

Overall Work Program

Fiscal Year 2010 - 2011

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Credit/Disclaimer Statement

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EXECUTIVE SUMMARY

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

Staff initiated preparation of the draft document in late 2009. SBCAG advisory committees were solicited 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 April and a final OWP is approved by the SBCAG 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 upcoming 2010-11 fiscal year.

Work activities that will be a high priority for SBCAG in FY 2010-11 include:

- Implement the Strategic Plan for of Measure A, adopted in FY 2009/10.
- Continuing efforts to identify regional transportation funding needs and aggressively identify and obtain federal and state revenues to meet those needs.
- Completion of the remaining Measure D regional highway and transit projects.
- Initiating implementation of SB 375 which requires the development of a Sustainable Communities Strategy to be incorporated in the next update of the Regional Transportation Plan. Implementation of the 101 in Motion Action Plan including
 - Working with Caltrans on implementing the 2005 Corridor System Management Plan for the south coast 101 corridor
 - Continuing project development work on the 101 widening between Santa Barbara and the Ventura County line
 - Development of passenger rail service serving commuters between Ventura County and the south coast area of Santa Barbara County
 - Completion or continuation of "early action" congestion relief projects (eg., freeway service patrol program, intelligent transportation system projects)

- Facilitating interregional cooperation with regional planning organizations in San Luis Obispo County and Ventura County.
- Implementing SAFETEA-LU planning and programming requirements and monitoring changes in these requirements that may result from new surface transportation authorization legislation.
- Updating the Public Participation Plan so it is SAFETEA-LU and SB-375 compliant.
- Leading regional efforts to implement “shovel ready” projects funded through the American Recovery and Reinvestment Act of 2009 and subsequent federal and state economic stimulus measures,
- Develop and maintain web based regional map with real-time traffic conditions and other information for commuters and other travelers.
- Continue efforts to reduce congestion by assisting commuters and employers with Traffic Solution’s commute alternatives programs like *Curb Your Commute*.
- Monitoring project delivery deadlines and assisting local agencies with meeting these deadlines.
- Completing an annual Transit Needs Assessment.
- Obtaining 2010 Census data and leading regional efforts to solicit, compile, and evaluate 2010 Census data.
- Continuing motorist aid programs including the highway call box program and freeway service patrol program.
- Continue operation of the Coastal Express regional transit service
- Assist operators in implementing recommendations from North County Transit Plan to improve/expand regional transit services in the North County and between North County and South Coast.

More information about each of these activities as well as other tasks proposed for the upcoming fiscal year is provided in the Work Elements contained in the Comprehensive Planning Program section of the Overall Work Program.

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 2010-11 is divided into five subcategories and further subdivided into individual work elements. The subcategories are:

- 1100 -- Program Administration
- 2100 -- Comprehensive Planning and Analysis
- 3100 -- Transportation Planning and Programming
- 4100 -- Air Quality Planning
- 5100 -- 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 431,312 in 2009. 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 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 due to the cancelation of the Space Shuttle Program at VAFB.

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.

The Santa Ynez Band of Chumash Indians is a Federally recognized tribal government located in the Santa Ynez Valley along State Route 246, just east of Solvang.

SBCAG Roles and Responsibilities

SBCAG was established (originally as the Santa Barbara County-Cities 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.

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 metropolitan 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. Under state law, established by SB-375, as the MPO, SBCAG is also responsible for preparing the Sustainable Communities Strategy element of the Regional Transportation Plan (Government Code Section 65080).

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, implementation, of the programs and projects financed by a local sales tax increase for transportation. Measure D, which was approved by the county voters in November 1989 initiated a ½ cent sales tax in 1990 and expires on March 31 2010. SBCAG is also responsible for implementing Measure A, the successor to Measure D, approved by voters in 2008 which extends the existing county one-half cent sales tax until 2040. 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 implementing motorist aid systems including the installation, operation, and maintenance of a system of roadside call boxes on state highways throughout Santa Barbara County. SBCAG also provides a Freeway Service Patrol on Highway 101, south coast urbanized area during morning and evening peak travel periods.

Congestion Management Agency (CMA) - 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.

Council of Governments (COG) - As the Council of Governments for Santa Barbara County, SBCAG is responsible for carrying out the Regional Housing Needs Allocation process prescribed in state housing law. (Government Code Section 65584 *et seq.*)

Traffic Solutions - SBCAG, through its Traffic Solutions program, administers a voluntary transportation demand management (TDM) program involving commuters and employers throughout Santa Barbara County. SBCAG also provides a countywide rideshare matching and outreach program. In cooperation with the Ventura County Transportation Commission, SBCAG funds and manages the Coastal Express inter-county public transit service.

Transportation Management Area (TMA) - The Santa Barbara County area has been designated as a Transportation Management Area pursuant to the provisions of the federal transportation law, SAFETEA-LU. 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.

SBCAG Board meetings are held monthly, in addition to special workshops, alternating locations between Santa Barbara and Santa Maria. Meeting agendas and materials are published at least 3 days in advance on the web and e-mailed to those interested persons. In compliance with SAFETEA LU meetings are held in convenient and accessible locations with remote testimony, TV coverage, press coverage, and a “Public Comment” item on the agenda. Participation is provided to a broad range of private and public interests. Remote testimony is also available for SBCAG Board meetings, so meetings held in Santa Maria are accessible to those in the Santa Barbara area and vice versa.

Advisory Committees

SBCAG currently has four 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), the Santa Barbara County Transit Advisory Council (SBCTAC), and Measure A Citizens Advisory Committee. 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. The Measure A Committee meets as required. On occasion, all advisory committees meet in other areas of the County. Membership rosters are provided in Appendices A, B, C, and D.

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, Solvang, 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.

SBCAG appointed a Citizen's Oversight Committee to assist the SBCAG board in overseeing the implementation of Measure A. Appointment of this committee and its responsibilities are specified in the Measure A ordinance. The committee was established to help ensure accountability to voters regarding the expenditure of Measure A funds and to assist the Authority in ensuring that all provisions, requirements and voter mandates specified in the Investment Plan and Ordinance are properly carried out.

Three of the committees are active in regional planning and policy development. The Measure A Committee is focused solely on the implementation of the Measure A program. The remaining 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 four 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 committees will also be advising the SBCAG board on the policies and guidelines required to implement the North County and South Coast subregional programs specified in Measure A. The membership of the Subregional Planning Committees includes board members representing cities or Supervisorial districts within the subregion. The Caltrans District Director is an ex-officio member of the committees. The SBMTD board also appoints an ex-officio member to the South Coast Subregional Planning Committee. The subregional committees are given specific responsibilities in the implementation of Measure A. These committees also operate under the principles of the Brown Act and are duly noticed and open to the public. Committee meetings are scheduled monthly, but typically are held only when there are sufficient agenda items. Meeting agendas and materials are published at least 3 days in advance on the web and mailed to those interested persons. In compliance with SAFETEA LU meetings are held in convenient and accessible locations with a "Public Comment" item on the agenda. Participation is provided to a broad range of private and public interests.

SBCAG also appoints members to other ad hoc or standing committees which focus on specific issues or topics. Examples include the Santa Barbara County Travel Model Users Group, the Coastal Express Policy Steering Committee, and Highway 166 Safety Task Force.

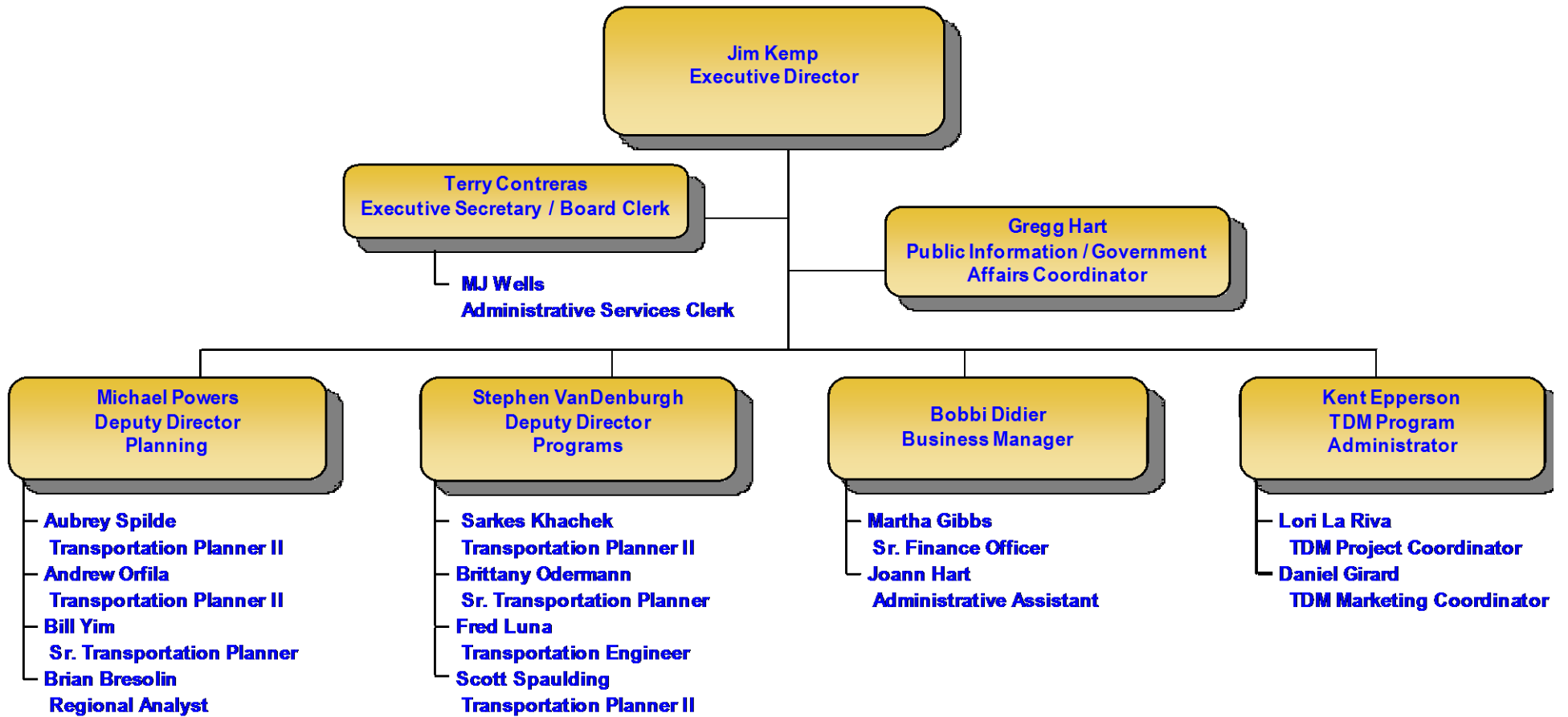
Staffing

SBCAG currently has twenty authorized positions as listed below:

- 1 Executive Director
- 1 Deputy Director – Planning
- 1 Deputy Director – Programming and Project Delivery
- 1 Business Manager
- 1 Transportation Engineer
- 6 Transportation Planners, I/II/Senior
- 1 TDM Program Administrator
- 1 Regional Analyst
- 1 Public Information/Government Affairs Coordinator
- 1 Sr. Finance Officer
- 1 Executive Secretary / Board Clerk
- 1 TDM Project Coordinator
- 1 TDM Marketing Coordinator
- 1 Administrative Services Clerk
- 1 Administrative Assistant

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

Staff Organization Chart



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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, Public Participation Plan Update, 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 implementation of the Central Coast Intelligent Transportation Systems (ITS) Architecture and Maintenance Plan and the development of a Coastal California Commercial Flows 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 inter-regional bus service connecting Oxnard, Ventura, Carpinteria and Santa Barbara/Goleta, was initiated in August 2001 through a cooperative effort with VCTC. Route 10 connects San Luis Obispo and Santa Maria and relies on joint funding.

Recognizing the interdependence of the region and the importance of interregional cooperation, SBCAG meets with its counterparts in Ventura and San Luis Obispo counties periodically. SBCAG and SLOCOG received a state Planning Partnership Grant to foster cross county regional planning in the area of the Santa Maria Valley and Southern San Luis Obispo County. SBCAG also submitted a joint state Proposition 1B Corridor Mobility Improvement Account (CMIA) application with VCTC, to improve Highway 101 that links Ventura and Santa Barbara Counties in order to alleviate inter-county traffic congestion. The application was approved in 2007 and project development work is ongoing. Both agencies participated along with Caltrans Districts 5 and 7 in the development of the 101 Corridor System Management Plan.

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 implementing the 101 In Motion Plan as discussed later is a good example of the level of coordination that has been achieved over the years. SBCAG was also the lead agency for the preparation of the Coordinated Public Transit-Human Services Plan (approved September 2007) and is continuing its activities to implement the plan.

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 Regional Transportation Plan (RTP) and Federal Transportation Improvement Program (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. Some documents provide the basis for updating other documents. For example an update of the Regional Growth Forecast necessitates the update of the travel model which then modifies the needs assessment in the RTP. All these events occur sequentially, not at the same time so some documents may not always be internally consistent. Certain documents, such as the RTP, are relatively "stable" from year to year while others such as the FTIP are regularly updated and 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 and the California Transportation Plan.

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. SBCAG Board meetings are held monthly, in addition to special workshops, alternating locations between Santa Barbara and Santa Maria. Meeting agendas and materials are published three days in advance on the web and mailed to those interested persons. In compliance with SAFETEA LU meetings are held in convenient and accessible locations with remote testimony, TV coverage, press coverage, and a "Public Comment" item on the agenda. Participation is provided to a broad range of private and public interests.

Over the past several years, SBCAG has expanded its public outreach program to include a general information brochure, and timely news releases. SBCAG also expanded the web site to include archived newsletters, meeting schedules, publication (including the RTP and FTIP), 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 federal Metropolitan Planning Organization (MPO) planning regulations. The plan has been updated periodically as needed. A Public Participation Plan that is compliant with new SAFETEA-LU requirements was adopted in December 2007 but will be updated this next FY due to the requirements of SB-375.

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. SBCAG has worked closely with representatives of various modal groups over the years including the Santa Barbara County Bicycle Coalition, the Safe Routes to Schools Coalition, RAILPAC, American Automobile Association, Coast Rail Now, among others to solicit their input on various transportation issues.

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. This outreach will be evaluated and updated in compliance with the requirements of SAFETEA LU. In addition, SBCAG continues to conduct Tribal government-to-government relations with the Santa Ynez Band of Chumash

Indians as well as seek out and offer public participation outreach efforts to other communities, organizations, and individuals.

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 disabled, 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. Federal regulations were issued on October 21, 1987 to ensure the participation of disadvantaged business enterprises in USDOT-funded programs. SBCAG adopted its annual; Disadvantaged Business Enterprise (DBE) Plan in 2006 in accordance with the latest State and Federal requirements, and is closely monitoring proposed changes in the State of California's DBE Program currently under consideration by Caltrans to conform state policy with recent court rulings.

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 FY 2010-11 Overall Work 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 and implementation of the Regional Transportation Plan (WE 3110) and the Transportation Improvement Program (WE 3190) are the primary means by which SBCAG directs strategic transportation investment consistent with regional policies. These documents reflect a region wide 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 (WE 3120, 3170, 3180, etc.) will address congestion along the primary transportation corridor.

