

STAFF REPORT

SUBJECT: FY 2008-09 Overall Work Program (OWP)

MEETING DATE: March 20, 2008 **AGENDA ITEM:** 11

RECOMMENDATION: Review and comment on draft FY 2008-2009 Overall Work Program

STAFF CONTACT: Michael Powers, Jim Kemp

SUMMARY

Each year SBCAG adopts an Overall Work Program that describes the work activities, using federal, state, and regional funds for next fiscal year. Approval by the federal and state agencies is required before federal and state planning funds are allocated to SBCAG. The draft OWP is currently being reviewed by federal and state representatives and the SBCAG board during meetings in March. Comments by the state and federal agencies, TTAC, and board members will be addressed as appropriate in the final OWP, which is scheduled to be presented for board approval at your April meeting.

DISCUSSION:

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

The Executive Summary (p. iii) outlines major work activities that will be a high priority for SBCAG in FY 2008-09.

Schedule

Staff initiated preparation of the draft document in late 2007. TTAC was asked for early input on projects of interest in January. A draft OWP is distributed to your board and federal and state agencies in March. A final OWP is proposed for approval by the SBCAG board in April. Federal approval of SBCAG's OWP (and all the OWP's, produced by all the other Metropolitan Member Agencies

Planning Organizations in the State) occurs by June which allows federal planning funds to continue flowing to SBCAG for the 2008-09 fiscal year.

COMMITTEE REVIEW

Staff briefed TTAC on our intention to prepare our new OWP at the January meeting. George Amoon, City of Goleta requested an update to the Traffic Fee Impact Study prepared by SBCAG in 1997. Staff considered this request and determined that we would address this in two phases, the first phase for this year would be a limited survey limited to the tri-county region. This is in the Highway Planning Work Element. The second phase will be addressed the following fiscal year in an application for a statewide planning grant.

In the review of the draft OWP at the March TTAC meeting Rob Dayton, City of Santa Barbara requested that reference to the On-Trac program be added to the Passenger Rail Element. Staff will add this consistent with board action on this item in March to the final revised OWP.

Attachments

Draft Fiscal Year (FY) 2008-09 Overall Work Program



DRAFT

**OVERALL WORK PROGRAM
FY 2008-2009**

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Financial support for the preparation of this document was provided by the Federal Highway and Federal Transit Administration and the State of California

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, by either 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 2007. 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 March 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 2008-09 fiscal year.

Work activities that will be a high priority for SBCAG in FY 2008-09 include:

- Continuing efforts to identify regional transportation funding needs and identify revenues to meet those needs including a possible renewal of Measure D
- Implementation of the remaining Measure D regional highway and transit projects
- Implementation of the 101 in Motion Action Plan including
 - initiation of 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 (e.g., freeway service patrol program, intelligent transportation system projects)
- Facilitating interregional cooperation with regional planning organizations in San Luis Obispo County and Ventura County
- Expanded public information efforts
- Implementing SAFETEA-LU planning and programming requirements with the new Public Participation Plan that is SAFETEA-LU compliant.
- Monitoring project delivery deadlines and assisting local agencies with meeting these deadlines
- Completing an annual Transit Needs Assessment
- Preparing for the 2010 Census
- Continue motorist aid programs including the highway call box program and freeway service patrol program
- Continue operation of the Coastal Express and Clean Air Express regional transit services

- 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
- Adopting a SAFETEA-LU compliant 2008 Regional Transportation Plan

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, by either 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 2008-09 is divided into five subcategories and further subdivided into individual work elements. The subcategories are:

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

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

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

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

The Region

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

According to the U.S. Census Bureau, the population of Santa Barbara County was 399,347 in 2000 and, according to the State Department of Finance is estimated to be 424,425 in 2007. The county contains eight incorporated cities: Buellton, Carpinteria, Goleta, Guadalupe, Lompoc, Santa Barbara, Santa Maria, and Solvang.

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

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

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

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

The Santa Ynez Band of Chumash Indians is a 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.

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

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

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

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

Service Authority for Freeway Emergencies (SAFE) - In this capacity, SBCAG is responsible for the installation, operation, and maintenance of a system of 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. SBCAG operates the Clean Air Express commuter bus service and in cooperation with the Ventura County Transportation Commission provides the Coastal Express inter-county public transit service.

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

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

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 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.

Advisory Committees

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

The planning committee, TPAC, is comprised of staff representatives of the County, the eight incorporated cities, APCD, and SBCAG. Additional nonvoting, ex-officio members represent Vandenberg AFB, the Local Agency Formation Commission (LAFCO), the County's Housing Program and the University of California at Santa Barbara (UCSB). The transportation committee, TTAC, consists of staff representatives from the County, the eight cities, Caltrans, APCD, SBMTD, and SBCAG. Nonvoting, ex-officio members include FHWA, FTA, Vandenberg AFB, and UCSB. While Santa Barbara Metropolitan Transit District is the only special district transit agency on TTAC, the city representatives for Guadalupe, Lompoc, and Santa Maria represent their transit agencies that are operated by their own agencies.

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

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

terms of participation in the planning process and serve as a communication link to all local governments and departments in the county. All three SBCAG advisory committees operate under the principles of the Brown Act and are duly noticed and open to the public.

SBCAG also maintains two subcommittees of the Board of Directors, known as “subregional planning committees”, one for the South Coast and the other for the North County. These committees were established in 1998 in recognition of the fact that many issues are unique to subregions within the county. The subregional committees allow for more focused discussion and consensus building on these issues than is possible with the full Board. The membership of the Subregional Planning Committees includes board members representing cities or Supervisorial districts within the subregion. 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. 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 that focus on specific issues or topics. Examples include the Santa Barbara County Travel Model Users Group, 101 In Motion Technical Advisory Group, and the Coastal Express Policy Steering Committee, the ITS task force, Highway 166 Safety Task Force.

