JOSH MCDONNELL Planner Comprehensive Planning	GREG MOHR Planner Comprehensive Planning

2006 TPAC Membership Roster (cont)

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**2006 TECHNICAL TRANSPORTATION ADVISORY COMMITTEE
ROSTER****2006 MEMBERSHIP ROSTER**

<u>CITY</u>	<u>MEMBER</u>	<u>ALTERNATE</u>
BUELLTON Engineering Department P.O. Box 1819 Buellton, CA 93427 Phone: 686-0137 FAX: 686-0086	JEFF EDWARDS Deputy City Engineer Engineering Department	BILL CALLAGHAN Engineer
CARPINTERIA Public Works Department 5775 Carpinteria Avenue Carpinteria, CA 93013 Phone: 684-5405 FAX: 684-5304	DALE LIPP Public Works Director	DAVID DURFLIGNER City Manager
GOLETA 6500 Hollister Avenue Goleta, CA 93117 Phone: 961-7500 FAX: 685-2635	STEVE WAGNER Director of Community Services	MARTI SCHULTZ Principal engineer
GUADALUPE 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

MEMBER

ALTERNATE

LOMPOC

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

KEVIN McCUNE (**Chair**)
 Civil Engineer

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
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DAVID MURRAY
Chief Regional Planning &
IGR

APPENDIX D

Santa Barbara County Transit Advisory Council Membership Attendance 2006

Agency	Voting Representative	Present
Children and Families Commission – (community outreach)	Bleavins, Polly (NC)	
LOVARC (social service agency serving disabled)	Hummel, Rick (NC)	
SYVT – transit agency (Santa Ynez Valley)	Panya Chooeuy (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)	
Multiple Sclerosis Center (social service agency serving disabled)	Sudman, Bill (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)	Damiano, David (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)	Paredes, Ernesto (SC)	
Santa Barbara Community Services (community outreach/Hispanic)	Guzman, Julie (NC)	
Vocational Training Center (serving disable clients)	Spry, Kirk (NC)	

Agency	Voting Representative	Present
Community Partners in Caring (serving seniors)	Merwin, Bea (NC)	
County Transit – transit agency (transit in unincorporated areas)	Dobberteen, Matt (NC)	
Santa Maria Area Transit (transit user – North County)	Zoost, Ed (NC)	

APPENDIX E

**CERTIFICATIONS AND ASSURANCES
FOR FTA ASSISTANCE PROGRAMS**

**FEDERAL FISCAL YEAR 2006 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	_____
04.	Public Hearing	<u>X</u>
05.	Acquisition of Rolling Stock	_____
06.	Bus Testing	_____
07.	Charter Service Agreement	_____
08.	School Transportation Agreement	_____
09.	Demand Responsive Service	_____
10.	Alcohol Misuse and Prohibited Drug Use	_____
11.	Interest and Other Financing Costs	_____
12.	Intelligent Transportation Systems	_____
13.	Urbanized Area, JARC, and Clean Fuels Programs	_____
14.	Elderly and Persons with Disabilities Program	_____
15.	Nonurbanized Area Formula Program	_____
16.	State Infrastructure Bank Program	_____

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

APPENDIX A

FEDERAL FISCAL YEAR 2006 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 2006.

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 2006.

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 21st 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 21st 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

ADA	Americans With Disabilities Act - 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.
ADT	Average Daily Travel - The average number of vehicles which traverse a given segment of roadway over a 24-hour period.
ALUC	Airport Land Use Commission - 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.
ALUP	Airport Land Use Plan - 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.
Caltrans	California Department of Transportation - 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.
CAP	Clean Air Plan - 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 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.
CART	Carpinteria Area Rapid Transit - Demand-responsive general public transit service in the Carpinteria area operated by Easy Lift Transportation under contract with the City of Carpinteria.
CASP	California Aviation System Plan - 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.
CBD	Central Business District - 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 and prepared by the State Department of Transportation.
- 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.

Measure D	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.
MPO	Metropolitan Planning Organization - 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.
NAAQS	National Ambient Air Quality Standards - 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.
NEPA	National Environmental Policy Act – Federal legislation which establishes requirements and procedures for documenting the environmental impacts of federally funded projects, including transportation improvements.
NHS	National Highway System - 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.
OWP	Overall Work Program - 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.
PRIMARY AIRPORT	A commercial service airport that enplanes more than 10,000 Passengers/year.
PSR	Project Study Report – 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.
RELIEVER AIRPORT	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.
RIP	Regional Improvement Program – 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.
RSTP	Regional Surface Transportation Program – 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.
- SAFETEA-LU** The **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)** was enacted August 10, 2005, as Public Law 109-59. SAFETEA-LU authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009.

SAFETEA-LU replaces TEA 21, the former federal surface transportation authorizing legislation which expired in October 2003.

- 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 Coast 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 designated as the CTSA for the Santa Maria-Guadalupe-Orcutt region.

- S RTP** **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 may 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 21st 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.