SBCAG has been, and will continue, working with local agencies to ensure federal economic and infrastructure funding is programmed in a timely manner to deliver their full economic and job creation benefits.

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 3190). Other work elements with a significant safety component include the regional call box program and South Coast 101 Freeway Service Patrol program (WE 5110), the ITS program (WE 3170), and the Airport Land Use Planning program (WE 2110). The Transit Element (WE 3130) will also address the emergency evacuation of transit dependent persons as well as be the topic for discussion with our County Transit Advisory Committee (SBCTAC).

3. Increase the security of the transportation system

The 2008 RTP (WE 3110) update that was adopted in 2009 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 3130).

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 (WE 3110) as well as various modal planning activities (e.g. Transit/Paratransit Planning (WE 3130), Passenger Rail Service Planning (WE 3140), Bicycle/Pedestrian Planning (WE 3150), and the Transportation Demand Management/Ridesharing Program (WE 5130). In addition, SBCAG recently completed an upgrade of its highway call box system that included TTY devices for disabled and hearing impaired individuals (WE 5110). In cooperation with Caltrans and local partners SBCAG is improving traffic monitoring and surveillance and making this information available to the travelling public on the web.

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 3120. SBCAG has also joined with the San Luis Obispo Council of Governments (SLOCOG) and the Association of Monterey Bay Area Governments (AMBAG) in forming the Central Coast Commercial Flow Technical Advisory Committee in 2008 to address goods movement issues along the Highway 101 corridor. The study will continue into the next fiscal year

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 3110) and in the selection of transportation projects that conform to the SIP (WE 4110). An EIR was prepared for the 2008 RTP. 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 will address this issue as we respond to the requirements of SB-375.

6. Enhance the integration and connectivity of the transportation system

The transportation planning process needs to result in a 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 2150), incorporating the ability to model transit trips as well as highway modes. Travel data derived from the 2000 and 2010 Census (WE 2120), Traffic Solutions 2007 Commuter Survey, 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.

7. 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 3170 (ITS Deployment and Development) and 3180 (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 2010-11 will continue to focus on implementation of the Central Coast ITS Architecture and Maintenance Plan. Continuation of the Freeway Service Patrol program (WE 5110) will improve operations on the 101 corridor.

8. 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 5120). A key component of the reauthorization of Measure D with Measure A was providing funds for local street and road maintenance, a key policy challenge is also providing funds for transit. The Regional Transportation Plan (WE 3110) continues to reflect a priority for system preservation.

Planning Emphasis Areas

There are no specific nationwide Federal Planning Emphasis Areas (PEA's) for the 2010/2011OWP cycle. However, FHWA in concert with FTA, has developed three California Planning Emphasis Areas:

1. Performance management
2. Implementation of Certification Review corrective actions and recommendations; and,
3. Public Involvement Procedures/documentation of planning and programming issues.

1. Performance Management

Performance measures are documented in the 2008 Regional Transportation Plan and recent 2009 update to the Congestion Management Program. SBCAG, in cooperation with the State, FHWA, and FTA and other MPO's will establish and implement at least one performance measure for transportation programming.

2. Implementation of Certification Review corrective actions and recommendations

The last SBCAG certification review took place in 2008 and the report was released jointly by the Federal Highway Administration and Federal Administration in September 2008. The report contained no corrective actions for SBCAG but included the following recommended actions:

To meet the requirements of 23 CFR 450.320(c)(6), SBCAG should have a process for periodically evaluating the effectiveness of implemented congestion relief strategies.

The CMP strategies and projects should be coordinated with those for the area from the Central Coast ITS Implementation Plan.

Under 23 CFR 450.320(a), where general purpose lanes are determined to be an appropriate strategy to reduce congestion, explicit consideration should be given to travel demand management and operational strategies could be complementary to the SOV project as a way of stretching that investment for as long as possible. While SBCAG does analyze TDM and operational improvements, SBCAG should document these as part of major corridor reviews and other project analysis if they expect capacity to be the suggested strategy.

To meet the requirements of the Executive Order on Environmental Justice and Title VI, additional effort is required to increase the opportunity for minority and low income populations to meaningfully participate in the transportation planning process.

Performance standards for public involvement should be established and monitored to measure achievement in this area.

To meet the requirements of the Executive Order on Environmental Justice and Title VI, SBCAG should conduct an analysis to identify minority and low income populations, and to analyze if the current and planned transportation system inordinately burdens these populations or significantly denies these populations the benefits of the transportation system.

SBCAG is encouraged to incorporate data collection and assembly tasks in future model development activities.

SBCAG is encouraged to develop a list of three or four 'highest priority' model capabilities and establish long-term work plans (and budgets) that may address each.

SBCAG is encouraged to consider establishing two parallel tracks in the division of travel forecasting responsibilities: one targeted towards the 'day-to-day' maintenance of the models, and the other to model development and enhancement activities, including model calibration and validation. SBCAG implemented some of these recommendations. For example, this last Fiscal Year's OWP categorized the modeling work activities as specified in the recommended actions and developed a travel model improvement program in our pursuit of Prop. 84 funds. Other recommendations are addressed in their respective work elements.

3. Public Involvement Procedures/documentation of planning and programming issues.

SBCAG reviews all Work Elements in our OWP and agency work products to insure they address public involvement. SBCAG plans to update our Public Involvement Procedures this next year and we will consider this proposal in the update of our procedures.

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. SB 375 emphasizes this relationship and obligates SBCAG to prepare a Sustainability Community Strategy as part of our next update to our RTP. The OWP for FY 2010-11 includes several activities designed to develop information and tools and provide a framework for addressing this responsibility.

State grant funds were made available to prepare Regional Blueprint plans in the FY 05-06 state budget. SBCAG received a Blueprint Planning Grant with SLOCOG for a focused regional blueprint effort in the Santa Maria Valley (WE 2135). This grant will help develop the methods to assist SBCAG is addressing the requirements of SB 375. SBCAG was also awarded a grant

from the Governor's Strategic Growth Council for improvements to the SBCAG travel model to address the land use-transportation connection.

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 was approved by the APCD Board in 2007, under USEPA's Final Implementation Rule. SBCAG staff prepared the mobile source emissions component of the 2007 Clean Air Plan under the leadership of the Santa Barbara County APCD. The plan is on target for approval by USEPA (WE 4110). The 8-hour federal ozone standard has been subject to legal challenges and staff will continue to monitor implications of future legal findings. In addition, staff will be working with APCD staff in assessing the implications of EPA's recent proposed revisions to the ozone standard. This next fiscal year effort will concentrate on final approval of the 2010 State Clean Air Plan. The 2010 Plan will include outreach to the public, Cities, County, and Caltrans on adoption of potential Transportation Control Measures (TCM's), as well as tracking those TCM's that have been adopted in prior Plans. The Plan will include the most recent socio-economic data from SBCAG's Regional Growth Forecast and VMT and trip projections from the SBCAG regional traffic model. Staff will also be addressing transportation-related Greenhouse Gas Emissions in response to state legislation and concerns about global warming.

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. SBCAG attains all federal air quality standards, including the new proposed PM 2.5 designations. However, SBCAG will be involved as other agencies are in addressing the impacts of CO2 production and consequent impacts on global warming.

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 3180) and through ITS development and deployment (WE 3170). One of SBCAG's major efforts in FY 2005-06 resulted in the approval of the 101 In Motion Plan and in FY 2010-11 the focus will continue on implementation of the final recommended project package. The 101 in Motion project emphasized significant public outreach to the general public, including traditionally under represented sectors, such as minorities, low-income, commuters, among others, to enable input into decision making on proposed measures and projects. The long-term projects from the 101 In Motion have been incorporated into the

Congestion Management Plan. SBCAG, acting as the lead agency, is working in partnership with Caltrans, APCD, MTD, and local agencies in the implementation of the 101 In Motion Including an HOV lane on Highway 101, enhanced transit, and improved commuter friendly intercity passenger rail services.

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 is available for this purpose through Measure D, the new Measure A, local gas tax subventions, Federal Surface Transportation Program (STP) Prop 1B and the State Highway Operation and Protection Program (SHOPP), 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 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.

In the long term, the passage of Measure A and the component that included significant funding for local roads will provided significant benefits to local agencies. SBCAG will continue working to protect and enhance revenues for system preservation through activities associated with the TIP development (WE 3190) and through monitoring of legislative initiatives during FY 2010-11.

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 reducing air quality. 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 three year pilot project in August 2001 and provides frequent daily service between Oxnard/Ventura and Carpinteria, Santa Barbara, and Goleta. Coastal Express ridership has grown over 500% since it was introduced and the service now has dedicated long term funding under the Measure A program.

In addition, SBCAG assumed management of the Clean Air Express commuter bus service from APCD in 2001. 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. Ridership continues to be strong, and a 12th route was added in 2008 in response to the surge in gas prices. In July 2010, it is anticipated that the city of Santa Maria will assume responsibility for oversight of the Clean Air Express under an MOU with SBCAG.

SBCAG programmed funds in 2002 to implement regularly scheduled public transit service between the Santa Ynez Valley and the South Coast area. Santa Barbara Metropolitan Transit

District (SBMTD) began operating the new Valley Express service in March 2005 with newly acquired coaches. Due to low ridership, the Valley Express was reduced from four routes to three in 2008 following the end of the federally funded CMAQ pilot program.

SBCAG will continue to monitor the Valley Express for adherence to the performance measures in the MOU between SBCAG and MTD governing the provision of the service.

SBCAG provided one of its last allocations of CMAQ funds to provide commuter and general use transit service between the communities of Lompoc, Santa Maria and Vandenberg Air Force Base. Santa Maria was 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 SBCTAC, Santa Barbara County began providing limited intercommunity transit service between Los Alamos and Santa Maria in 2005.

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. In 2006 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. The North County Transit Plan was developed with the assistance of SBCTAC and a technical advisory committee of transit operators. Transit user surveys, web-based surveys and public workshops were used in the extensive public outreach program to develop the plan. The final plan included short and long term recommendations to improve coordination and implement new regional transit services. Following public review the Northern Santa Barbara County Transit Plan was approved by the SBCAG Board in October 2006. This plan provided a basis for developing a transit component to Measure A. Funding for the continuation and limited expansion of interregional transit services is provided through Measure A.

Transportation Funding

The SBCAG Metropolitan Transportation Plan adopted in January 2005 contained a financial analysis that demonstrated that sufficient funds will be available for plan implementation only if the Measure D ½ cent sales tax was extended beyond its current sunset in 2010, or some equivalent funding source was secured. This call to action prompted efforts to renew Measure D in 2006 (which failed) and in 2008 which passed. As indicated earlier local governments have come to rely heavily on local sales tax revenues as a primary source of funding for roadway maintenance and rehabilitation. In addition, completion of high priority regional projects to relieve congestion on Highway 101 and provide for an expansion of transportation alternatives required an extension of Measure D. SBCAG will continue to monitor legislative proposals to provide additional transportation funding, and to aggressively explore all available funding options to address the region's pressing transportation needs.

State funding for transportation was increased and made more secure for a period of time by the passage of Proposition 42 (dedicates sales tax on fuel to transportation) Prop 1B (authorizes \$20 billion in general obligation bonds for transportation) and Prop 1A (limits borrowing of Prop 42 funds for non-transportation purposes). However, the ongoing state budget deficits have threatened the stability of transportation funding and occasionally forces suspension of work on projects. State budget deficits, increasing oil prices and construction costs, declining fuel tax revenues and increasing demand have resulted in boom/bust funding

cycles and the inability to meet the need for state funding for congestion relief, infrastructure repair/maintenance, traffic safety and public transit.

The passage of SAFETEA-LU provided a significant increase in overall funding levels for highway and transit projects through FY 2008-09. SAFETEA-LU expired in 2009, but has been continued without funding increases for short term continuations. . Some of the program authorization level increases such as RSTP and Metropolitan Planning have benefitted our region. However, as a result of its designation in 2005 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.

A federal economic stimulus package was passed early in 2009 and a significant amount of federal funding became available for transportation infrastructure projects. To ensure that these funds help the economy in the near term, stimulus funding will be limited to projects that are ready to go and can obligate funds quickly. SBCAG programmed a significant portion of stimulus funding for road rehab and transit capital projects which do not have long lead times. In addition, stimulus funding provided a means to fund state projects that have been halted due to the state budget shortfall.

Greenhouse Gas Emissions

SBCAG is also addressing Greenhouse Gas emissions though its work on SB-375 enacted by the state in 2008. The California Air Resources Board is establishing GHG reduction targets for each MPO in California. SBCAG will initiate the development of a Sustainable Communities Strategy to address this issue in FY 2010-11.

Significant FY 2009-10 Accomplishments

SBCAG achieved several major milestones during FY 2009-10, 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

Following workshops and public input the Environmental Impact Report was certified and the 2008 Regional Transportation Plan was approved by the SBCAG Board in September, 2008. However, SBCAG was sued and a June 30, 2009 ruling by the Santa Barbara Superior Court vacated SBCAG's September 18, 2008 approval of the 2008 Regional Transportation Plan (RTP) and certification of the associated program Environmental Impact Report (EIR). The court, in response to a lawsuit by Sustainable Transportation Advocates of Santa Barbara (STASB) challenging the adequacy of the EIR, found that SBCAG's EIR was deficient with respect to energy setting, energy impacts analysis, and, to a limited extent, induced travel.

SBCAG produced a Draft Amendment to the EIR, which included a discussion of induced travel, additional energy setting information, and an improved energy impact analysis, to comply with the court's ruling. SBCAG distributed the Draft Amendment to the EIR for a 45-day public review period. SBCAG received 18 individual comments. SBCAG and the consultant reviewed the comment letters and accordingly modified the Amendment to the EIR. In October the SBCAG Board adopted resolutions certifying the Final EIR, as amended, approved the CEQA Findings and the Mitigation Monitoring and Reporting Program, and approved the 2008 RTP. This action was subsequently accepted by the Court, which vacated the original ruling.

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 called for the development of the 101 In Motion 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. SBCAG, often acting as the lead agency, is working in partnership with Caltrans, MTD, and local agencies in the implementation of the 101 In Motion Including an HOV lane on Highway 101, enhanced transit, and improved commuter friendly intercity passenger rail services.

Measure D Renewal

In November 2008, voters overwhelmingly approved Measure A with 79% voter support. Measure A extends the county's existing ½ cent sales tax for transportation from the expiration of Measure D in 2010 to 2040. Over its 30 year term, the measure will generate over \$1.0 billion and leverage an estimated \$0.5 billion in state/federal matching funds. Measure A funds must be spent on projects identified in an Investment Plan. The Investment Plan is consistent with the Regional Transportation Plan and was developed with extensive public and stakeholder input to ensure that the needs of each community within the region are reflected. The cost of all the projects included in SBCAG's 2008 Regional Transportation Plan exceeds \$5.0 billion. Implementing the plan without Measure A would not be possible. Like the RTP, Measure A's Investment Plan balances funding for a variety of transportation needs including local road repair, increasing capacity, improving safety, expanding alternative transportation including local/interregional transit, paratransit, passenger rail, bicycles and pedestrian facilities. This last year SBCAG has been preparing a Measure A Strategic Plan for implementation of Measure A. The development of the various cash flow scenarios has highlighted the key tradeoffs associated with meeting the project delivery commitments in the Measure A investment plan. These tradeoffs include:

- Providing annual allocations off the top for local agencies and transit;
- Delivering the 101 HOV project when ready as the region's highest priority project;
- Delivering other named projects (especially those dependent on matching funds); and
- Creating reserve capacity for new projects not in Measure A.