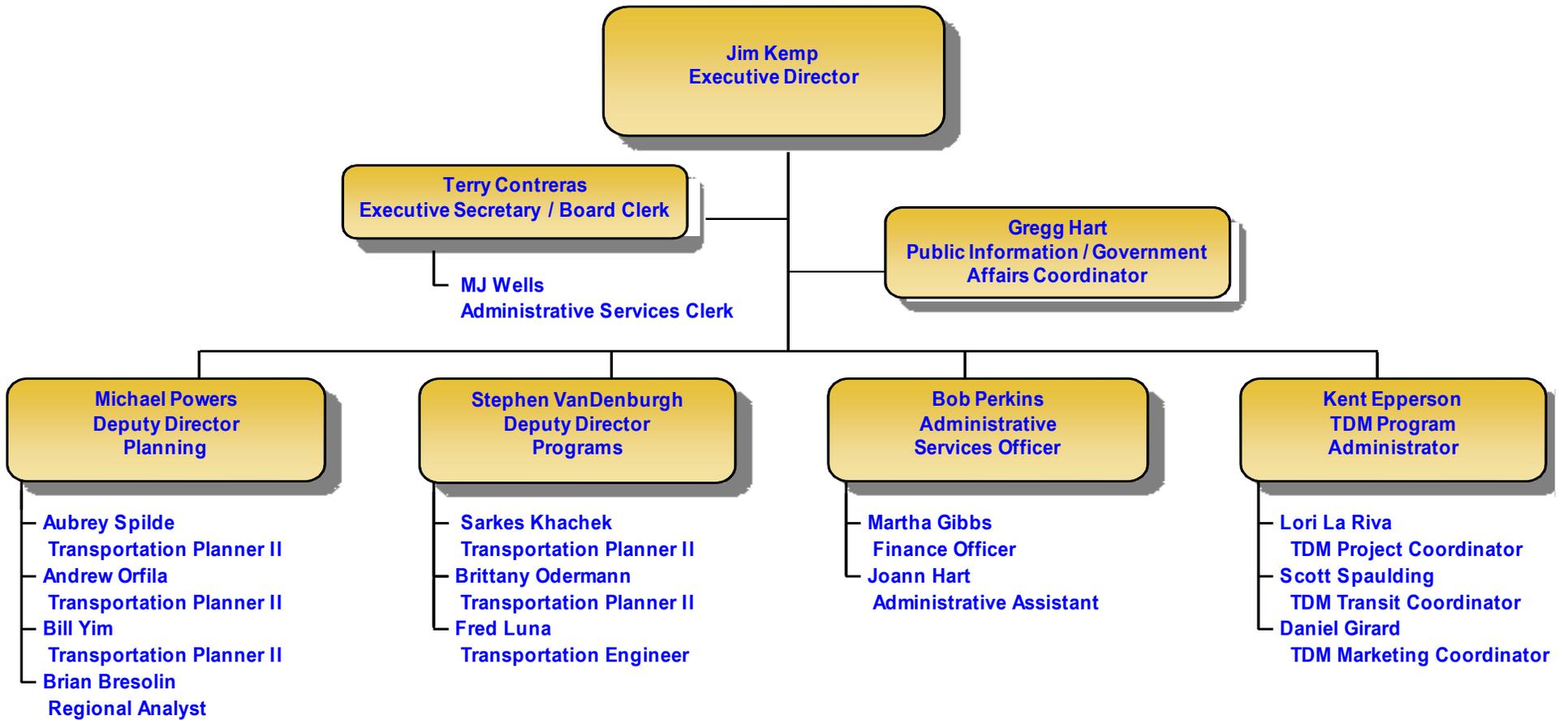
Staffing

SBCAG currently has twenty authorized positions as listed below:

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

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

Staff Organization Chart



Policy Making Process

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

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

SBCAG recognizes the Tribal Nation of the Santa Ynez Band of Chumash Indians and its importance as a regional economic and cultural resource. SBCAG has consulted with Chumash Tribal Council and their representatives in conjunction with the Regional Transportation Plan Update, 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 developing the Central Coast Intelligent Transportation Systems (ITS) Architecture and Maintenance Plan.

SBCAG has also worked with both SLOCOG and the Ventura County Transportation Commission (VCTC) on the provision of transit services crossing county boundaries. The Coastal Express, an intercity bus service connecting Ventura, Carpinteria and Santa Barbara/Goleta, was initiated in August 2001 through a cooperative effort with VCTC.

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

Recognizing the interdependence of the region and the importance of interregional cooperation, SBCAG meets with its counterparts in Ventura and San Luis Obispo counties. In November 2004, the first-ever joint meeting was held with members of the SBCAG, Southern California Association of Governments (SCAG), VCOG and VCTC boards. A joint meeting of the SBCAG and SLOCOG policy boards was held in September 2005. A joint meeting between SBCAG and VCTC was held in October 2005. Follow-up meetings with SBCAG's regional agency counterparts in San Luis Obispo and Ventura County are being scheduled to address interregional issues such as 101 corridor congestion, jobs-housing balance, highway, transit and passenger rail improvement projects, etc. SBCAG and SLOCOG have jointly applied for 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 and submitted a joint application for state Proposition 1B Corridor Mobility Improvement Account (CMIA) for improvements to the Santa Maria River Bridge. Another CMIA application, co-sponsored with VCTC, was submitted to improve Highway 101 that links Ventura and Santa Barbara Counties and is the source of worsening traffic congestion.

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 Program as discussed later is a good example of the level of coordination that has been achieved over the years. SBCAG is 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. Certain documents, such as the RTP, are relatively "stable" from year to year while others such as the CMP can be expected to evolve and become more complex and comprehensive over time.

SBCAG will endeavor to ensure that all plans and programs are consistent with each other and that the linkages between and among the documents are explicit and well documented.

SBCAG will also strive to attain consistency between the RTP and the local General Plans 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, monthly electronic newsletters, and timely news releases. SBCAG also expanded the web site to include archived newsletters, meeting schedules, publications and community links. SBCAG also added in 2001 a Government Affairs/Public Information Coordinator position to its staff to assist in public outreach efforts.

The SBCAG Board initially adopted its Public Participation Plan in 1994 as required by the federal Metropolitan Planning Organization (MPO) planning regulations. The plan has been updated periodically as needed. A comprehensive review of SBCAG's public participation procedures was recently undertaken and an updated plan compliant with new SAFETEA-LU requirements was adopted in December 2007.

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 handicapped, youth, and citizens of limited means. The Public Participation Plan also addresses outreach to traditionally underserved communities.

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

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

As a recipient of funds from the U.S. Department of Transportation, SBCAG is required to adopt a program that will ensure that disadvantaged business enterprises (DBEs) are given the maximum opportunity to participate in all contracts financed with USDOT funds. SBCAG adopted its first DBE program in 1981. New Federal regulations were issued on October 21, 1987 to ensure the participation of disadvantaged business enterprises in USDOT-funded programs. SBCAG adopted its annual; Disadvantaged Business Enterprise (DBE) Plan again 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 2008-09 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 3910) and the Transportation Improvement Program (WE 3990) 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 3920, 3970, 3980, etc.) will address congestion along the primary transportation corridor.

2. Increase the safety of the transportation system

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

Safety is an important criterion in SBCAG's project selection processes, as reflected in the Transportation Improvement Program (WE 3990). Other work elements with a significant safety component include the regional call box program and South Coast 101 Freeway Service Patrol program (WE 5910), the ITS program (WE 3970), and the Airport Land Use Planning program (WE 2910). The Transit Element (WE 3930) will also address the emergency evacuation of transit dependent persons and discuss this with our County Transit Advisory Committee (SBCTAC).