Since Measure A provides only about one-third of the funding needed to deliver all of the named projects included in the Measure A investment plan, a significant amount of regional, state and federal matching funds will be required over many years. It is expected that local funding provided through Measure A will help SBCAG to leverage discretionary state and federal dollars.

Proposition 1B CMIA

SBCAG has worked with Caltrans, the Ventura County Transportation Commission and the San Luis Obispo Council of Governments to submit applications for funding of interregional capacity increasing projects on Highway 101 to the California Transportation Commission from the Corridor Mobility Improvement Account (CMIA). This \$4.5 billion statewide program was created by the passage of Prop. 1B in November 2006. Caltrans, SBCAG, and VCTC submitted an application for some of these funds for projects on Highway 101 to widen Highway 101 in the south coast and at the Santa Maria River Bridge. The SBCAG, Caltrans and VCTC application was approved and the CTC allocated \$151.47 million dollars (including \$131.6 million in CMIA funds and \$19.87 million from Caltrans' Interregional share of STIP augmentation funds) to widen Highway 101 between Mussel Shoals and Carpinteria Creek. A final environmental document for the project has been approved. Permits are being secured and final design is nearing completion. Construction of the project is scheduled to begin in 2011. The application jointly submitted by SBCAG, SLOCOG and Caltrans for the Santa Maria River Bridge project was not approved for CMIA funding, however, the three agency partners programmed STIP augmentation funds to complete final design and right of way work on the project. Measure A includes \$10 million for construction of the project. The partners will be seeking to close the shortfall with cost savings from Prop 1B CMIA projects that has resulted from low construction bids or from a jobs creation bill being considered by Congress. The project is shovel ready since the environmental document has been approved and the construction plans are complete and ready to advertise for bids.

Transit Needs Assessment and Intercommunity Transit Services

SBCAG working in consultation with the Santa Barbara County Transit Advisory Committee (SBCTAC) is preparing the annual Transit Needs Assessment for 2009. It is anticipated that the Transit Needs Assessment will be adopted by the SBCAG Board in May 2010.

SBCAG conducts an extensive public outreach program to inform citizens of the transit needs assessment process. A public hearing was held on January 21, 2010 in Santa Maria with a Spanish language interpreter available for translation. The purpose of the hearing was to allow for public comment for new or expanded transit services in Santa Barbara County. Public outreach materials are distributed and 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. Additional service planning also resulted in a new intercity service between Lompoc and Solvang, the "Wine Country Express."

Following workshops, extensive work with the Santa Barbara County Transit Advisory Committee, and a public hearing, in 2007 SBCAG adopted Transportation Connections: The Public Transit Human Services Transportation Plan for Santa Barbara County. This plan was approved by the State in 2008.

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 the South Coast. 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, May 2004, June 2006, and January 2008. The service, known as the Coastal Express, was initiated in August 2001. Based on strong ridership, the service has expanded annually and was made permanent following the CMAQ funded pilot program. The Coastal Express now carries five times the number of passengers as when it was introduced and will be funded under the Measure A interregional transit program.

In addition, the transfer of the responsibility for administering the Clean Air Express interregional bus service from APCD to SBCAG was completed in the fall 2001. Service was expanded from 8 daily routes to 10 in 2004/05 and an additional route was added in FY05/06. The Clean Air Express saw a significant increase in ridership in FY07/08 resulting in significant overcrowding on some routes. Another Lompoc route was added in FY08-09 utilizing a spare MTD Valley Express Bus bringing the total number of routes to 12 (5 serving Santa Maria, 7 serving Lompoc). Two spare buses were also replaced in FY08-09. The replacement buses carry five additional passengers per bus which also helped to ease overcrowding when passenger loads peaked in October 2008. In July 2010 it is anticipated the city of Santa Maria will assume responsibility for oversight of the Clean Air Express service under an MOU with SBCAG and will be funded by the Measure A interregional transit program.

In FY 2008/09, SBCAG assigned the existing Clean Air Express service contract to the City of Lompoc for program oversight and held a series of Clean Air Express Working Group meetings to develop the most cost effective and operationally efficient method of operating the Clean Air Express under the Measure A program. In January 2010, the working group reached consensus that the City of Santa Maria was the transit agency best positioned to manage the service beginning in July 2010. The Programming and Project Delivery division will be providing oversight for the program in coordination with Santa Maria Area Transit under an MOU that will contain funding, performance measures, designation of responsibilities and other details.

Adoption of 2009 FTIP and 2010 RTIP

SBCAG adopted the 2009 SAFETEA-LU compliant FTIP in July 2008.

In January 2010, the SBCAG board approved the 2010 Regional Transportation Improvement Program which identifies projects to be funded with the region's county share of STIP funds. The RTIP programmed approximately \$2.1 million in regional STIP-TE funds that will be available during the five year period of the 2010 STIP (FY 2010-11 to 2014-15) There was no new regional STIP capacity identified in the 2010 fund estimate.

Project Monitoring and Delivery Management

In recent years a great deal of attention has been 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 SAFETEA-LU funding apportionments. Attention to project delivery will continue to be a priority because some projects funded by Proposition 1B have a statutory deadline to be under construction by 2012. Others will be under scrutiny by the California Transportation Commission to make progress towards delivery to show voters that promises made by the Governor in the Prop 1B campaign are promises kept. Still other projects funded by the federal stimulus program (ARRA) have to be constructed by September 30, 2012. Under SB 45 and AB 1012, SBCAG has significant responsibility for ensuring that available funds are programmed and expended in a timely fashion. SBCAG dedicates two staff positions, to monitoring the status of STIP, RSTP, CMIA, FTA and TE projects, and to assist local governments in project delivery. 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. This monitoring program was initiated in FY 2000-01, and the effort will be continued in the coming fiscal year as part of WE 3190.

SBCAG has also contracted with Ecoineractive, Inc. to install a project tracking database “EZ Trak” that uploads and downloads information from the Caltrans CTIPs database. This database is accessible via the internet for member agencies and Caltrans. This helps SBCAG and its member agencies monitor projects programmed in the 2009 FTIP and 2010 STIP, ensuring that the timely use of funds requirements under SB 45 and AB 1012 are met, and make the FTIP amendment process more efficient.

Year 2010 Census

Staff continues to provide assistance and analysis of data from the Year 2000 census as requested. Staff also prepared summary reports to respond to public interest in census results. Lately emphasis is placed on distributing results of the annual American Communities Survey. For example, The ACS has just released its first multiyear estimates based on ACS data collected from 2006 – 2008 for several geographic areas of the county over 20,000 population. Staff distributed these results to local agencies and interested parties as well as included the information in the SBCAG Census website. In March of 2011 additional census data releases are anticipated.

Staff has initiated preparation for the April 2010 US Census with local agencies and census personnel, providing background and informational materials on the SBCAG website, attending meetings with various local Complete County Committees, and, attended State Department of Finance sponsored Census workshops.. Staff hosted a Local Update of Census Addresses (LUCA) workshop conducted by the Census Bureau. Staff also hosted a Participant Statistical Areas Program (PSAP) workshop conducted by the Census Bureau, updated the necessary files, and, submitted the appropriate materials to the census bureau. In addition, staff met with planning agency representatives individually to obtain their input on the US Census Participant Statistical Areas Program. This will enabled SBCAG to update the census geography for the 2010 Census. Staff will continue to monitor the geographic boundaries of jurisdictions to ensure they are up to date and consistent with the census and other geographic files.

Growth Forecast

Following public workshops and public hearings the SBCAG Board adopted a new long range growth forecast in 2007. The forecast includes a new base year, 2005, and a new forecast horizon year, 2040. The forecast was used in preparing the Regional Housing Needs Allocation Plan that was approved in this year, appealed, and finally resolved by November of 2008. Staff is now converting the socioeconomic data in the forecast to Traffic Analysis Zone data for use in

updating the SBCAG Travel Model. Staff is also developing new geographic databases for use in future forecasting efforts as well as an update to the employment database used in local employment estimates and forecasts.

Travel Model Application

The SBCAG Travel Model which includes HOV lane assessment capability and improves peak hour modeling capabilities were applied to the update of the 2008 Transportation Plan and the 101 In Motion Program, and have been revised for the Central Ave./Route 246 travel forecast, among numerous project related traffic studies.

Clean Air Plan

SBCAG staff assisted the Air Pollution Control District in the update of the Federal Clean Air Plan. SBCAG assisted APCD 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. The TCM's were approved by the SBCAG board in June 2007; the SBCAPCD Board approved it in August 2007 and submitted it to the California Air Resources Board for approval and forwarding to USEPA. However, the APCD is still awaiting plan approval by US EPA. This year staff worked closely with APCD staff in examining Greenhouse Gases. With AB-32 and other statewide initiatives assessing the impacts of Climate Change and proposing additional regulations that impact transportation and other area, this will be an on-going topic of considerable importance this next fiscal year.

Transportation Demand Management

In 2009-2010 Traffic Solutions continued the *Curb Your Commute* traffic mitigation program for the 101 Milpas to Hot Springs construction project. *Curb Your Commute* is a collaborative effort between employers and commuters that aims to increase carpooling, vanpooling, telecommuting, flexible schedules and transit ridership in the Highway 101 corridor south of Santa Barbara. As part of *Curb Your Commute*, a *Commuter Challenge* was launched in May and June which resulted in more than 100,000 automobile trips avoided by the participants. In the fall of 2009, Traffic Solutions partnered with the South Coast Safe Routes to School program to launch *Walk and Roll*, an outreach campaign designed to encourage students to walk, bike, carpool or take transit to school. This campaign includes the School Pool online rideshare matching system for parents and students. In May 2010, Traffic Solutions, the City of Santa Barbara and the Santa Barbara Bicycle Coalition will hold the first annual CycleMAYnia, a culmination of bicycling events during the month of May. Traffic Solutions Online, the one-stop-shop web resource for commuter matching, the Emergency Ride Home and employer commuter programs continued to grow in 2009-2010 with 695 new registered users bringing the total number of enrollees to 9,554. Approximately 115 employers are also enrolled in Traffic Solutions Online.

Community Outreach/Public Participation

SBCAG has continued to expand its efforts for community outreach in order to make information about SBCAG's work accessible and to involve the public in SBCAG's decision making processes. Much of this work is accomplished through SBCAG's Public Information/Government Affairs Coordinator. During FY 2009-10, SBCAG has continued to update 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.

The Measure A Ordinance approved by Santa Barbara County voters in 2008 called for the establishment of a Measure A Citizens Oversight Committee to ensure that all provisions, requirements and voter mandates specified in the Measure A Investment Plan and Ordinance are properly carried out. This committee was established in late 2009 and is proving to be a valuable new outreach tool to engage public participation in SBCAG's Measure A planning activities.

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 2010/2011

Activity Description	Product or Work Element	Due Date
Monitor SBCAG's OWP, review progress reports, review requests for reimbursement and amendments and forward for processing.	Administration (Regional Planning)	Ongoing
Convene and participate in SB45 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, land use, travel model and greenhouse gas emissions.	Travel Demand Forecasting, Land Use Analysis and SB 375 requirements.	As needed
Develop Corridor System Management Plans (CSMP).	Corridor System Management Plans	July '10 to June '11
Participate in Congestion Management Program.	Congestion Management Program and updates	As needed
Ex-officio member of South Coast, and North County Sub-regional Committees.	District Director and Regional Planning	July 2010 to June 2011
Attend Santa Barbara County Transit Advisory Committee meetings and participate in TDA Performance Audits.	Transportation Development Act	July 2010 to June 2011
Participate in feasibility study for 246/Central Ave. extension	246/Central Ave. extension	July 2010 to June 2011
Attend City Council and Board of Supervisors meetings	Regional Planning	As needed
Participate in any updates of Regional Transportation Plan	Regional Transportation Plan	June 2011
Participate in and facilitate discussions between SBCAG and Caltrans Division of Rail.	Rail	July 2010 to June 2011.
Participate in discussions regarding Cottage Hospital access improvements.	Highway Planning	July 2010 to June 2011.
Participate in development of California ITS architecture.	ITS Development and Deployment	July '10 to June '11

COMPREHENSIVE PLANNING PROGRAM

Program Administration

WORK ELEMENT 1110 OVERALL WORK PROGRAM DEVELOPMENT & MONITORING

Objective

- To manage, support, coordinate and implement the Overall Work Program

Previous and Ongoing Work

- This is a continuing activity of SBCAG. SBCAG adopts an Overall Work Program annually.

Tasks

1. Provide program and fiscal management on OWP.
2. Prepare quarterly progress and financial reports.
3. Conduct liaison with federal and state agencies.
4. Develop, present and monitor annual OWP budget.
5. Administer existing FY 2010-11 OWP.
6. Prepare 2011-12 Overall Work Program.
7. Review and monitor program as appropriate to implement FY 07-08 federal planning certification review recommendations and assure SAFETEA LU compliance.
8. Conduct ongoing administration of state and federal grants.

Products

- Progress and financial reports
- Grant Applications
- Grant Administration
- Unified program audit
- Draft 2011-12 OWP
- Final 2011-12 OWP
- Grant Closeout Reports

Date

Quarterly
9/09 & 3/10
Ongoing
12/10
3/11
4/11
9/11

Budget

SBCAG \$ 70,500

Funding

FHWA PL	\$ 47,400
FTA 5303	15,000
SBCAG	<u>8,100</u>
	<u>\$ 70,500</u>

WORK ELEMENT 1120 REGIONAL/SUBREGIONAL 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.
- Subregional committees provide a means to obtain public input and strategic direction on SBCAG transportation planning activities.

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. Periodic meetings have been held between the SBCAG board members and members of the governing boards for SLOCOG, VCTC and Santa Ynez Band of Chumash Indians.

Tasks

1. Participate on regional coordinating committees that affect the interests of SBCAG.
2. Liaison with local advisory boards and chambers of commerce on regional transportation issues.
3. Provide ongoing staff support to subregional planning committees of the SBCAG Board.
4. Solicit public input and Planning Subcommittee direction on transportation planning and programming activities.
5. Monitor planning and development of major facilities.
6. Coordinate with VCOG, VCTC, SLOCOG, and SCAG on regional transportation planning and programming issues.
7. Review and comment on matters of regional interest. Such as UCSB Long Range Plan and EIR, VAFB Plans and Programs and LAFCO spheres of influence.
8. Conduct joint meetings of COG policy and technical boards as appropriate.
9. Conduct consultation and coordination with the Santa Ynez Band of Chumash Indians Tribal Government.

Products

- Hold one joint policy board meeting with other regional agencies
- Hold meetings of subregional planning committees
- Documentation of tribal government to government relations

Date

7/11
Monthly
11/10

Budget

SBCAG \$ 23,800

Funding

FHWA PL	\$21,000
SBCAG	<u>2,800</u>
	<u>\$ 23,800</u>

WORK ELEMENT 1130 PUBLIC PARTICIPATION AND INFORMATION

Objective

- To achieve early and continuous public involvement opportunities that provide timely information about all aspects of the federally mandated transportation planning and decision-making process.
- To provide timely notice and reasonable access to information about transportation issues and processes.
- Provide adequate public notice of public participation activities and time for public review and comment at key decision points.

Previous and Ongoing Work

- Continued monitoring and development of Public Participation Plan adopted in December 2007 in compliance with SAFETEA-LU planning regulations.
- Maintenance of SBCAG public outreach opportunities with continuing expansion and development as needed.

Tasks

1. Provide for early and continuous public input consistent with provisions of the SAFETEA-LU and SBCAG's adopted Public Participation Plan.
2. Make public information available in electronically accessible format and means.
3. Develop and apply visualization techniques to describe transportation plans and programs.
4. Identify and reach out to low income, minorities, people with disabilities and the elderly community representatives.
5. Develop standards to monitor effectiveness of Public Participation Plan.
6. Update Public Participation Plan to insure compliance with SB-375.
7. Monitor the effectiveness of strategies for increasing public participation in federally funded transportation planning programs.
8. Coordinate and consult with local agencies, transit providers, Caltrans District 5, Community Planning Branch to insure local agency review of federally funded programs.
9. 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.
10. Update, monitor, and evaluate DBE performance and establish annual DBE goals.

Products

- SBCAG Public Information Program on Transportation Planning and Program Activities
- Public hearing/workshop notices (Approximately 1 every 2 months.
- Workshop/hearings on Draft Revised Plan
- Strategy evaluation
- Plan Adoption, posting, printing
- DBE Plan Goal

Date

Ongoing
 Bi-monthly
 1/11
 2/11
 3/11
 9/10

Budget

SBCAG \$ 137,100

Funding

FHWA PL	\$ 106,000
FTA 5303	15,000
SBCAG	<u>16,100</u>
	<u>\$ 137,100</u>

WORK ELEMENT 1140 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.
- Triennial Performance Audits ongoing

Tasks

1. Update and amend Transportation Development Act (TDA) claim manual as necessary.
2. Conduct annual workshop and assist local agencies in preparing claims.
3. Apportion and allocate TDA funds in a manner consistent with state regulations, SBCAG policies and local claims.
4. Review and approve final Triennial Performance Audit of TDA claimants, FY 2006-2009.
5. Complete annual fiscal and compliance audits for all claimants.
6. Monitor proposed changes in TDA statutes and regulations. Advise claimants regarding the implications of significant changes. Provide input to Statewide TDA Advisory Committee.
7. Conduct annual assessment of unmet transit needs in compliance with statutes.
8. Provide Spanish translation upon request at Unmet Transit needs hearing.
9. Review draft TDA triennial audit reports with transit operators.
10. Implement findings and recommendations identified in triennial performance review.

Products

<u>Products</u>	<u>Date</u>
▪ Fiscal and compliance audits of all claimants	12/10
▪ Implement triennial performance audit recommendations	Ongoing
▪ TDA Performance Audits approval	7/10
▪ TDA Claim Manual	2/11
▪ Report on Unmet Transit Needs Findings	4/11
▪ Adoption Transit Needs Assessment, 2011	5/11

Budget

SBCAG \$ 57,200

Funding

SBCAG-TDA Planning \$ 57,200

Comprehensive Planning and Analysis

WORK ELEMENT 2110 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 2010 Caltrans Airport Land Use Planning Handbook update. Review and comment on consultant's work products.
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. Review consultant work on supplemental amendments to update the 1993 ALUP including policy reviews and updates on land use and safety compatibility evaluation criteria to facilitate ongoing review of environmental documents. Incorporate ALUP amendments toward completion of a full 1993 update. Conduct environmental review on Draft Plan.
9. Incorporate technical graphics for all county airports including newly adopted airport influence areas, clear and approach zones, flight tracks and noise contours for each county airport as part of the supplemental amendments to enhance staff capability in the review of environmental documents. (Consultant as funding permits)
10. Apply visual techniques and enhanced graphical capabilities in TransCAD for ALUP amendment updates, airport noise and land use analysis and mapping. Continue participation in the County's Enterprise Geodatabase Project in providing the technical exhibits related to airport safety zones and other aviation data in conjunction with Work Element 2150.

11. Update ALUC information and graphics on SBCAG website including Airport Influence Area, ALUC legislation, Airport Safety Areas and other technical information including the latest development regarding the status of the ALUP update. (Consultant as funding permits)
12. Integrate the technical information graphically online in conjunction with the “TransCAD-for-the-Web” project in Work Element 2150.

Products

Date

- | | |
|--|--|
| <ul style="list-style-type: none"> ▪ ALUC Staff reports, letters of comment ▪ Supplemental amendments of the 1993 ALUP ▪ Full ALUP Update and approval by the Board
(Contingent on supplemental funding from state) | <p>Quarterly
06/11

6/11</p> |
|--|--|

Budget

Funding

<p>SBCAG</p>	<p><u>\$ 40,400</u></p>	<p>Santa Barbara County</p>	<p>\$ 15,000</p>
		<p>SBCAG</p>	<p><u>25,400</u></p>
			<p><u>\$ 40,400</u></p>

WORK ELEMENT 2120 CENSUS DATA CENTER

Objective

- Serve as the Census Data Center for Santa Barbara County for the compilation, analysis and dissemination of year 2000, 2010 Census and American Community Survey data
- Obtain 2010 Census Data and ACS data and prepare reports

Previous and Ongoing Work

- Dissemination and analysis of data files from Census 2000 and American Community Survey (ACS) data to local jurisdictions, agencies and the general public.
- Integration of new census and ACS data into SBCAG forecasting model and other planning applications. Coordination with local jurisdictions general plan and housing element updates in use of census data.
- Preparation of 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 and environmental justice.
- Coordination with state, and regional agencies via State Data Center liaison and meetings. Assist local governments in their Local Update of Census Addresses (LUCA) and coordinate the Participant Statistical Areas Program (PSAP) update.
- Conducted workshop to assist local government representatives on TPAC prepare for the 2010 Census and develop outreach strategy.
- Prepared staff report on the ACS data releases for TPAC.

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 2010 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. Attend annual Census Affiliate Center meeting that facilitates information sharing between Federal Census Bureau, State Department of Finance, and regional agencies about US Census products, surveys, and census research, and plans for the upcoming 2010 Census.
7. Integrate Census Tiger files and other census data into Geographic Information System developing visual aids portraying census and demographic data.
8. Apply census and socioeconomic data to network travel model and other SBCAG projects
9. Produce 2010 Census reports for use by general public as the data becomes available.

10. Review of the American Community Survey (ACS) Countywide results and City level data as it becomes available.
11. Update Census 2000 housing unit counts with building permit data obtained through the Congestion Management Program and other local sources.
12. Update and Compare Census 2010 population counts and estimates with data from the Department of Finance, the SBCAG Regional Growth Forecast 2007 and the Census population estimates program.

Products

Date

- | | |
|---|---------------------------------------|
| <ul style="list-style-type: none"> ▪ Dissemination of 2010 Census data to cities, county, libraries, and interested parties ▪ Technical assistance on the use of census data ▪ Produce 2010 census summary report as data is available | <p>Ongoing
Ongoing
6/2011</p> |
|---|---------------------------------------|

Budget

Funding

<p>SBCAG</p>	<p><u>\$ 69,200</u></p>	<p>FHWA PL FTA 5303 SBCAG</p>	<p>\$ 46,200 15,000 <u>8,000</u> <u>\$ 69,200</u></p>
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WORK ELEMENT 2130 REGIONAL GROWTH FORECAST

Objective

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

Previous and Ongoing Work

- Interregional Jobs Housing Partnership Report, 2004
- Adopted Regional Growth Forecast—2005 to 2040 (2007)
- Development of traffic analysis zones (TAZ) level socioeconomic forecasts for SBCAG transportation model, transportation plan and corridor studies.
- Regional Housing Needs Plan, 2008

Tasks

1. Make presentations to city/county agencies and interested parties upon request.
2. Advocate for incorporation of consistent use of new forecast in other plans and program.
3. Prepare socioeconomic data base for travel model forecasts. Continue development of traffic analysis zone level forecasts for SBCAG traffic model.
4. Provide socioeconomic forecasts for RTP and assist in development and evaluation of alternative RTP scenarios.
5. Prepare special forecasts for transportation modeling and air quality planning as necessary for SIP update.
6. Monitor CMP housing and land use data to update development trends and assess impacts on transportation facilities.
7. Track performance of growth forecast.
8. Coordinate with development of other economic forecasts in the county.
9. Continue compiling demographic and socioeconomic data such as birth and mortality records, retirement, and migration.
10. Examine land use models for consideration in development of land use forecasts to better link land use and transportation planning.
11. Develop a regional inventory of local land use plans and zoning to assess implications of build out of land use plans on transportation facilities.
12. Conduct public participation and involvement as needed.
13. Integrate SBCAG forecasts and demographic factors with Blueprint Planning Pilot Project and SB-375, Sustainable Community strategy.

Products

- | | |
|--|--|
| <ul style="list-style-type: none"> ▪ Maps and visual representations of forecast demographics and other variables ▪ Updated land use, economic, and demographic data files ▪ Staff Report on comparison of DOF and RGF estimates ▪ Forecasts as needed for SB-375 Sustainable Community Strategy | <p>12/10</p> <p>3/11</p> <p>5/11</p> <p>6/11</p> |
|--|--|

Date

Budget

Consultant	\$ 25,000
SBCAG	<u>54,300</u>
	<u>\$ 79,300</u>

Funding

FHWA PL	\$ 55,200
FTA 5303	15,000
SBCAG	<u>9,100</u>
	<u>\$ 79,300</u>

WORK ELEMENT 2135 CENTRAL COAST REGIONAL BLUEPRINT PLANNING GRANT

Objective

- Develop data and information for local decision making on challenging growth issues.
- Facilitate communication between agencies in Santa Barbara County and San Luis Obispo County on cross-border planning issues.

Previous and Ongoing Work

- Interregional Jobs Housing Partnership Report, 2004.
- Regional Growth Forecast 2007.
- Development of traffic analysis zones (TAZ) level forecasts for SBCAG transportation model.
- Joint meetings between SBCAG and SLOCOG.
- Development of a draft Geographic Information Data Overview.
- Liaison with the County and other participating jurisdictions in developing and accessing regional GIS data coverage.
- Review of independent land use models and GIS based models for use in the Regional Planning Process.
- Administrative draft Blueprint report and review by steering committee representatives.

Tasks

1. Update land use, economic, and demographic data files
2. Prepare maps and visual representations of land use and other data
3. Outreach to city/county agencies, elected officials, and interested parties to define regional land use, transportation, development issues.
4. Prepare land use policy and scenario alternatives
5. Obtain public input
6. Revise administrative draft
7. Prepare final report.

Products

- | <u>Products</u> | <u>Date</u> |
|---|-------------|
| ▪ Scenario Development and policy options | 6/11 |

Budget

SBCAG share staff (est.) \$ 25,500

Funding

State Grant (carryover)	\$ 15,000
Local Match (in-kind/SBCAG)	<u>24,500</u>
	<u>\$ 39,500*</u>

*Revenue and cost sharing between SLOCOG and sub-recipients of SBCAG, Cities of Santa Maria and Guadalupe, County of San Luis Obispo, and County of Santa Barbara.

WORK ELEMENT 2150 TRAVEL DEMAND FORECASTING

Objective

- Recalibrate and validate SBCAG's expanded countywide travel forecasting model using new base year 2005 counts and other more recent household survey data and ITS detection data.
- Update base year and forecast years with 2007 RGF Forecast 2005 -2040.
- 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
- Develop information for public and decision makers on future effects of proposed transportation projects and land use policies on transportation system. Develop technical capabilities to address modeling requirements of SB-375 and RTP Guidelines.
- Expand and enhance the capability of the travel model for web-based application, traffic impacts and land use scenarios, and coordinate the application of the regional model with the development of Caltrans D5 micro-simulation models on Highway 101 CSMP project as appropriate.

Previous and Ongoing Work

- Applied the expanded travel model using TransCAD software to update the long term travel forecast for 2040 based on the 2007 Regional Growth Forecast (07'RGF).
- Applied the travel model by consultants to evaluate various Caltrans corridor transportation alternatives for Highway 101 projects including 101HOV, Corridor Mobility Improvements Account (CMIA), and Corridor Systems Management Plan (CSMP) Projects.
- Initiated the short-term (2010-11) model improvements as outlined in the Model Improvement Program of the Prop 84 funding application including data gathering, development of enhanced evaluation capabilities and performance measures, visualization techniques for reports and presentations.
- Federal Certification Review, 2010, Travel Forecasting Procedures, Recommendations.

Tasks

Data Development, Collection, and Assembly

1. Update TAZ's in conjunction with 2010 Census TAZUP Program. Coordinate activities with Work Element 2120 (Census Data Center) and Work Element 2130 (Regional Growth Forecast).
2. Enhance and apply GIS capabilities to map transit routes and corridor buffers, bikeways, analyze carpool match list by zip code, and other TDM analysis capability as appropriate.
3. Incorporate results from the latest available survey data including the 2007 Santa Barbara Commuters Survey, the new 2009 National Household Travel Survey, possible 2011

- Caltrans Statewide Travel Survey, and from the latest 5-Year 2005-10 ACS and CTPP databases as appropriate to assist the SBCAG model calibration efforts.
4. Incorporate new local Transit On-Board Survey to further calibrate the transit mode choice model to address countywide transit travel patterns including origin/destination markets, transit ridership corridors, and high transit patronage routes and stops. Coordinate with Work Element 3110.
 5. Continue participation with the County of Santa Barbara in the Enterprise Geodatabase Project for the development of a centralized land use and transportation databank.

Model Development and Enhancement

6. Re-calibrate and validate SBCAG's expanded countywide travel model from the current 2000 base year to 2005 base year, update the model count data to 2005, National and/or Statewide Household Travel Surveys, and other more recent traffic counts and data.
7. Continue maintenance and update TransCAD software to its latest version.
8. Utilize the expanded model to explore non-motorized modes of transportation, i.e., bike and pedestrian and "smart growth" strategies.
9. Develop traffic forecast fact sheet that contains summaries of transportation statistics for 2005 base year, and 2040 future year.
10. Integrate the latest traffic counts and survey data collected from Highway 101HOV, CMIA, and CSMP Projects into the model network to enhance the accessibility of count database.
11. 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 3180 (Congestion Management).
12. Initiate an RFP for consultant assistance to identify areas for model improvements including 4-D post processor to address relative benefits of land use development alternatives and a fuel price elasticity module to test the sensitivity of gas price fluctuations. Other major work tasks include dynamic assignment and the development of a data structure for the "TransCAD-for-the-Web" framework.
13. Automate model performance evaluation and report capabilities. Improve reporting through enhanced graphics and 3D visualization for public presentation.
14. Explore qualitative approach to address equity and environmental justice and health issues for SB375 (in conjunction with WE 2160). Examine procedures in FHWA certification report.
15. Implement new 2010 RTP modeling guidelines particularly on alternative evaluation, model sensitivity testing and reporting.
16. Consider formation of a peer group review process for regional travel model validation and capability enhancements. Members will include staff from FHWA, FTA, Caltrans HW & D5, adjoining MPOs and others.
17. Provide staff training on travel forecasting. Conduct literature review to remain aware of current modeling trends and other model software developments including traffic simulation, activity-based modeling, smart growth, and the ongoing FHWA Transportation Model Improvement Program (TMIP) and web-based seminars.
18. Continue participation in Central Coast Transportation Model Users Group and California Inter-Agency Modeling Forums, local and nation-wide modeling focus groups in Transportation Modeling for information sharing and model enhancement.
19. Consider strategies to test future regional land use development scenarios and its effects on the network and inter-regional travel.
20. Examine strategic partnership with Caltrans D5 CSMP modeling team in the development, maintenance and application of micro-simulation models using TransModeler software on the Highway 101 corridor as a result of the CSMP project.