3. Increase the security of the transportation system

The RTP (WE 3910) update added system security as an overall goal with related policies. Transit security is enhanced through various ITS strategies and through the development of transit passenger amenities (WE 3930).

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 will be reflected in the Regional Transportation Plan (WE 3910) as well as various modal planning activities (e.g. Transit/Paratransit Planning (WE 3930), Passenger Rail Service Planning (WE 3940), Bicycle/Pedestrian Planning (WE 3950), and the Transportation Demand Management/Ridesharing Program (WE 5930). In addition, SBCAG recently completed an upgrade of its highway call box system that included TTY devices for disabled and hearing-impaired individuals (WE 5910).

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 3940.

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 3910) and in the selection of transportation projects that conform to the SIP (WE 4910). Quality of life issues have received even greater emphasis in recent years through the discussion and integration of Livable Communities principles in local land use and circulation plans. In particular, in 2002 and 2003, SBCAG was managing the Inter-regional Partnership for Jobs/Housing Balance, which examined the impacts and causes of existing regional and inter-regional imbalances of jobs and housing and explored context sensitive solutions in cooperation with other local entities – solutions that respect community values while balancing transportation objectives and safety. Now SBCAG is working with agencies in Santa Barbara and Ventura Counties in implementing study recommendations.

6. Enhance the integration and connectivity of the transportation system

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

transportation system.

SBCAG continues to improve its travel forecasting and GIS capabilities (WE 2950), incorporating the ability to model transit trips as well as highway modes. Travel data derived from the 2000 Census (WE 2920), 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 3970 (ITS Deployment and Development) and 3980 (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 2008-09 will continue to focus on implementation of the Central Coast ITS Architecture and Maintenance Plan. Continuation of the Freeway Service Patrol program (WE 5910) 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 5920). A key component of the reauthorization of Measure D is providing funds for local street and road maintenance, a key policy challenge is also providing funds for transit. The Regional Transportation Plan (WE 3910) continues to reflect a priority for system preservation.

Federal Areas of Importance

In addition to the SAFETEA-LU planning factors described above, each year the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) have identified four areas of importance to the U.S. Department of Transportation for use in the development of the OWP:

1. Financial Planning
2. Congestion.
3. Performance Measures
4. Project Listings

1. Financial Planning

The financial analysis in the RTP underscored the importance of SBCAG ½-cent sales tax in meeting the region's long-term transportation needs. The potential expiration of Measure D in 2010 reinforces the need to explore renewal options. A ¾-cent Measure D Expenditure Plan was developed during 2005-06, considered and approved by all local agencies, and placed on the general election ballot in November 2006. Although it received approval by more than 50% of the voters, it failed to achieve the 2/3 threshold needed to pass. The SBCAG board is moving ahead with a ½-cent Measure D sales tax renewal that was developed emphasizing distinct expenditure plans for North County and the South Coast. The renewal will be scheduled for the November 2008 General Election.

2. Congestion

With the receipt of the CMIA project bond funds for improvements to Highway 101 between Mussel Shoals and Carpinteria Creek, the partnership between Caltrans Districts 5 and 7, VCTC, SBCAG, and local agencies has borne fruit. This partnership will continue through project development and implementation. The project is also the product of a partnership that resulted in the 101 In Motion corridor analyses. On going participation with LOSSAN also brings many agencies to address congestion in the Southern California Corridor. The work on the Congestion Management Process address the collective efforts of local agencies, SBCAG, and Caltrans in identifying the problem and solutions

The annual reporting as part of the Congestion Management Plan enables SBCAG to track changes in the level, location, and duration of congestion.

3. Performance Measures

SBCAG has regularly used traffic congestion Level of Service performance measures in its annual reporting for the Congestion Management Program. SBCAG continues to promote the HPMS data collection program and also reports on a variety of measures in our Travel Trends Report and within our Regional Transportation Plan.

4. Project Listing

SBCAG's FTIP currently includes a project description, estimated total project cost including all funding sources, the amount of federal funds to be obligated each program year, and agency that is responsible for delivering the project or phase. When the FTIP is updated for FY 09, SBCAG will expand project descriptions to make it easier to determine consistency between the project, plan and NEPA document. SBCAG will also evaluate alternative formats for displaying information in the FTIP, which would make it easier for the public to understand the aforementioned information.

Major Regional Issues

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

Land Use/Housing/Transportation Linkages

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

The OWP for FY 2008-09 includes several activities designed to help inform decision-makers and provide a framework for addressing these issues. These includes efforts in 101 in Motion to address alternatives and joint efforts between SBCAG, VCOG, VCTC, and local agencies to implement recommendations from the Inter-Regional Partnership for Jobs/Housing Balance project (WE 1920). SBCAG will also examine jobs-housing relationship between Northern Santa Barbara County and Southern San Luis Obispo County during the pilot regional blueprint project with SLOCOG.

Many urbanized areas have sought to strengthen the links between transportation and land use planning through the development of regional growth plans. State grant funds were made available to prepare Regional Blueprint plans in the FY 05-06 state budget. SBCAG has jointly submitted a Blueprint Planning Grant with SLOCOG for a focused regional blue print effort in the Santa Maria Valley.

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 4910). This next fiscal year effort will concentrate on addressing 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.

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 3980) and through ITS development and deployment (WE 3970). One of SBCAG's major efforts in FY 2005-06 resulted in the approval of the 101 In Motion Plan and in FY 2008-09 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 to enable input into decision making on proposed measures and projects. The long-term projects from the 101 In Motion will be proposed as amendments to the Highway 101 Deficiency Plan to fulfill this latter objective. The Highway 101 Deficiency Plan will then provide both a short-term and a long-term blueprint for improving mobility within the Highway 101 corridor in the South Coast. SBCAG, acting as the lead agency, is working in partnership with Caltrans, APCD, MTD, and local agencies in the development and implementation of the 101 In Motion.

Maintenance/Rehabilitation Needs

The condition of Santa Barbara County's highways, roads and bridges continues to be a major issue affecting SBCAG's transportation plans and program. While significant funding has been earmarked for this purpose through Measure D and the STIP, the available funds still fall short of the projected need. In the near-term, the state budget deficit and the low priority that the California Transportation Commission places on local road rehab projects in the STIP are expected to significantly impact STIP funding and state funds for local road maintenance and rehabilitation through continued diversions of transportation funds to general fund deficit reduction. In the long term, the expiration of Measure D in 2010 will profoundly reduce funding for local roads as documented in the most recent financial assessment in the Metropolitan Transportation Plan. In 2006, SBCAG deleted approximately \$13 million in local road rehab projects from the STIP, which were delayed due to their low funding priority, and will be funding these projects instead with SBCAG's regional apportionments of RSTP funding. SBCAG will be working to protect and enhance revenues for system preservation through activities associated with the TIP development (WE 3990) and through monitoring of legislative initiatives during FY 2008-09.