Model Application

21. Continue to apply the expanded model to evaluate various capital improvement options and monitor the implementation of the final consensus packages recommended by the 101 in Motion project including HOV, commuter rail, express transit, and transportation demand management strategies.
22. Implement “TransCAD-for-the-Web” to provide information online to the general public with interactive mapping capabilities on socioeconomic data, trends and travel demands including Census 2000 and 2005-07/10 the American Commuter Survey information, county-to-county traffic flows, traffic counts and future travel forecasts, etc. Develop an online travel forecast summary for web publicity.
23. 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.
24. Solicit public input on travel forecast updates as needed.

Products

Date

▪ New SBCAG travel model with 2005 calibrated base year and 2015/2020/2030/2040 forecasts as required for RTP and FTIP	9/10
▪ Updated model forecast report	1/11
▪ Enhancement of peak hour, emissions, and TCM analysis capabilities	9/10
▪ Update TAZ boundaries for 2010 Census	4/11
▪ TransCAD-For-the-Web active	3/11
▪ Revised short- and long-term travel forecasts	9/10

Budget

Funding

SBCAG	\$ 162,300	FHWA PL	\$ 118,000
Consultant	200,000	FTA 5303	30,000
Interns	<u>5,000</u>	SBCAG	59,300
	<u>\$ 367,300</u>	Prop. 84*	<u>160,000</u>
			<u>\$ 367,300</u>

*Approximately \$400,000 has been awarded to SBACAG by the California Strategic Growth Council for improvements to the regional travel model. SBCAG will phase the use of this funding over the next several years.

WORK ELEMENT 2160 SUSTAINABLE COMMUNITIES STRATEGY

Objective

- Develop firm foundation to address requirements of SB-375.
- Enhance existing data and tools to identify and assess the implications of existing and alternative Transportation Demand Management (TDM) and land use alternatives on person trips, VMT, Vehicle trips, and GHG production.
- Acquire, manage, and apply data and tools to enable evaluation of emission reduction targets.
- Outline broad strategies that will meet GHG reduction targets.
- The SCS will not replace local land use, General Plans, community plans, or specific plans, but identify measures, policies, and programs to manage growth to limit the growth of vehicle trips, VMT, and GHG production due to automobiles.
- The SCS will enable the development and application of tools to assess the regional implications of broad long term strategic growth issues such as changes to urban limit lines, addition of new communities, adjustments in jobs-housing balance, encouraging land uses to facilitate transit use, and other strategic growth issues.

Previous and Ongoing Work

- Regional Growth Forecast, 2007
- Regional Housing Needs Assessment, 2008
- Regional Transportation Plan, 2009
- Santa Maria Valley Regional Blueprint Planning Study, 2010

Tasks

1. Continue and enhance SBCAG's ongoing collaborative relationships with many local and regional agencies including local cities, the County, APCD, neighboring MPOs, Caltrans, Use TPAC, TTAC and Transit agencies to assist in the development of the framework to address the requirements of SB-375.
2. Review, assess, and comment on draft GHG Emission Reduction Target prepared by ARB. Coordinate review with other MPOs, adjoining counties, CALCOG and others.
3. Inventory, in GIS format, existing land use plans of local and regional agencies, as this will be the baseline by which future strategy options will be examined.
4. Obtain and convert local land use plans to digital format on a parcel base to help assess impacts of land use planning on transportation facilities.
5. Create generalized land use classifications to enable modeling across jurisdictions. (Consultant – development of local – countywide land use – employment classification correspondence for a united countywide employment database.
6. Develop performance criteria to assess how different options impact our ability to meet the greenhouse gas (GHG) reduction target established by ARB for the SBCAG region.
7. Conduct liaison with federal and state agencies to improve interagency coordination in updating RTP.

8. Acquire, validate, and manage data on farmland, open space, recreation, and environmental resources areas as required by SB-375. Evaluate and select one land use model software to allow flexibility in analyzing macro-level and micro-level land use development policy options.
9. Inventory and summarize regional land use issues affecting growth, change in demand for transportation facilities.
10. Inventory local and regional tools that could be used to reduce GHG emissions. These include special Planning and Zoning tools such as overlay zones or other classifications that impact the production of person and vehicle trips: redevelopment areas, mixed-use provision, transit oriented development, and other measures.
11. Explore other qualitative approaches to address equity and environmental justice and health issues for SB 375.
12. Improve reporting through enhanced graphics and 3D visualization for public presentation.

Products

Date

- | | |
|--|------|
| ▪ Evaluation of GHG draft targets issued by ARB | 7/10 |
| ▪ GIS Resource Overlays | 1/11 |
| ▪ Parcel data base acquisition and testing | 4/11 |
| ▪ Land use model evaluation and selection | 6/11 |
| ▪ Land Use Plans in digital format | 1/11 |
| ▪ Inventory of regional issues | 9/10 |
| ▪ Comprehensive land use Classification Criteria | 9/10 |

Budget

Funding

SBCAG	\$ 89,600	FHWA PL	\$ 79,300
Consultant	<u>150,000</u>	State Grant*	120,000
	<u>\$ 239,600</u>	SBCAG	<u>40,300</u>
			<u>\$ 239,600</u>

* **SBCAG is competing for a Proposition 84 Sustainable Community Strategy grant from the Strategic Growth Council to help fund this mandated state activity. Preliminary indications are the SGC will award MPO's like SBCAG some funds to help them develop their SCS.**

Transportation Planning and Programming

WORK ELEMENT 3110 REGIONAL TRANSPORTATION PLAN (RTP)

Objective

- Maintain a comprehensive, long-range, multimodal transportation plan for the region consistent with state and federal requirements.
- Monitor implementation of RTP to ensure continued compliance with state and federal planning requirements.
- Prepare framework for the incorporation of California Senate Bill 375's requirements in the next RTP update.

Previous and Ongoing Work

- Adopted Regional Transportation Plan 2008/2009, *VISION 2030*
- Amended and Certified Environmental Impact Report 2008/2009
- Approved Mitigation Monitoring and Reporting Program 2008/2009
- Highway 101 Implementation Plan (101 in Motion)
- Regional Blueprint Pilot Study, Santa Maria Valley
- Participation on RTP Guidelines Subcommittees

Tasks

1. Ensure consistency of the 2008 RTP with other regional planning and programming documents (e.g., CMP and Clean Air Plan).
2. Review proposed projects and programs for consistency with the adopted 2008 RTP and in support of goals for the continued development of an integrated, multimodal transportation system.
3. Improve consistency of reporting of RTP, FTIP, and RTIP projects.
4. Monitor compliance with the Mitigation Monitoring and Reporting Program during project implementation.
5. Assess implications of updated (per the 2007 Regional Growth Forecast socioeconomic data) travel model forecasts on RTP.
6. Investigate loading RTP projects into GIS.
7. Monitor stability of revenue sources, particularly in these uncertain economic times, and update financial projections as needed.
8. As it becomes available, assess FHWA Resource Center's three-part report (on how to better reflect fiscal constraint for transportation plans and programs) for impacts on RTP financial forecasting.
9. Enhance documentation and adaptability of financial forecast to assist in future RTP updates.
10. Continue consultation and coordination with Santa Ynez Band of Chumash Indians, resource and conservation agencies, and others identified in MPO planning regulations.
11. Improve capability for long-range transit planning. Work with transit operators to conduct on-board surveys, develop assumptions. Coordinate with Work Element 2150 to forecast transit demand.
12. Maintain and update data files.

SB-375 Implementation

13. Monitor the development of SB 375 and its impacts on the RTP. Provide input to CARB, CTC on development of modeling guidelines and RTP guidelines.
14. Assess SB 375 GHG reduction targets and their implications for the RTP. Coordinate work with other MPOs, adjoining MPOs and counties, and others.
15. Participate in interagency consultation efforts including ARB/MPO working group and ongoing consultation with neighboring MPO's.
16. Build capacity for modeling alternative transportation and land use scenarios for the development of a Sustainable Communities Strategy (in coordination with Work Element 2160).
17. Model alternative land use and residential growth strategies that support infill development near transportation hubs and employment centers. Examine how these strategies impact travel and transportation and, as a result, greenhouse gas emissions.
18. Develop public involvement strategy in connection with Work Element 1130.
19. Refine RTP performance measures.
20. Identify minority and low income populations, and develop qualitative analysis capabilities to determine if the current and planned transportation system inordinately burdens these populations or significantly denies these populations the benefits of the transportation system.

Products

Date

- | | |
|---|-------|
| ▪ Framework for addressing RTP updates for SB-375 | 12/10 |
| ▪ Long Range transit infrastructure needs | 4/11 |
| ▪ Infrastructure, Land Use, and TSM/TDM Alternative Package | 6/11 |
| ▪ RTP Performance measures | 10/10 |
| ▪ Draft updates of mandatory RTP components | 6/11 |

Budget

Funding

SBCAG	<u>\$ 116,800</u>	FHWA PL	\$ 72,900
		FTA 5303	30,413
		SBCAG	<u>13,487</u>
			<u>\$ 116,800</u>

WORK ELEMENT 3120 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
- Travel Trends Report, 2007
- Traffic monitoring program activities in connection with various management systems

Tasks

1. Continue to work with Caltrans, the community, and advisory committees on planning, environmental, and transportation impacts of improvement alternatives to Highway 101 from Milpas Street to Ventura County line including those identified in the 101 In-Motion plan.
2. Participate with Caltrans and SLOCOG in development of Corridor System Management Plan for Santa Maria River Bridge.
3. Participate with Caltrans D5 and D7 and VCTC in the Corridor System Management Plan in support of Corridor Mobility Improvement Account funded project for Highway 101 widening from Mussel Shoals to Carpinteria Creek Bridge.
4. Continue ongoing traffic count program to monitor change in traffic in Santa Barbara County, particularly on the segment of Route 101 between Milpas Street and the Ventura County line.
5. Coordinate with Caltrans and local jurisdictions in traffic count data acquisition and review. Respond to public requests for traffic count data. Develop capabilities to provide traffic counts on SBCAG website through the use of TransCAD-for-the-Web which enables public access of travel data.
6. Produce a 2010 Travel Trends Report.
7. Coordinate the traffic monitoring activities with Highway Performance Monitoring System requirements. Submit annual HPMS sample site report to Caltrans.
8. Monitor performance measures.
9. Coordinate with local jurisdictions, Caltrans, and FHWA on revisions/additions to functional reclassification of highway system.
10. Continue participation with AMBAG and SLOCOG on Goods Movement Study.
11. Evaluate existing applications of Pavement Management Systems by local agencies and assess need for future improvements to ensure comprehensive assessment of regional pavement conditions.
12. Participate in Caltrans System Planning efforts including updates of the Transportation Concept Reports, Transportation System Development Program, District System Management Plan, and Corridor System Management Plan.

13. Monitor ground access to primary air carrier airports at Santa Barbara and Santa Maria and assess freight movements. Coordinate with Caltrans District 5 and Caltrans Division of Aeronautics to address issues.
14. Monitor implementation of previous corridor study recommendations.

Products

Date

- | | |
|--|----------------|
| ▪ Annual HPMS submittal | 4/11 |
| ▪ Functional reclassification changes/additions report | 4/11 |
| ▪ National Highway System designation changes/additions report | 4/11 |
| ▪ Provision of data to public upon request | As appropriate |
| ▪ Technical memo on trucks/light duty vehicle surveys on Route 101 | As appropriate |
| ▪ Corridor System Management Plan, Highway 101/Santa Maria | |
| ▪ River Bridge project | 6/11 |
| ▪ Goods Movement Study | 12/10 |
| ▪ Status report on local Pavement Management Systems | 2/11 |
| ▪ 2010 Travel Trends Report | 1/11 |

Budget

Funding

SBCAG	\$ 76,400	FHWA PL	\$ 76,400
Consultant	<u>10,000</u>	SBCAG	<u>10,000</u>
	<u>\$ 86,400</u>		<u>\$ 86,400</u>

WORK ELEMENT 3130 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 transit planning assistance to local public and transit agencies to include operating, capital and grant planning activities, development of mobility opportunities, and assessment of the relationship between land use and transit.
- 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.
- Obtain transit rider data for travel modeling, transit travel forecasting, and long-range regional planning.
- Develop assumptions for long-range transit planning.

Previous and Ongoing Work

- Transit Needs Assessment 2010
- Transit Resource Guide 2009
- *Transportation Connections*, Coordinated Public Transit - Human Services Transportation Plan, adopted in 2007
- State Triennial Performance Audits, conducted in 2007 and 2010, of public transit agencies (COLT, SBMTD, SMAT and SYVT), Consolidated Transportation Service Agencies (CTSA's) (Easy Lift Transportation and SMOOTH) and SBCAG
- North Santa Barbara County Regional Transit Plan 2006

Tasks

1. Provide assistance as appropriate, including written review, to assist transit agencies in updating short range transit plans and in developing other planning documents.
2. Monitor implementation of SRTPs for COLT, SBMTD, SMAT, SYVT, and Guadalupe Transit.
3. 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.
4. Provide technical assistance to transit operators in the areas of planning, marketing, and other issues, upon request.
5. Continue ongoing monitoring of all transit operations within the county, including analysis of ridership, farebox recovery ratio, operating, financial, and vehicle fleet data, to ensure effective and efficient use of resources and update of RTP.
6. Attend transit agency board meetings as appropriate.
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 2120, examination of Census 2000 special tabulations on aging.

WORK ELEMENT 3131 SANTA MARIA AREA TRANSIT BUS STOP PLANNING

Objective

- Train intern in basic transit planning
- Prepare SMAT Bus Stop Inventory and Plan
- Santa Maria Area Transit will manage the project including administration of the grant and coordination of all activities related to the Scope of Work. Duties will include establishing contractual arrangements with local college, monitoring intern's work, providing training, reviewing deliverables and processing invoices. SMAT will work with SBCAG and the County of Santa Barbara.

Previous and Ongoing Work

- SMAT Transit Plan, draft 2009
- SBCAG Transit Needs Assessment 2009
- Transit Resource Guide 2009
- State Triennial Performance Audits, conducted in 2007, of public transit agencies including SMAT
- North Santa Barbara County Regional Transit Plan 2006

Tasks

1. Project Startup
 - 1.1: Make known to local colleges that Santa Maria Area Transit (SMAT) is interested in securing a student intern to develop a Bus Stop Plan. Meet with Colleges to review the approved application and discuss expectations.
 - 1.2: Meet with Colleges to review the approved application and discuss expectations.
 - 1.3: Select a student intern from qualified applicants.
- 2: Research
 - 2.1: Identify what other transportation agencies are doing as far as a Bus Stop Plan. Contact transportation agencies about best practices in regards to a Bus Stop Plan.
 - 2.2: Research and evaluate options for creating a Bus Stop Plan and information to input into Google Transit. Coordinate with SBCAG and County of Santa Barbara. Format all bus stop schedules and maps for Google Transit and attempt to get Google transit to cover SMAT.
 - 2.3: Work with City staff to determine feasibility of different Bus Stop options.

3: Analysis

3.1: Compile Data

Compile data results into a plan or concept documenting individual bus stops.
Gather existing information and inventory bus stops.
Analyze future bus stop needs resulting from Short Range Transit Plan (SRTTP) and future development.
Analyze data and opportunities for improvements for bus stops.
Consider safety of bus stops in relation to location.
Select improvements for specific locations from a range of options developed previously in the process to best meet the safety goals of the Bus Stop Plan.
Provide graphic representations and basic specifications of specific improvements recommended.

3.2: Coordination with SMAT staff

Work with City staff to analyze data, prepare recommendations, and compile analysis and Bus Stop Plan concept.

3.3: Develop Funding Strategy

Develop basic preliminary cost estimates for recommended improvements.
Identify potential funding sources for recommended improvements.
Recommend strategy for obtaining funding for new inventory.

4: DRAFT Bus Stop Plan

Draft a report that clearly delineates the best Bus Stop Plan for increasing safety.

5: Final Plan Preparation

Finalize a report that clearly delineates the best Bus Stop Plan for increasing safety.

5.1: Prepare final plans based on City staff, SBCAG and County of Santa Barbara's input.

5.2: Present final plans to City staff for acceptance.

6: Administration

6.1: Monitor ongoing progress of project and prepare and provide quarterly reports as required. Oversee ongoing contract management.

6.2: Santa Maria Area Transit will manage the project including administration of the grant and coordination of all activities related to the Scope of Work. Duties will include establishing contractual arrangements with local college, monitoring intern's work, providing training, reviewing deliverables and processing invoices. SMAT will work with SBCAG and the County of Santa Barbara.

6.3: Report quarterly on milestone completion to Transit project manager.

Products

- | | |
|--|-------|
| ▪ Recruit and select qualified intern | 6/10 |
| ▪ Contact transportation agencies and summarize findings | 11/10 |
| ▪ Analyze data and develop funding strategy | 5/11 |
| ▪ Develop Draft Bus Stop Plan | 9/11 |
| ▪ Obtain agency and public input on draft Plan | 10/11 |
| ▪ Prepare and present Final Bus Stop Plan | 11/11 |
| ▪ Project Management | 2/12 |

Date

Budget

SMAT \$ 33,900

Funding

FTA 5304	\$ 30,000
SMAT*	<u>\$ 3,900</u>
	<u>\$ 33,900</u>

* In Kind

WORK ELEMENT 3140 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

- LOSSAN North Strategic Plan, 2007
- 101 In Motion Consensus Package includes commuter rail analysis, 2005.
- LOSSAN Corridor Integration MOU, 2009
- Federal ARRA (stimulus) capital project applications, 2009
- Development of Measure A Strategic Plan, including Rail Element, 2010
- CMIA HOV lane project Corridor System Management Plan Rail Element, 2009-10
- Provision of free wireless internet access at Santa Barbara Amtrak station, 2009

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. Evaluate options for siting additional passenger station in Goleta at Los Carneros Industrial Park and expanded Goleta daytime train storage facility to accommodate second transit.
4. Coordinate with District 5 planning staff and other agencies, Caltrans Division of Rail, Amtrak and the railroads to implement rail plans and improve service,
5. Coordinate with District 5 planning staff, Caltrans Division of Rail, Amtrak, and Union Pacific to develop the LOSSAN North EIR to make corridor projects eligible for future federal funding.
6. Assess and propose passenger rail improvement projects for federal, state, and regional plans and funding programs.
7. Coordinate with LOSSAN, Caltrans Division of Rail, and other agencies in implementing the LOSSAN Strategic Plan for the area north of Los Angeles. Monitor performance measures such as on-time performance, ridership, and customer service surveys.
8. Participate with the members of the Coast Rail Coordinating Council in the implementation of the Coast Rail Improvement Plan and support efforts to add Coast Daylight train service between San Francisco and Los Angeles.
9. Working with LOSSAN, CRCC and Caltrans Division of Rail, seek funding opportunities through Proposition 1B, federal stimulus and other sources to implement needed capital improvements.
10. Assess vehicle trip reduction potential of enhanced intercity rail service.
11. Review and comment on California's State Rail Plan to ensure that coastal concerns and improvements are considered and 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 and implementation of commuter friendly intercity rail service.
13. Work with VCTC and Caltrans on retiming Amtrak Pacific Surfliner service, to better serve Ventura-Santa Barbara commuters and work with VCTC, Caltrans, LOSSAN, and Union Pacific to participate in ongoing efforts to implement modified rail service to meet peak hour demand.
14. Monitor capital improvement, funding needs, institutional framework for implementation of commuter friendly rail project.
15. Provide periodic staff-level meetings to update jurisdictions and coordinate rail service improvement efforts.
16. Periodically report to interested agencies and organizations on the status of improving passenger rail service in the region.
17. Monitor the implementation of the LOSSAN integration plan, including the early action item to introduce rail service between Ventura and Santa Barbara counties to serve the peak hour market.

Products

Date

- | | |
|---|-------------------|
| ▪ Coast Rail Improvement Plan Update | 1/10 |
| ▪ Staff reports on CRCC and LOSSAN meetings and to Subregional Committees and SBCAG Board | Quarterly |
| ▪ Continued assessment and action on commuter rail proposals | Ongoing |
| ▪ Monitoring and implementation of LOSSAN Strategic Plan for corridor north of Los Angeles (Caltrans Lead agency in cooperation with LOSSAN partners) | Ongoing |
| ▪ Recommendations on proposed rail projects for STIP | 2/11 |
| ▪ Re-timed Amtrak commuter friendly rail service | 10/10 |
| ▪ CRCC policy board meetings | Bi-annual |
| ▪ LOSSAN policy board meetings | Monthly |
| ▪ CRCC and LOSSAN Technical Committee meetings | Bi-annual/Monthly |
| ▪ Presentations to agencies and community groups | Ongoing |
| ▪ Preparation of federal funding applications | As available |
| ▪ Review draft EIR on LOSSAN North Strategic Plan | 1/11 |

Budget

Funding

SBCAG	\$ 48,200	SBCAG	<u>\$ 60,200</u>
Agency Contributions to LOSSAN/CRCC	<u>12,000</u>		
	<u>\$ 60,200</u>		

WORK ELEMENT 3150 BICYCLE/PEDESTRIAN PLANNING

Objectives

- Adopt a regional bicycle transportation plan that includes local jurisdictions involvement.
- Assist local jurisdictions to complete local bike plans.
- Address inter-jurisdictional issues by encouraging implementation of region-wide bikeway policies and standards.

Previous and Ongoing Work

- 1994 Regional Bikeway Study
- Draft 2008 Regional Bikeway Plan

Tasks

1. Continue update of the Regional Bikeway Plan.
2. Review and incorporate, as appropriate new federal and state policy on bikeway and pedestrian planning.
3. Monitor designation of local/county bicycle routes of statewide/national significance and placement on national US Numbered bike route and State bicycle trail.
4. Hold public hearings and obtain jurisdictional approval of the Regional Bikeway Plan.
5. 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.
6. Monitor implementation of Regional Bikeway Plan through review of local plans and project EIRs.
7. Review and comment on applications for bicycle and pedestrian project funding grants (e.g., Safe Routes to School, Bicycle Transportation Account, Safe Routes to Schools and Caltrans Community Based Transportation Planning grants).
8. Encourage public works departments of local jurisdictions to add bike and pedestrian counts to traffic count programs.
9. 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.
10. Work with jurisdictions within Santa Barbara County, including the Santa Ynez Band of Chumash Indians, to ensure coordination in the development of bikeways that extend across jurisdictional boundaries within the county.
11. 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.
12. Remain informed regarding issues of interest to local bicyclists and pedestrians through forums such as the Santa Barbara Bicycle Coalition. Coordinate with bicycle, transit operators, and pedestrian advisory groups to ensure that planning efforts consider bicycle and pedestrian links to highways (particularly appropriate interchanges and intersections) and transit facilities.

WORK ELEMENT 3170 ITS DEVELOPMENT AND DEPLOYMENT

Objective

- Optimize application of new technology and information to improve efficiency of transportation systems.
- Maintain and periodically update the ITS Architecture Plan.
- Assist project sponsors in accessing the regional ITS Architecture to assure project conformance.

Previous and Ongoing Work

- South Central Coast ITS Strategic Deployment Plan (SDP), 2007
- ITS project proposals funded by RTIP
- ITS Master Plan for South Coast of Highway 101

Tasks

1. Work with Central Coast ITS Coordinating Group and other central coast MPO representatives in monitoring ITS project development, updating the ITS Architecture, developing inter-agency agreements, and fulfilling other requirements as time and resources permit.
2. Explore development of Smart Call Box program that monitors traffic and weather data.
3. Coordinate input from TTAC and others on ITS applications within Santa Barbara County.
4. Review and comment on materials and information produced by FHWA, California Alliance for Advanced Transportation Systems (CAATS), state agencies, and other parties proposing ITS plans, programs and projects.
5. Continue to coordinate with Caltrans D7 and VCTC in improving vehicle detection and monitoring.
6. Work with Caltrans D5, Caltrans D7 and VCTC in planning the Regional Traffic Management Center.
7. Update the County architecture file using the protocols and procedures developed in the Central Coast ITS Strategic Plan, as necessary. Develop a Countywide ITS location map using Transcad.
8. Obtain vehicle detection data from traffic surveillance stations on Highway 101 and use information in highway planning and congestion management.

Products

- ITS Architecture Conformity assessments
- Working Group Recommendations on Integration

Date

As needed
Ongoing

Budget

SBCAG \$ 115,800

Funding

FHWA PL	\$ 102,300
SBCAG	<u>13,500</u>
	<u>\$ 115,800</u>

WORK ELEMENT 3171 ITS PROJECT DEVELOPMENT

Objective

- To implement projects approved by SBCAG Board in the South Coast ITS Plan of April 2009

Previous and Ongoing Work

- Approval of South Coast ITS Plan
- Technical memorandum and screening of ITS projects
- Systems engineering documentation

Tasks

1. Work with local agency partners on developing memorandums of understanding for individual ITS projects
2. Continue to manage consultant contract to implement recommended ITS projects
3. Coordinate work products with Caltrans Local Assistance and FHWA

Products

- Regional ITS Arterial Projects
- Traveler Information Website

Date

Fall 2010
End 2010

Budget

SBCAG	\$ 13,400
Consultant	<u>250,000</u>
	<u>\$ 263,400</u>

Funding

Other Federal Earmark	<u>\$ 263,400</u>
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WORK ELEMENT 3180 CONGESTION MANAGEMENT PROGRAM

Objective

- Implement and update the State Congestion Management Program and Federal Congestion Management System as one process.

Previous and Ongoing Work

- Annual Conformity Assessment in 2009
- Fifth Biennial Update of the CMP/CMS in 2009
- Highway 101 Deficiency Plan, 2002

Tasks

1. In cooperation with local jurisdictions, monitor traffic counts, levels of service, land use impacts, mitigation measures, transportation demand management activities, and capital improvements to evaluate their impact on congestion.
2. Perform floating-car speed surveys, or other measurements, 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. Update the intersection volume/LOS database using TRAFFIX software.
4. Perform the two-lane rural highway analysis using the HCS software.
5. 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.
6. Monitor and review CMP/CMS performance measures and data.
7. Prepare annual conformance assessment and report to SBCAG Board. Conduct follow-up as needed.
8. Work with jurisdiction(s) and APCD in the preparation and analysis of individual system deficiency plans. As required by statute, hold noticed public hearing within 60 days of the receipt of the deficiency plan.
9. 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.
10. Review, comment on, and approve transportation models used by local jurisdictions for traffic analyses. Coordinate this task with Work Element 2150

WORK ELEMENT 3190 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 2010 FTIP
- Development and adoption of the 2010 RTIP
- 2009 FTIP SAFETEA-LU Compliance
- Monitor availability and deadlines for Prop 1B funding and assist local agencies in competing for funding
- Monitor availability and deadlines for ARRA 2009 funding and any additional federal economic stimulus funding that may become available
- Amend FTIP to reflect federal economic stimulus funding programmed to projects in the region.

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 2010 RTIP.
2. Participate in the working groups charged with developing guidelines for the implementation of any federal economic stimulus programs. Identify local and regional project funding opportunities from program components of Proposition 1B and federal economic stimulus program, inform local agencies of funding opportunities, and prepare project applications for regional projects.
3. Monitor progress of projects programmed in the 2010 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. Prepare annual funding obligation plan, which includes estimated obligations of STIP project funds, 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, including financial constraint analysis, public noticing, and public input.

7. 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.
8. Assist local agencies in obtaining grant funds for transportation improvements from various sources including: Proposition 1B, Environmental Enhancement and Mitigation program, Safe Routes to School, Bicycle Transportation Account, Highway Safety Improvement Program, Caltrans minor program and federal SAFETEA-LU and economic stimulus discretionary programs.
9. Ensure that SBCAG's public participation procedures are followed in preparing and amending all programming documents.
10. Provide input and assistance to Caltrans in the development and implementation of state administered programs including the State Highway Operation and Protection Plan and Interregional Improvement Program.
11. Administer and allocate State Highway Account funds, which have been received in exchange for federal Regional Surface Transportation Program fund apportionments.
12. 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 (CFPG).
13. Continue to subscribe to a data base service that allows easier tracking and managing of projects in the FTIP and viewing of the data base via the internet by project sponsor staffs.
14. Prepare project monitoring reports as required for projects funded from federal economic stimulus funds.

Products

Date

▪ STIP progress reports	As required
▪ 2011 FTIP	September 2010
▪ FTIP amendments	As required
▪ Obligation plan (AB 1012)	April 2010
▪ STIP amendment requests/Deadline extension requests	As required
▪ Annual obligated project list	Annually
▪ FTIP database	ongoing
▪ Proposition 1B project funding applications	As required

BudgetFunding

SBCAG	\$ 400,300	FHWA PL	\$ 125,000
Consultant	<u>25,000</u>	STIP PPM Funds	250,000
	<u>\$ 425,300</u>	SBCAG	<u>50,300</u>
			<u>\$ 425,300</u>

AIR QUALITY PLANNING

WORK ELEMENT 4110 FEDERAL SIP AND STATE AIR QUALITY PLAN DEVELOPMENT

Objective

- To prepare 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 and Ongoing 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 2007 Clean Air Plan (Maintenance Plan) SIP submittal in August 2007.
- 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 (As of 2005, SBCAG no longer subject to air quality conformity determinations for FTIP and RTP)
- Developed emission factor and emission inventory modeling capability using EMFAC 2007
- Draft 2010 Clean Air Plan

Tasks

1. Examine implications of new or revised air quality standards, new state initiatives in Global Warming, and implications of court decision on use of 1 hr. or 8 hr. standards.
2. Liaison with Caltrans, County, cities, transit providers on TCMs and TCM implementation.
3. 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.
4. Continue to work with the APCD in developing consistent socio-economic data bases and forecasts. Review updates to Regional Growth Forecast for incorporation VMT projections and emission forecasts of the federal and state Clean Air Plan.
5. Monitor EPA/USDOT regulations and guidelines on conformity and implications of recent court decisions on conformity.
6. Assess impacts of changes in projects in Plan on air emissions as needed.
7. In cooperation with APCD, assist in developing the State Clean Air Plan update (2010 Clean Air Plan).