Intercommunity Transit

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

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

In addition, the policy boards of SBCAG and APCD agreed to transfer responsibility for administering the Clean Air Express commuter bus service to SBCAG. This transition was completed in late 2001 when SBCAG assumed operating responsibility for this service. New buses were purchased in 2003 and the Clean Air Express commuter service was expanded

from 8 routes to 11 routes in 2004 and 2005. Ridership continues to be strong, partially due to the high cost of gasoline. SBCAG is working with the local agencies to transfer operation of the CAE to the cities of Lompoc and Santa Maria. This transfer will occur by fall 2007.

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.

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 NCTAC, 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. Last year the board authorized the development of a North County Transit Plan that would serve as blueprint for urban, rural, intercity and commuter transit services in this area. The North County Transit Plan was developed with the assistance of SBCTAC and a technical advisory committee of transit operators. Transit user surveys, web site survey technologies 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. Implementation of plan recommendations will hinge on the renewal of Measure D.

Transportation Funding

The Metropolitan Transportation Plan adopted in January 2005 contains a financial analysis that demonstrated that sufficient funds will be available for plan implementation only if the Measure D ½-cent sales tax is extended beyond its current sunset in 2010, or some equivalent funding source is secured. Local governments have come to rely heavily on Measure D as a primary source of funding for roadway maintenance and rehabilitation. In addition, completion of high priority regional projects to relieve congestion on Highway 101 and provide for an expansion of transportation alternatives will require an extension of Measure D or another local revenue source. Under current state law, extension of the sales tax would require a 2/3 majority vote countywide, which will be challenging to achieve. SBCAG will continue to monitor legislative proposals to provide additional transportation funding, and to explore all available funding options to address the region's pressing transportation needs.

After many years of reduced funding for transportation, due to the state budget deficit and the diversion of Prop. 42 funds, among other reasons, the passage of recent state transportation bond measures bodes well for transportation in California. SBCAG successfully competed for CMIA funding within one of the transportation bond programs approved by the voters this past November. Some of these discretionary funds that are allocated to transportation projects and under other programs local agencies may see some relief for projects that have been delayed due to funding constraints.

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

Significant FY 2007-08 Accomplishments

SBCAG achieved several major milestones during FY 2007-08, as highlighted below and further discussed under each Work Element of the OWP. Significant accomplishments during the past year include the following:

Transportation Plan Update

The Regional Transportation Plan development process has included an extensive public outreach program and public involvement in the initial project planning process, in addition to outreach and involvement by the SBCAG Advisory Committees, TTAC and SBCTAC. There will be a public outreach and public involvement process in the review of the draft Regional Transportation Plan 2008.

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

Local agencies have completed a review of the programmed and planned project list, verifying their commitments to existing planned projects and identifying new projects. Transportation agencies have been requested to express a priority within their planned project list, with the understanding that funding may not be available for all new projects.

Staff prepared a Request for Proposals for the Environmental Impact Report (EIR) for the RTP and a consultant was selected in September 2004. Two public scoping meetings were held in December but only a few comments were received. Staff work on the plan was delayed for some time due to staff vacancies, initiation of Measure D reauthorization process, and need to complete the 101 In Motion Plan to obtain a complete and up-to-date project list. A draft EIR is expected in July 2007. It is anticipated that a SAFETEA LU compliant RTP will be adopted by the SBCAG Board by July 2008.

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's attention has now turned to funding and implementing the package of congestion relief projects contained in the approved 101 in Motion plan.

Measure D Renewal

SBCAG's existing transportation sales tax will expire in 2010 resulting in the loss of more than \$30 million annually in funding. In FY 2005-06, the SBCAG board authorized efforts to place a measure on the November 2006 ballot to extend Measure D. SBCAG hired a consulting team to assist in public opinion polling, development of a legislative strategy and preparation of the expenditure plan that must be approved before the measure can be placed on the ballot. A 30-year extension of the existing ½-cent sales tax would generate over \$1.0 billion in revenues, however, the region's transportation needs for maintenance/repair of the existing system, improvements in system capacity and providing expanded transportation alternatives including commuter rail and transit exceed \$3.0 billion. SBCAG has been engaged in a challenging effort to develop a plan that is balanced, feasible, responsive to community and elected official expectations, addresses the region's highest priority needs and will generate the 2/3 voter approval required for passage. Following a public outreach process, the SBCAG board adopted a Measure D renewal plan that was placed on the November 2006 ballot. The measure would have continued the existing ½-cent sales tax and increased the rate by ¼ cent for a period of 30 years generating approximately \$1.6 billion (2006 dollars). While the Measure D renewal received support from 54.5% of county voters, it failed to pass due to the 2/3 voter approval requirement. SBCAG is initiating a process to identify potential revenue sources to replace Measure D when it expires and will potentially place an alternative plan for renewal of Measure D on the November 2008 ballot. This effort will be a high priority for SBCAG during FY 08/09.

Proposition 1B CMIA and 2006 STIP Augmentation

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 to widen Highway 101 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) in funds to widen Highway 101 between Mussel Shoals and Carpinteria Creek. 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 are proposing to program STIP augmentation funds to complete final design and right of way work on the project.

SBCAG staff also worked with its local agencies, neighboring RTPAs and Caltrans to develop a 2006 STIP augmentation RTIP, also made possible by the passage of Prop 1B. SBCAG expects to adopt the RTIP in March 2007. The RTIP places a priority on funding improvements to Highway 101 on the South Coast of the county in addition to the funding received from the CMIA program. In FY 2007/08, SBCAG will also be preparing an RTIP as part of the “normal” 2008 STIP process.

Transit Needs Assessment

SBCAG working in consultation with the Santa Barbara County Transit Advisory Committee (SBCTAC) is preparing the annual Transit Needs Assessment for 2008. It is anticipated that the Transit Needs Assessment will be adopted by the SBCAG Board in May 2008.

SBCAG conducts an extensive public outreach program to inform citizens of the transit needs assessment process. A public hearing was held on January 17, 2008 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 printed in both Spanish and English, public hearing notices are printed in the local newspapers, and informational flyers are distributed through transit and social service agencies as well.

Local transit agencies have progressively improved their services based upon information received through the Transit Needs Assessment process. Intercommunity transit service between the communities of Lompoc, Santa Maria and Vandenberg Air Force Base and between Los Alamos and Santa Maria were developed based upon needs expressed through the process. The Breeze service was initiated in May 2005 and its ridership is promising. Planning is on-going for a limited new intercity service between Lompoc and Solvang.

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.

Intercommunity Transit Services Development

Staff worked with local elected officials, transit operators, and local agencies of Santa Barbara and Ventura Counties to respond to the need for intercommunity transit. In September 2000, an MOU between SBCAG and VCTC was signed committing both agencies to furthering its development. The MOU was amended in August 2003, May 2004, and again in June 2006. The service, known as the Coastal Express, was initiated in August 2001. Based on strong ridership, the service was expanded in FY 2004/05 and transitioned from a pilot program to permanent service. Service enhancements in FY04/05 included adding additional express service to downtown Santa Barbara. In FY05/06, express service was added to Goleta.

In addition, the transfer of the responsibilities for administering the Clean Air Express intercommunity bus service from APCD to SBCAG was completed in the fall 2001. Service was expanded from 8 daily routes to 10 in 2004/05. An additional route was added in FY05/06 bringing the total number of routes to 11 (5 serving Santa Maria, 6 serving Lompoc). The Clean Air Express saw a significant increase in ridership in FY07/08.

Adoption of 2007 FTIP and 2008 RTIP

SBCAG adopted the 2007 FTIP in July 2006. We are working with Caltrans and our federal partners to ensure that the FTIP is SAFETEA-LU compliant by July 2007.

In January 2008, the SBCAG board approved the 2008 Regional Transportation Improvement Program, which identifies projects to be funded with the region's county share of STIP funds. The RTIP programmed approximately \$21 million in regional STIP and STIP-TE funds that will be available during the five-year period of the 2008 STIP (FY 2008-09 to 2012-13).

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 TEA21 funding apportionments. Attention to project delivery will again 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. 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 part of one staff position (with assistance from a consultant) to monitoring the status of STIP, RSTP, CMIA, 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 3990.

SBCAG has also contracted with Ecointeractive, Inc. to install a project-tracking database "EZ Trak" that uploads and downloads information from the Caltrans CTIPs database. This database will be accessible via the internet for member agencies and Caltrans. This will help SBCAG and its member agencies monitor projects programmed in the 2007 FTIP and 2008 STIP, ensure 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 monitor and distribute results from the Year 2000 census as they become available. Staff also prepared summary reports to respond to public interest in census results. Staff is assisting local agencies in 2010 Census Planning and recently hosted a Local Update of Census Addresses (LUCA) workshop conducted by the Census Bureau.

Growth Forecast

Following public workshops and public hearings the SBCAG Board adopted a new long-range growth forecast. The forecast includes a new base year, 2005, and a new forecast horizon year, 2040.

Travel Model Upgrade

A project to upgrade SBCAG's travel forecasting model is complete. The project adds HOV lane assessment capability and improves peak hour modeling capabilities. Long-range 2030 travel forecasts were prepared for the update of the Transportation Plan and the 101 In Motion

Program, and have been revised for the Central Ave./Route 246 travel forecast. Travel forecasts will be updated based on the recent adoption by SBCAG of the new Regional Growth Forecast, 2005-2040.

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.

Transportation Demand Management / Clean Air Express

In 2007, Traffic Solutions secured medium term funding and developed a transition operations plan for the Clean Air Express. Regional Measure D funds as well as TDA funds from Santa Maria, Lompoc and Santa Barbara County were allocated to fund the service through July 31, 2009. These funds will be used to operate existing service and to replace a spare bus and install particulate traps on several other buses. Clean Air Express ridership has reached an all time high. Several buses have experienced overcrowding. On January 19, 2008, the Clean Air Express operator contract was awarded to a new contractor. As part of the new contract, fareboxes were installed on the Clean Air Express buses to allow for the collection of cash fares. Ridership on the Coastal Express also reached an all time high. To respond overcrowding on the Coastal Express buses, VCTC and SBCAG Traffic Solutions expanded service in August 2007.

In 2008, Traffic Solutions added several features to the Traffic Solutions Online commuter matching system, including a Team Bike Challenge module and several modules to manage the Curb Your Commute program. As of February 2008, forty-three employers and 4,130 commuters were enrolled in Traffic Solutions Online. The Curb Your Commute traffic mitigation program was launched to over 125 employers on February 28, 2008. This marks the beginning of a two-year TDM program designed to mitigate traffic during 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.

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 2007-08, 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. In addition, SBCAG has continued a monthly electronic newsletter that provides timely reports on SBCAG board actions, upcoming meetings and events, news and progress reports and continues to provide information to the Santa Ynez Band of Chumash Indians through government-to-government efforts.

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 2008/2009

<u>Activity Description</u>	Product or Work Element	Due Date
Update various Transportation Concept Reports	Transportation Concept Reports	Ongoing
Monitor SBCAG's OWP, review progress reports, process requests for reimbursement and amendments.	Administration (Regional Planning)	Ongoing
Attend SB 45 status of projects meetings	Highway Planning	Quarterly
Attend Board meetings	Administration (Regional Planning)	Monthly
Voting member on Transportation Technical Advisory Committee (TTAC)	Administration (Regional Planning)	Monthly
Intergovernmental review (IGR)	IGR/CEQA	Ongoing
Participate on transportation model technical committee and travel model update.	Travel Demand Forecasting	As needed
Participate in Corridor Mobility Plans.	Corridor Mobility Plans	As needed
Participate in Congestion Management Plan update	Congestion Management Plan Update	As needed
Ex-officio member of South Coast Subregional Committee.	District Director and Regional Planning	July 2007 to June 2008
Attend Santa Barbara County Transit Advisory Committee meetings.	Transportation Development Act	Ongoing
Participate on Steering Committee for 246/Central Ave. extension	246/Central Ave. extension	July 2007 to June 2008
Attend City Council and Board of Supervisors meetings	Regional Planning	As needed
Participate in any updates of Regional Transportation Plan	Regional Transportation Plan	June 2008
Participate in update of Regional Bikeway Plan	Bicycle/Pedestrian Planning	June 2008
Development of the California ITS architecture and conformity assessment	Intelligent Transportation Systems Development and Deployment	June 2008

Caltrans 0708 OWP Information.doc

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COMPREHENSIVE PLANNING PROGRAM

Program Administration

WORK ELEMENT 1910 OVERALL WORK PROGRAM ADMINISTRATION

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.
2. Prepare quarterly progress and financial reports.
3. Conduct liaison with federal and state agencies.
4. Develop, present and monitor annual budget.
5. Administer existing FY 2008-09 OWP
6. Prepare 2009-10 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. Review and update existing interagency agreements.
9. Conduct ongoing administration of state and federal grants
10. Update, monitor, and evaluate DBE performance and establish annual DBE goals.