Products

- 2010 Clean Air Plan approved
- Assistance to APCD on mobile source evaluation of new RGF
- Ongoing coordination with APCD on Greenhouse Gas Assessment
- Review and assessment of conformity regulation changes

Date

10/10
 As needed
 Ongoing
 Ongoing

Budget

SBCAG \$ 40,400

Funding

APCD \$ 20,000
 SBCAG 20,400
 \$ 40,400

Program Delivery/Services

WORK ELEMENT 5110 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
- Upgraded call boxes to digital and ADA compatibility in January 2007
- Transferred call box dispatching services from CHP to private call center
- Initiated a Freeway Service Patrol on the South Coast 101 corridor
- Conduct public education on call box system with SLOCOG for North County
- Assumed responsibility from SLOCOG for phone service on Highway 166

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, private call answering center, 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, provide annual status reports, secure state grant funding to continue program.
12. Monitor interface of private call center dispatching services and CHP dispatching and facilitate periodic meetings to address issues and concerns.
13. Monitor operation and performance of Freeway Service Patrol program on south coast 101 corridor and evaluate feasibility of expansion of FSP services on Highway 101.

Products

- Freeway Service Patrol for 101 South Coast Corridor
- Annual performance report to Board on FSP
- Private call center\CHP dispatch meetings
- FSP meetings w\CHP & tow contractor

Date

Ongoing
4/10
As needed
Quarterly

Budget

SBCAG	\$ 38,300
Consultant	<u>410,500</u>
	<u>\$ 448,800</u>

Funding

FSP Grant	\$ 268,000
SBCAG (Motor Vehicle Fees)	<u>180,800</u>
	<u>\$ 448,800</u>

WORK ELEMENT 5120 LOCAL TRANSPORTATION AUTHORITY

Objective

- To effectively and efficiently administer and implement the transportation projects and programs specified under the Measure D and Measure A 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 Renewal of Measure D for November 2006 Ballot
- Preparation of Investment Plan and Ordinance for Measure A on November 2008 Ballot
- Execution of Agreement with the Board of Equalization to collect Measure A Revenues
- Formation of Measure A Citizens Oversight Committee
- Preparation of 2010 Measure A Strategic Plan

Tasks

1. Prepare Measure D close-out audit report.
2. Administer local allocation of Measure A funds; prepare estimates and apportionments, evaluate local programs of projects, allocate funds, conduct annual fiscal/compliance audits.
3. Conduct outreach program to inform public about the benefits and successes of the Measure A program.
4. Distribute paratransit funds to transit operators consistent with Measure A ordinance and LTA policies.
5. Provide staff support to LTA Board. 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.
8. Prepare annual report, summarizing progress to date on Measure A program and outlining financial condition of program.
9. Update of LTA Ordinance #3 including Rules and Regulations for Administration of Measure A Sales Tax Revenues
10. Staff Citizens Oversight Committee
11. Prepare Measure A program of projects for non-local projects and programs in Measure A
12. Solicit qualifications of, and contract with, a financial advisor and bond counsel.
13. Develop guidelines for discretionary Measure A programs including Safe Routes to School, Bicycle and pedestrian programs; initiate calls for projects.

Products

- Measure D close-out audit report
- Measure A Program of Projects
- Updated Ordinance #3
- Measure A discretionary program guidelines

Date

08/10
 Annually
 07/10
 07/10

Budget

SBCAG \$ 284,600

Funding

Measure D Funds \$ 284,600

WORK ELEMENT 5121 LTA PROGRAM & PROJECTS DELIVERY (MEASURE D)

Objective

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

Previous and Ongoing Work

Previous

- Preparation of 2006 Measure D Strategic Plan
- Measure D 10-Year Progress Report
- Bond Refinancing

Ongoing

- Completion of Measure D regional highway and transit projects in expenditure plan

Tasks

1. Continue to monitor remaining projects from Measure D Regional Highway Program including project costs, schedules and scopes.
2. Maintain a public information program to inform residents and travelers on progress in implementing projects and provide information regarding impacts of construction on traffic.
3. Continue to review on a regular basis the Measure financing plan including updated revenues and expenditures.
4. Prepare and present project close out reports on remaining Measure D projects
5. Coordinate with SBCAG auditors in preparing a final close out audit of Measure D at the completion of obligations
6. Continue work defined in project agreements with Caltrans, local agencies and private firms to complete project development work on Measure D projects.

Products

- Highway project public information materials

Date

As needed

Budget

SBCAG	\$ 86,800
Consultant	<u>115,000</u>
	<u>\$ 201,800</u>

Funding

LTA Capital Projects	<u>\$ 201,800</u>
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WORK ELEMENT 5124 LTA PROGRAM & PROJECT DELIVERY

Objective

- To implement projects and programs in the Measure A investment plan in a timely and cost effective manner.

Previous and Ongoing Work

Previous

- Measure A Investment Plan

Ongoing

- 2010 Measure A Strategic Plan

Tasks

1. Award and administer professional service and construction contracts for Measure A funded projects.
2. Prepare Santa Ynez River bridge feasibility study.
3. Maintain a public information program to inform residents and travelers on progress in implementing projects and provide information regarding impacts of construction on traffic.
4. Negotiate and execute cooperative agreements with Measure A funding recipients.
5. Administer contracts with private consultants to assist Caltrans in delivering Highway 101 measure funded projects.
6. Participate in Project Development team meetings for highway and rail track projects.
7. Review project development documents (e.g., environmental documents, permits, construction plans, appraisal reports etc.) prepared by local agencies, agency consultants and Caltrans.
8. Develop program of projects for programs and projects assigned to LTA to implement.
9. Administer Measure A funded interregional transit programs, including the Clean Air Express and Coastal Express bus services.
10. Develop guidelines for discretionary Measure A programs including Safe Routes to School, Bicycle and pedestrian programs; initiate calls for projects.

Products

Date

- | | |
|--|-----------|
| ▪ Measure A Program of Projects (also in WE 5120) | Annually |
| ▪ Measure A discretionary program guidelines | 07/10 |
| ▪ Measure A cooperative agreements with funding recipients | As needed |

Budget

Funding

SBCAG	\$ 319,800	
Consultant	<u>154,000</u>	LTA Project Development <u>\$ 473,800</u>
	<u>\$ 473,800</u>	

WORK ELEMENT 5130 TRANSPORTATION DEMAND MANAGEMENT (TDM) RIDESHARING PROGRAM

Objective

- To promote and encourage alternatives to driving alone during peak traffic hours, 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

11. Provide centralized administration and implementation of voluntary TDM Program directed at employers and the general public.
12. Provide training and furnish promotional materials, support and activities for employer transportation coordinators who are the local business points of contact for information on employee alternative commute options and available employer benefits for commuters.
13. Manage the *Curb Your Commute* program (Hwy 101 Milpas / Hot Springs Traffic Mitigation Plan TDM program) including *Trip Rewards* employer incentives, the *Commuter Challenge* (September - October), *Carpool for Cash* program, and the and WiFi on buses program.(Partially conducted using consulting services)
14. Provide commuter benefit consulting for employers, including conducting commuter surveys and assisting in employee outreach.
15. Develop and provide information and promotional materials regarding carpooling, vanpooling, transit, rail, bicycling, compressed work hours, telecommuting, tax programs and other TDM/ridesharing activities.
16. Work with employers to establish employer portals to the Traffic Solutions Online commuter matching system.
17. Administer and market the Emergency Ride Home program with participating employers.
18. Distribute, process and follow-up applications for carpool match lists. Maintain an updated rideshare database. (Partially conducted using consulting services)
19. Assist in the organization and ongoing placement of vanpools. Provide incentives to stimulate vanpool formation.
20. Manage bicycle lockers at park and rides as needed and facilitate the purchase and distribution of bicycle parking at regionally significant facilities.
21. Assist schools and the South Coast Safe Routes to School program to implement the Walk and Roll program, School Pool, Bicycle Safety Rodeos and Walk and Bike to School Days.
22. Promote TDM/Rideshare education and events.
23. Coordinate the annual Commuter Challenge and Bike Challenge promotions.

24. Provide bicycle safety workshops, bicycle commuting assistance and promote bicycling as part of the Countywide CycleMAYnia events (May)
25. Assist in defining and implementing TDM mitigation measures associated with EIR and Negative Declarations.
26. Participate in regional land use / transportation planning process.
27. Coordinate with multi agency consortium on the Green Business Certification Program
28. Implement a North County Reverse Commute Vanpool Program funded with Federal Job Access and Reverse Commute (JARC) funds.
29. Work with the Community Environmental Council, Santa Barbara City College and UCSB to implement the Dynamic Rideshare program.

Products

Date

- Quality customer service ride matching and transportation referral services. (CMAQ and Measure A Funded) Ongoing
- Distribution of TDM promotional materials, including countywide bike map, countywide transit map, and regional transit, vanpool, FlexWork and Traffic Solutions brochures. (CMAQ and Measure A Funded) Ongoing
- Annual progress reports. (CMAQ and Measure A Funded) Ongoing
- Expand and improve TDM website. (CMAQ and Measure A Funded) Ongoing
- Assist the Green Business Program Consortium with the annual Green Business Program Luncheon. (CMAQ Funded) Ongoing

Budget

Funding

SBCAG	\$ 386,600	CMAQ (FHWA)	\$ 395,600
Consultant	<u>189,000</u>	Measure A	<u>180,000</u>
	<u>\$ 575,600</u>		<u>\$ 575,600</u>

Work Element	FTA 5303		FHWA PL		Other Federal	State	Other Local	SBCAG Non-Federal*	Total
	Federal Share	Local Match Non-Federal *	Federal Share	Local Match Non-Federal*					
1000 Program Administration									
1110 OWP Development & Monitoring	15,000	1,943	47,400	6,141	0	0	0	16	70,500
1120 Regional/Subregional Coordination	0	0	21,000	2,721	0	0	0	79	23,800
1130 Public Participation and Information	15,000	1,943	106,000	13,733	0	0	0	424	137,100
1140 TDA Administration	0	0	0	0	0	0	0	57,200	57,200
2000 Comprehensive Planning/Analysis									
2110 Airport Land Use Planning	0	0	0	0	0	0	15,000	25,400	40,400
2120 Census Data Center	15,000	1,943	46,200	5,986	0	0	0	71	69,200
2130 Regional Growth Forecast	15,000	1,943	55,200	7,152	0	0	0	5	79,300
2135 Central Coast Regional Blueprint Planning	0	0	0	0	0	15,000	0	24,500	39,500
2150 Travel Demand Forecasting	30,000	3,887	118,000	15,288	0	160,000	0	40,125	367,300
2160 Sustainable Communities Strategy			79,300	10,274	0	120,000	0	30,026	239,600
3000 Transportation Planning and Programming									
3110 Regional Transportation Plan	30,413	3,940	72,900	9,445	0	0	0	102	116,800
3120 Highway Planning	0	0	76,400	9,898	0	0	0	102	86,400
3130 Transit/Paratransit Planning	76,000	9,847	0	0	0	0	0	253	86,100
3131 Santa Maria Bus Stop Plan	0	0	0	0	30,000	0	3,900 **	0	33,900
3140 Passenger Rail Service Planning	0	0	0	0	0	0	0	60,200	60,200
3150 Bicycle/Pedestrian Planning	0	0	29,700	3,848	0	0	0	52	33,600
3170 ITS Development & Deployment	0	0	102,300	13,254	0	0	0	246	115,800
3171 ITS Project Development	0	0	0	0	263,400	0	0	0	263,400
3180 Congestion Management Program	0	0	35,700	4,625	0	0	0	75	40,400
3190 Transportation Improvement Program	0	0	125,000	16,195	0	250,000	0	34,105	425,300
4000 Air Quality Planning									
4110 SIP Development	0	0	0	0	0	0	20,000	20,400	40,400
5000 Program Delivery/Services									
5110 Service Authority for Freeway Emergencies	0	0	0	0	0	268,000	0	180,800	448,800
5120 Local Transportation Authority	0	0	0	0	0	0	0	284,600	284,600
5121 LTA Program & Project Delivery- Measure D	0	0	0	0	0	0	0	201,800	201,800
5124 LTA Program & Project Delivery- Measure A	0	0	0	0	0	0	0	473,800	473,800
5130 Traffic Solutions Program	0	0	0	0	395,600	0	180,000	0	575,600
Total	196,413	25,446	915,100	118,560	689,000	813,000	218,900	1,434,381	4,410,800

FY 09-10 Allocation	196,413	782,079
Carryover	0	133,021
Total Funding	196,413	915,100

* Consists of, but is not limited to the following non-federal funding sources: Measure A funds TDA planning allocations; interest earnings; SAFE motor vehicle fees, and available fund balances.