Products

Date

- | | |
|----------------------------------|--------------|
| ▪ Progress and financial reports | Quarterly |
| ▪ Grant Applications | As available |
| ▪ Grant Administration | Ongoing |
| ▪ Unified program audit | 12/08 |
| ▪ Draft OWP | 1/09 |
| ▪ Final OWP | 4/09 |
| ▪ Grant Closeout Reports | 9/08 |
| ▪ DBE Plan Goal | 9/08 |

Budget

Funding

SBCAG	<u>\$ 57,700</u>		
		FHWA PL	\$ 41,000
		FTA 5303	10,000
		SBCAG	<u>6,700</u>
			<u>\$ 57,700</u>

WORK ELEMENT 1920 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

Previous and Ongoing Work

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

Tasks

1. Participate on regional coordinating committees that affect the interests of SBCAG
2. Monitor Local Agency Formation Commission annexation/incorporation proposals for impacts on Regional Housing Needs Assessment and potential redistribution of need
3. Liaison with local advisory boards and chambers of commerce on regional issues
4. Provide ongoing staff support to subregional planning committees of the SBCAG Board
5. Monitor planning and development of major facilities
6. Follow up on recommendations of Interregional Jobs/Housing Partnership Study
7. Coordinate with VCOG, VCTC, SLOCOG, and SCAG on regional planning issues
8. Review and comment on matters of regional interest
9. Conduct joint meetings of policy and technical boards as appropriate
10. Conduct consultation and ongoing communication with the Santa Ynez Tribal Government
11. Coordinate with tribal government of Santa Ynez Band of Chumash Indians

Products

- | <u>Products</u> | <u>Date</u> |
|---|-------------|
| ▪ Implementation of Interregional Jobs/Housing Partnership Project recommendations as appropriate | Ongoing |
| • Improved coordination on issues of regional or subregional concern | Ongoing |
| ▪ Monitor regional governance and jobs-housing legislation | Ongoing |
| ▪ Hold joint policy board meetings with other regional agencies | As needed |
| ▪ Hold meetings of subregional planning committees | Monthly |

Budget

SBCAG \$ 24,500

Funding

FHWA PL	\$ 21,600
SBCAG	<u>2,900</u>
	<u>\$ 24,500</u>

WORK ELEMENT 1930

PUBLIC PARTICIPATION AND INFORMATION

Objective

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

Previous and Ongoing Work

- Public Participation Plan adopted in December 2007 in compliance with SAFETEA-LU planning regulations
- Establishment of SBCAG website (www.sbcag.org) in 1998, re-designed in 2001, restructured and redesigned in 2003 with continuing expansion and development as needed
- New informational brochure published in 2003
- Monthly electronic newsletter launched in 2004
- Ongoing expansion of electronic newsletter database
- Publish opinion-editorials on regional issues in local newspapers

Tasks

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

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

Products

Date

- | | |
|--|-----------|
| ▪ SBCAG Website maintenance and enhancements | Ongoing |
| ▪ SBCAG General Brochure | 1/08 |
| ▪ Executive Summaries of reports | Ongoing |
| ▪ Community Presentations | Ongoing |
| ▪ SBCAG Electronic Newsletter | Ongoing |
| ▪ SBCAG Annual Report | 3/08 |
| ▪ Project status reports | Quarterly |
| ▪ Public hearing/workshop notices | Ongoing |

Budget

Funding

SBCAG	<u>\$ 186,000</u>	FHWA PL	\$ 154,000
		FTA 5303	10,000
		SBCAG	<u>22,000</u>
			<u>\$ 186,000</u>

WORK ELEMENT 1940 TRANSPORTATION DEVELOPMENT ACT (TDA) ADMINISTRATION

Objective

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

Previous and Ongoing Work

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

Tasks

1. Update and amend Transportation Development Act (TDA) claim manual as necessary
2. Conduct annual workshop and assist local agencies in preparing claims
3. Implement recommendations of TDA Performance Audit completed in FY 2007-08
4. Apportion and allocate TDA funds in a manner consistent with state regulations, SBCAG policies and local claims
5. Complete 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

Products

- | <u>Products</u> | <u>Date</u> |
|---|--------------------|
| ▪ Fiscal and compliance audits of all claimants | 12/08 |
| ▪ Implement triennial performance audit for all operators | Ongoing |
| ▪ TDA Claim Manual | 2/09 |
| ▪ Report on Unmet Transit Needs Findings | 4/09 |

Budget

SBCAG \$ 55,900

Funding

SBCAG \$ 55,900

Comprehensive Planning and Analysis

WORK ELEMENT 2910 AIRPORT LAND USE PLANNING

Objective

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

Previous and Ongoing Work

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

Tasks

1. Provide technical assistance to local agencies and airports regarding implementation of the Santa Barbara County Airport Land Use Plan (ALUP)
2. Prepare staff reports to the Airport Land Use Commission on matters of land use compatibility or consistency. Monitor airport noise impacts and develop mitigation strategies for identified problems such as applying noise easements and land use controls to impact areas to reduce airport operator liability
3. Review environmental documents by applying the criteria in the ALUP and guidelines from the newly updated Caltrans Airport Land Use Planning Handbook
4. Review proposed revisions to airport master plans, FAR Part 150 studies, general plans, heliport layout plans and proposed ordinances to determine consistency with the ALUP
5. Coordinate with Caltrans Aeronautics Program on the implementation of the Caltrans Airport Land Use Planning Handbook update
6. Coordinate with the State of California, airport authorities, and local jurisdictions on matters related to airport land use policies and implementation
7. Coordinate with airport authorities to seek funding support toward updating the 1993 Santa Barbara County Airport Land Use Plan. The update will reflect revised airport master plans, Part 150 studies, guidelines from the 2002 Caltrans Airport Land Use Planning Handbook update, and new FAA advisory circulars. An application for funding has been filed with the Caltrans Aeronautics Program
8. Prepare a series of supplemental amendments to update the 1993 ALUP including policy reviews and updates on land use compatibility evaluation criteria to facilitate ongoing review of environmental documents. Full 1993 update will be prepared upon receiving supplemental state funding. Draft RFP to invite consultant bids for the 1993 ALUP update as necessary. (Consultant as funding permits)
9. Incorporate technical graphics for all county airports including newly adopted airport influence areas, clear and approach zones, flight tracks for each county airport as part of the supplemental amendments to enhance staff capability in the review of environmental documents. (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 2950

11. Update ALUC information and graphics on SBCAG website including Airport Influence Area, ALUC legislation, 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 2950

Products

Date

- | | |
|---|-------------|
| ▪ Staff reports, letters of comment | Ongoing |
| ▪ Supplemental amendments of the 1993 ALUP | As required |
| ▪ Graphics updates for each county airport | Ongoing |
| ▪ Draft RFP for the ALUP Update | 9/08 |
| ▪ Full ALUP Update and approval by the Board
(Contingent on supplemental funding from state) | 6/09 |

Budget

Funding

SBCAG	\$ 42,700
Consultant	<u>75,000</u>
	<u>\$ 117,700</u>

Santa Barbara County	\$ 15,000
State Grant	90,000
SBCAG	<u>12,700</u>
	<u>\$ 117,700</u>

WORK ELEMENT 2920 CENSUS DATA CENTER

Objective

- To function as the Census Data Center for Santa Barbara County for the compilation, analysis and dissemination of year 2000 Census data and preparation for the 2010 Census

Previous and Ongoing Work

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

Tasks

1. Develop requests, in cooperation with other jurisdictions, for electronic and/or print versions of data from State Census Data Center and U.S. Census Bureau
2. Develop cost-sharing arrangements, as necessary, to obtain and process data
3. Procure process, prepare, and distribute census data and census maps to interested parties
4. Respond to extensive public requests for census data and interpretation of data as appropriate. Coordinate data collection and distribution with cities, county, and libraries
5. Liaison with Census Bureau and State Census Data Center on census training, meetings
6. Integrate Census Tiger files and other census data into Geographic Information System developing visual aids portraying census and demographic data as well as Regional Transportation Plan project locations
7. Apply census and socioeconomic data to network travel model and other SBCAG projects
8. Produce Census reports for use by general public as the data becomes available
9. Review of the American Community Survey (ACS) Countywide results and City level data as it becomes available
10. Update Census 2000 housing unit counts with data from the Congestion Management Program and other local sources
11. Update and Compare Census 2000 population counts and estimates with data from the Department of Finance, the SBCAG Regional Growth Forecast 2007 and the Census population estimates program
12. Attend annual Census Affiliate Center meeting

Products

Date

- Dissemination of 2000 Census data to cities, county, libraries, and interested parties Ongoing
- Technical assistance on the use of census data Ongoing
- Analysis of Census migration and household size data 9/08
- Compare available Census 2000 information with other data sources, such as Dept. of Finance and local agencies Ongoing
- Overview of the ACS data releases for Technical Planning Advisory Committee 12/08
- Liaison with Census Bureau on 2010 Census Planning Ongoing
- Workshops to assist local governments in preparing for the 2010 Census As needed
- Assist local governments in their local update of Census Addresses 7/08

Budget

Funding

SBCAG	<u>\$ 72,000</u>	FHWA PL	\$ 51,500
		FTA 5303	12,000
		SBCAG	<u>8,500</u>
			<u>\$ 72,000</u>

WORK ELEMENT 2930 REGIONAL GROWTH FORECAST

Objective

- To 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
- Analysis of Congestion Management Program (CMP) Land Use Data Submittals
- Regional Growth Forecast 2000, Adopted March 2002
- Development of traffic analysis zones (TAZ) level forecasts for SBCAG transportation model
- Development of growth forecast outreach materials for RTP public workshops
- Adopted Regional Growth Forecast—2005 to 2030 (2007)

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 database for travel model forecasts. Develop traffic analysis zone level forecasts for SBCAG traffic model
4. Provide socioeconomic forecasts for RTP and assist in evaluation of alternative RTP scenarios
5. Prepare special forecasts for transportation modeling and air quality planning as necessary for SIP update
6. Continue development of GIS mapping capability and coverage
7. Monitor CMP housing and land use data
8. Track performance of growth forecast
9. Coordinate with development of other growth models and forecasts in the county
10. Continue compiling demographic and socioeconomic data such as birth and mortality records retirement, and migration
11. Examine land use models for consideration in development of land use forecasts

Products

Date

- | | |
|---|--|
| <ul style="list-style-type: none"> ▪ Maps and visual representations of forecast demographics and other variables ▪ Outreach to interested agencies and organizations ▪ Updated land use, economic, and demographic data files ▪ Update of socioeconomic data for travel forecast ▪ Comparison of DOF and RGF estimates ▪ Implementation and Monitoring | <p>Ongoing</p> <p>Ongoing</p> <p>As appropriate</p> <p>9/08</p> <p>3/09</p> <p>Ongoing</p> |
|---|--|

Budget

SBCAG

\$ 56,600

Funding

FHWA PL
FTA 5303
SBCAG

\$ 38,000
12,000
6,600
\$ 56,600

WORK ELEMENT 2935 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 and San Luis Obispo 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

Tasks

1. Update land use, economic, and demographic data files (Consultant)
2. Prepare maps and visual representations of land use and other data (Consultant)
3. Issues outreach to city/county agencies, elected officials, and interested parties
4. Acquisition, testing, of models (Consultant)
5. Scenario development and testing
6. Hold public workshops
7. Revise report and hold consensus summits
8. Prepare final report

Products

<u>Products</u>	<u>Date</u>
• Data Files	9/08
• Scenario Development	2/08
• Public workshops	2/09
• Draft Report	4/09
• Final Report approved by Board	6/09

Budget

SBCAG share staff (est.)	\$ 72,500
Consultant (SBCAG est.)	<u>50,000</u>
	<u>\$ 122,500</u>

Funding

State Grant (total)	\$ 50,000
Local Match (total in-kind)	<u>72,500</u>
	<u>\$122,500*</u>

Implementation of Work Element is dependent upon approval of a pending joint application by SBCAG and SLOCOG for Regional Blueprint grant funds.

*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 2950 TRAVEL DEMAND FORECASTING

Objective

- Apply SBCAG's expanded countywide travel forecasting model using the new model software
- Apply travel model in cooperation with local agencies to forecast traffic growth, assess demand for roadway and intersection improvements, evaluate land use alternatives, evaluate transportation control measures (TCMs) and determine conformity between transportation and air quality plans
- Use GIS capability to develop highway, transit, bikeway, and other networks on model to assess characteristics of the network, e.g. miles of roads or bikeways by functional class
- Develop information for public and decision makers on future effects of proposed transportation projects and land use policies on transportation system
- Update base year and new RGF Forecasts

Previous and Ongoing Work

- Apply 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)
- Apply the model for regional and sub-area modeling including providing technical assistance to the Cities of Lompoc and Santa Barbara General Plan updates
- Application of the model to evaluate various alternative transportation consensus package measures of the Highway 101 in Motion Project
- Continue application of the model to assess various capital improvement options
- Continue development of enhanced evaluation capabilities including performance measures, visualization techniques for reports and presentations