** In kind local match

APPENDICES

APPENDIX A
2010
SANTA BARBARA COUNTY
ASSOCIATION OF GOVERNMENTS
BOARD OF DIRECTORS

<u>Supervisors</u>	<u>Member</u>	<u>Supervisorial District</u>
	SALUD CARBAJAL(Chair)	FIRST DISTRICT
	JANET WOLF	SECOND DISTRICT
	DOREEN FARR	THIRD DISTRICT
	JONI GRAY	FOURTH DISTRICT
	JOE CENTENO	FIFTH DISTRICT

<u>Jurisdiction</u>	<u>Member</u>	<u>Alternate</u>
BUELLTON	VICTORIA POINTER Mayor	HOLLY SIERRA Councilmember
CARPINTERIA	JOE ARMENDARIZ (Vice-Chair) Councilmember	AL CLARK Councilmember
GOLETA	ROGER ACEVES Councilmember	EDWARD EASTON Councilmember
GUADALUPE	LUPE ALVAREZ Mayor	ARISTON JULIAN Councilmember
LOMPOC	MICHAEL SIMINSKI Mayor	ANN RUHGE Councilmember
SANTA BARBARA	HELENE SCHNEIDER Mayor	DAS WILLIAMS Councilmember
SANTA MARIA	LARRY LAVAGNINO Mayor	MICHAEL CORDERO Councilmember
SOLVANG	ED SKYTT Councilmember	JIM RICHARDSON Mayor

2010 SBCAG Board of Directors Roster (cont)

Ex-officio Members

Members of State Senate

Abel Maldonado
15th Senate District

Tony Strickland
19th Senate District

Members of State Assembly

Sam Blakeslee
33rd Assembly District

Pedro Nava
35th Assembly District

California Department of Transportation (CALTRANS) District 5

Rich Krumholz
Director, District 5

APPENDIX B**2010 TECHNICAL PLANNING ADVISORY COMMITTEE
ROSTER**

<u>City</u>	<u>Member</u>	<u>Alternate</u>
BUELLTON	MARC BIERDZINSKI (Chair) Planning Director	ANGELA PEREZ Assistant Planner
CARPINTERIA	JACKIE CAMPBELL Community Development Director	DAVE DURFLINGER City Manager
GOLETA	STEVE CHASE Director, Planning and Environmental Services	ANNE WELLS Advanced Planning Manager
GUADALUPE	RICHARD DALTON Consultant Planner Rincon Consultants	REGAN CANDELARIO City Administrator
LOMPOC	LUCILLE BREESE Planning Manager	DINA PEREZ-LOCKHART Associate Planner
SANTA BARBARA	JOHN LEDBETTER Principal Planner Community Development Department	IRMA UNZUETA Project Planner Community Development Department
SANTA MARIA	LARRY APPEL Director Community Development Department	BRIAN SMITH Advance Planner Community Development Department
SOLVANG	SHELLEY STAHL Planning & Community Development Director	BRAD VIDRO City Manager
COUNTY OF SANTA BARBARA	DEREK JOHNSON (Vice-Chair) Deputy Director Planning & Development	VICKI PARKER Supervising Planner Planning & Development

2010 TPAC Membership Roster (cont)

SPECIAL DISTRICT REPRESENTATIVES

MEMBER

ALTERNATE

AIR POLLUTION CONTROL DISTRICT

MOLLY PEARSON
Air Quality Specialist

ERIC GAGE
Air Quality Specialist

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS

MICHAEL G. POWERS
Deputy Director, Planning

JIM KEMP
Executive Director

APPENDIX C**2010 TECHNICAL TRANSPORTATION ADVISORY COMMITTEE
ROSTER (Page 1 of 3)****2009 MEMBERSHIP ROSTER**

<u>JURISDICTION</u>	<u>MEMBER</u>	<u>ALTERNATE</u>
BUELLTON		
Engineering Department P.O. Box 1819 Buellton, CA 93427 Phone: 686-0137 FAX: 686-0086	ROSE HESS City Engineer	JEFF EDWARDS Deputy City Engineer Engineering Department
CARPINTERIA		
Public Works Department 5775 Carpinteria Avenue Carpinteria, CA 93013 Phone: 684-5405 FAX: 684-5304	CHARLIE EBERLING Public Works Director	DAVE DURFLINGER City Manager
GOLETA		
6500 Hollister Avenue Goleta, CA 93117 Phone: 961-7500 FAX: 685-2635	ROSEMARIE GAGLIONE (Chair) Senior Project Manager Services	STEVE WAGNER Director of Community Services
GUADALUPE		
Public Works Department 918 Obispo Street Guadalupe, CA 93434-0898 Phone: 343-1340 FAX: 343-5512	DENNIS DELZEIT City Engineer	REGAN CANDELARIO City Administrator

2010 TTAC Membership Roster (page 2 of 3)

<u>CITY</u>	<u>MEMBER</u>	<u>ALTERNATE</u>
<p>LOMPOC Engineering Department P.O. Box 8001 Lompoc, CA 93438-8001 Phone: 736-1261 FAX: 736-5347</p>	<p>CRAIG DIERLING Civil Engineer Associate III</p>	<p>RICHARD FERNBAUGH Aviation/Transportation Administrator</p>
<p>SANTA BARBARA</p>		
<p>Public Works Department P.O. Box 1900 Santa Barbara, CA 93102 Phone: 564-5390 FAX: 564-5467</p>	<p>BROWNING ALLEN Transportation Planning Manager</p>	<p>ROB DAYTON Principal Transportation Planner</p>
<p>SANTA MARIA</p>		
<p>Engineering Division 110 South Pine Street, Suite 101 Santa Maria, CA 93454-5082 Phone: 925-0951 Ext. 225 FAX: 928-4995</p>	<p>DAVID BEAS Senior Civil Engineer</p>	<p>DAVID WHITEAHEAD Director of Public Works</p>
<p>SOLVANG</p>		
<p>Public Works Department 1644 Oak Street Solvang, CA 93463 Phone: 688-5575 FAX: 686-2049</p>	<p>TULLY CLIFFORD (Vice-chair) Public Works Director</p>	<p>BRAD VIDRO City Manager</p>
<p style="text-align: center;">COUNTY OF SANTA BARBARA</p>		
<p>Public Works Department 123 East Anapamu Street Santa Barbara, CA 93101 Phone: 568-3062 FAX: 568-3019</p>	<p>BRETT STEWARD Traffic Section Manager</p>	<p>CHRIS SNEDDON Resident Engineer</p>

2010 TTAC Membership Roster (page 3 of 3)

SPECIAL DISTRICT REPRESENTATIVES

MEMBER

ALTERNATE

SANTA BARBARA METROPOLITAN DISTRICT

550 Olive Street
Santa Barbara, CA 93101
Phone: 963-3364
FAX: 962-4794

STEVE MAAS
Manager of Strategic
Planning & Compliance

JERRY ESTRADA
Assistant General
Manager/Controller

AIR POLLUTION CONTROL DISTRICT

260 N. San Antonio Rd.,
Suite A
Santa Barbara, Ca 93110
Phone: 961-8893
FAX: 961-8801

MOLLY PEARSON
Air Quality Specialist

Eric Gage
Air Quality
specialist

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS

260 N. San Antonio Rd.,
Suite B
Santa Barbara, CA 93110
Phone: 961-8900
FAX: 961-8901

MICHAEL POWERS
Deputy Director
Planning

STEVE
VANDENBURGH
Deputy Director
P&PD

STATE REPRESENTATIVE

CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) DISTRICT V

260 N. San Antonio Rd.,
Suite B
Santa Barbara, CA 93110
Phone: 683-1460
FAX: 967-3061

PATRICIA MICKELSON
Regional Planner

50 South Higuera Street
San Luis Obispo, CA
93401-5415
Phone: 549-3103
FAX: 549-3077

LARRY NEWLAND
Chief, South County
Regional and System
Planning, Development
Review and Community
Planning

APPENDIX D

**Santa Barbara County Transit Advisory Council
Membership Attendance
2010**

Children and Families Commission – (community outreach)	Bleavins, Polly (NC)	
LOVARC (social service agency serving disabled)	Hummel, Rick (NC)	
SYVT – transit agency (Santa Ynez Valley)	Clifford, Tully (NC)	
Community Partners in Caring (serving seniors)	Merwin, Bea (NC)	
Transit user – (Lompoc, representing disabled transit users)	Farrar, Cathy (NC)	
COLT – transit agency (Lompoc)	Fernbaugh, Richard (NC)	
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 (Chair) (SC)	
Santa Ynez Valley People Helping People – (community outreach)	Palius, Dean (NC)	
SMAT – transit agency (Santa Maria)	O’Dell, Austin (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 (Vice-Chair) (NC)	
Easy Lift – CTSA (South Coast)	Paredes, Ernesto (SC)	
Vocational Training Center (serving disable clients)	Cook, Kathryn (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

MEASURE A CITIZENS OVERSIGHT COMMITTEE

Measure A Citizens Oversight Committee Roster 2010

At Large Members:

Hamid Bahadori
Phillip Greene
David Lawrence

North County Subregional Committee Nominees:

Andy Caldwell
Mark Cheli
Robin Hayhurst
Linda Jackson

South County Subregional Committee Nominees:

Mark Bradley
Michael Chiacos
Alissa Hummer
Pat Saley

APPENDIX F

**CERTIFICATIONS AND ASSURANCES
FOR FTA ASSISTANCE PROGRAMS**

FEDERAL FISCAL YEAR 2010 CERTIFICATIONS AND ASSURANCES FOR FEDERAL TRANSIT ADMINISTRATION ASSISTANCE PROGRAMS

(Signature page alternative to providing Certifications and Assurances in TEAM-Web)

Name of Applicant: Santa Barbara County Association of Governments

The Applicant agrees to comply with applicable provisions of Categories 01 - 23

 X

OR

The Applicant agrees to comply with the applicable provisions of the following Categories it has selected:

<u>Category</u>	<u>Description</u>	
01.	For Each Applicant.	_____
02.	Lobbying.	_____
03.	Procurement Compliance.	_____
04.	Private Providers of Public Transportation.	_____
05.	Public Hearing.	_____
06.	Acquisition of Rolling Stock.	_____
07.	Acquisition of Capital Assets by Lease.	_____
08.	Bus Testing.	_____
09.	Charter Service Agreement.	_____
10.	School Transportation Agreement.	_____
11.	Demand Responsive Service.	_____
12.	Alcohol Misuse and Prohibited Drug Use.	_____
13.	Interest and Other Financing Costs.	_____
14.	Intelligent Transportation Systems.	_____
15.	Urbanized Area Formula Program.	_____
16.	Clean Fuels Grant Program.	_____
17.	Elderly Individuals and Individuals with Disabilities Formula Program and Pilot Program.	_____

- 18. Nonurbanized Area Formula Program. _____
- 19. Job Access and Reverse Commute Program. _____
- 20. New Freedom Program. _____
- 21. Alternative Transportation in Parks and Public Lands Program. _____
- 22. Infrastructure Finance Projects. _____
- 23. Deposits of Federal Financial Assistance to State Infrastructure Banks. _____

FEDERAL FISCAL YEAR 2010 FTA CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE
(Required of all Applicants for FTA assistance and all FTA Grantees with an active grant/ or form, as
applicable)

AFFIRMATION OF APPLICANT

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, I 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 directives applicable to such application it makes to the Federal Transit Administration (FTA) in Federal Fiscal Year 2009.

FTA intends that the certifications and assurances the Applicant submits on the other side of this document, as representative of the certifications and assurances in this document, should apply as provided, to each project in which the Applicant seeks now or may later, seek FTA assistance during Federal Fiscal Year 2009.

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 submissions made to FTA, and acknowledges that the Program Fraud Civil Remedies Act of 1992, 31 U.S.C. 3801 et seq., and implementing 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 a Federal public transportation program authorized in 49 U.S.C. Chapter 43 or any other statute.

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: [Signature] Date: 4/26/10

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

AFFIRMATION OF APPLICANT'S ATTORNEY

For (Name of Applicant): Santa Barbara County Association of Governments

As the undersigned Attorney for the above named Applicant, I hereby affirm to the Applicant that I was authorized 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 this project.

Signature: [Signature] Date: 4-20-2010

Name: Stephen Underwood, Senior Deputy County Counsel
Attorney for Applicant

Each Applicant for FTA financial assistance (except 49 U.S.C. 5317(b) assistance) and each FTA Grantee with an active grant for a transit project must provide a Statement of Applicant's Authority signed by the Applicant's legal capacity. The applicant may enter its signature in lieu of the Attorney's signature, provided the Applicant has an "X" in the space shown by the signature and dated this Federal Fiscal Year.

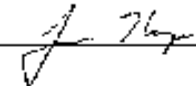
DEPARTMENT OF TRANSPORTATION
DEBARMENT AND SUSPENSION CERTIFICATION
FISCAL YEAR 2010/2011

*As required by U.S. DOT regulations on government wide Debarment and Suspension
(Nonprocurement), 49 CFR 29.100:*

- 1) The Applicant certifies, to the best of its knowledge and belief, that it and its contractors, subcontractors and subrecipients:
 - a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;
 - b) Have not, within the three (3) year period preceding this certification, been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, state, or local) transaction or contract under a public transaction, violation of Federal or state antitrust statutes, or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, state, or local) with commission of any of the offenses listed in subparagraph (1)(b) of this certification; and
 - d) Have not, within the three (3) year period preceding this certification, had one or more public transactions (Federal, state, and local) terminated for cause or default.
- 2) The Applicant also certifies that, if Applicant later becomes aware of any information contradicting the statements of paragraph (1) above, it will promptly provide that information to the State.
- 3) If the Applicant is unable to certify to all statements in paragraphs (1) and (2) of this certification, through those means available to Applicant, including the General Services Administration's ***Excluded Parties List System (EPLS)***, Applicant shall indicate so in its applications, or in the transmittal letter or message accompanying its annual certifications and assurances, and will provide a written explanation to the State.

DEPARTMENT OF TRANSPORTATION
DEFERMENT AND SUSPENSION CERTIFICATION
FISCAL YEAR 2010/2011

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 4/20/10

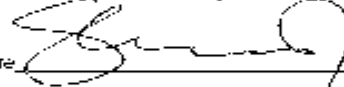
Printed Name: Jim Kemp

As the undersigned Attorney for the above named Applicant, I hereby affirm to the Applicant that I have the 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, these certifications and assurances have been legally made and constitute legal and binding obligations of 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 described project.

AFFIRMATION OF APPLICANT'S ATTORNEY

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

Signature  Date 4-20-2010

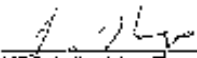
Printed Name: Stephen Underwood, Senior Deputy County Counsel
of Applicant's Attorney

**FHWA METROPOLITAN TRANSPORTATION PLANNING PROCESS
CERTIFICATION**

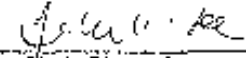
FHWA and FTA require MPOs to annually self-certify their planning process. Fully executed versions of the FHWA and FTA certifications must be provided with each updated Final OWP.

In accordance with 23 CFR 450.334 and 490.220, Caltrans and the Santa Barbara County Association of Governments, Metropolitan Planning Organization for the Santa Barbara, Santa Maria, and Lompoc urbanized area (e) 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) as amended by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users;
- ii. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7505 (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. 109-178 112 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
 Executive Director:
 Title



 Caltrans District Director Signature
 RICHARD KRUMHÖLZ
 District Director
 Title

4/22/10
 Date

4/23/10
 Date

APPENDIX G

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. The most recent update to that plan was completed in 2001 and has been approved as the SIP.
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 federal 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 is a 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). The latest model is EMFAC 2002 and EMFAC 2007 and is to be released at the end of this year.
- 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 Department of Transportation and federal funding agencies for review, approval and incorporation into statewide FTIP (FSTIP).
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 that 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 CTSA's 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 A** A countywide ½ sales tax measure for transportation approved by County voters in November 2008. Measure A replaces Measure D and takes effect for a term of 30 years beginning April 1, 2010.

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	A general aviation airport which is designated by the FAA as a "reliever AIRPORT 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. Regional agencies 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 that 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 County Air Pollution Control District** - The local agency that 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.
- SBCAPCD** **Santa Barbara Air Pollution Control District** – The local agency that 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.
- 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 Program** – 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.
- SRTP** **Short Range Transit Plan** - SRTP is a five-year comprehensive plan required of all public transit operators by federal and regional transportation funding agencies.
- STA** **State Transit Assistance** - Funds allocated to the county and administered by SBCAG pursuant to the Transportation Development Act (TDA), which are designated for transportation planning and mass transportation purposes specified by the legislature.

- STIP** **State Transportation Improvement Program** - A statewide program of transportation projects adopted biennially by the CTC which governs the expenditure of state revenues for transportation over the succeeding five 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 federal 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 June 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 SBCAPCD.
- 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.