Tasks

1. 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
2. Utilize the expanded model to explore non-motorized modes of transportation, i.e., bike and pedestrian and to examine the impacts on "smart growth" strategies. Test Blueprint Land Use Alternative Scenarios to assess the integration of land use and transportation interactions
3. Update the travel model's socioeconomic database from the current 2000 base year to 2005 base year extend the growth forecast from 2030 to 2040, and update the model traffic count data to 2005 and develop traffic forecast fact sheet that contains summaries of transportation statistics for 2005 base year, and 2040 future year
4. Calibrate the travel model to 2005. Update the long-term travel forecast to 2040 under an average day and in three time periods (AM, PM, and Off-Peak) for highway and transit models
5. Update TAZ's in conjunction with 2010 Census products. Coordinate with Ventura and San Luis Obispo Counties to better model external trips. Coordinate activities with Work Element 2820 (Census Data Center) and Work Element 2830 (Regional Growth Forecast)

6. Continue participation with the County of Santa Barbara in the Enterprise Geodatabase Project for the development of a countywide centralized geo-database
7. Refine the model's expanded employment database for all future forecasts. Incorporate survey results from the 2006 Caltrans Statewide Travel Survey data, the 2007 Santa Barbara Commuters Survey, and from the latest 2005 ACS database as appropriate.
8. 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.
9. Participate in a joint Caltrans Districts 5 and 7 Micro-simulation Task Force in connection with the Corridor Mobility Improvement Account (CMIA) funded project on Highway 101 including the widening of Highway 101 between Mussel Shoals and Casitas Pass Road.
10. Provide technical assistance to local agencies and consultants for project specific requests and sub-area modeling.
11. Work with state and other MPOs to refine travel forecasting and modeling legislations related to reduction of green house gas emissions.
12. Consider formation of a peer group review process for regional travel model validation and capability enhancements.
13. Coordinate with Traffic Solutions to incorporate the regional bikeway network as part of the model network database. Develop GIS capabilities to map transit routes and corridor buffers, bikeways, analyze carpool match list by zip code, and other TDM analysis capability as appropriate.
14. Develop feasibility study scope of work to address SR 166 W (Santa Maria to Guadalupe) Bypass connection to US 101, north.
15. 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 3980 (Congestion Management)
16. Provide staff training on travel forecasting. Conduct literature review to remain aware of latest modeling trends and other model software developments including traffic simulation, activity-based modeling, smart growth, and the ongoing FHWA Transportation Model Improvement Program (TMIP) and web-based seminars.
17. 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 information, county-to-county traffic flows, traffic counts and future travel forecasts, etc. Develop an online travel forecast summary for web publicity. Assess in-house staffing and funding impacts. (Consultant)
18. Continue participation in Central Coast Transportation Model Users Group and California Inter-Agency Forums, local and nation-wide modeling focus groups in Transportation Modeling for information sharing and model enhancement.

Products

Date

- | | |
|--|--|
| <ul style="list-style-type: none"> ▪ New SBCAG travel model with 2005 calibrated base year and 2015/2020/2030/2040 forecasts as required for RTP and FTIP ▪ Update model forecast report as necessary ▪ Enhancement of peak hour, emissions, and TCM analysis capabilities ▪ Add Bikeway and roadway network parameters ▪ Technical memos and reports | <p>12/08</p> <p>01/09</p> <p>Ongoing</p> <p>3/08</p> <p>As appropriate</p> |
|--|--|

- Update TAZ boundaries for 2010 Census 4/09
- Maintenance of database Ongoing
- Revised short- and long-term travel forecasts Ongoing

Budget

SBCAG	\$ 84,200
Consultant	22,600
Model Maintenance/Software	<u>2,400</u>
	<u>\$ 109,200</u>

Funding

FHWA PL	\$ 91,000
FTA 5303	5,400
SBCAG	<u>12,800</u>
	<u>\$ 109,200</u>

Transportation Planning and Programming

WORK ELEMENT 3910 REGIONAL TRANSPORTATION PLAN (RTP)

Objective

- Develop and maintain a comprehensive, long-range, multimodal transportation plan for the region consistent with state and federal requirements
- Adopt 2008 Regional Transportation Plan that is SAFETEA LU compliant
- Approve EIR on RTP
- Monitor implementation of RTP to ensure continued compliance with state and federal planning requirements
- Establish policies and performance objectives for investments in region's transportation system
- Identify revenues needed to maintain and improve transportation system

Previous and Ongoing Work

- VISION 2030, Regional Transportation Plan 2008 (in process)
- Metropolitan Transportation Plan 2004
- Highway 101 Implementation Plan (101 in Motion)

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 inclusion in RTP and in support of goals for the continued development of an integrated, multimodal transportation system. Include CMIA and 101 in Motion improvement projects
3. Employ outreach and consultation consistent with SAFETEA LU compliant Public Participation Procedures.
4. Add new SAFETEA LU required elements such as system safety and security, pedestrian walkways, strategic environmental mitigation, short and long range strategies, operational and management strategies, among other new requirements.
5. Prepare financial plan and analysis. Prepare year of expenditure estimates of project costs.
6. Refine performance measures
7. Make revisions to draft RTP
8. Revise draft EIR (consultant)
9. Employ Visualization Techniques such as maps and graphics in draft plan
10. Continue consultation and coordination with Santa Ynez Band of Chumash Indians, resource and conservation agencies, and others identified in MPO planning regulations.
11. Complete public review of plan and EIR.
12. Adopt 2008 RTP and FEIR and publish Regional Transportation Plan in electronically accessible format for public review.
13. Assess new RGF implications to Plan.
14. Maintain and update data files.

Products

Date

Revised Draft RTP 2008	06/08
Public review on Plan and EIR and response to comments	10/08
SAFETEA LU Compliant RTP and FEIR Approval	11/08
RTP on SBCAG web site	12/08
RTP Implementation	ongoing

Budget

Funding

SBCAG	\$ 107,600	FHWA PL	\$ 98,500
Consultant	<u>10,000</u>	FTA 5303	5,400
	<u>\$ 117,600</u>	SBCAG	<u>13,700</u>
			<u>\$ 117,600</u>

WORK ELEMENT 3920 HIGHWAY PLANNING

Objective

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

Previous and Ongoing Work

- Annual traffic count program.
- Annual Highway Performance Monitoring System program submittals to Caltrans
- 101 Operational Improvements Project Development Team participation
- Travel Trends Report, 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. Conduct subarea modeling and evaluation for Highway 101 improvements to achieve better configuration, design, and circulation.
3. Participate with Caltrans and SLOCOG in development of Corridor Management Plan in support of Corridor Mobility Improvement Account project nomination for Santa Maria River Bridge.
4. Participate with Caltrans D5 and D7 and VCTC in development of Corridor Management Plan in support of Corridor Mobility Improvement Account funded project for Highway 101 widening from Mussel Shoals to Milpas Street.
5. Continue ongoing traffic count program to monitor traffic growth in Santa Barbara County, particularly on the segment of Route 101 between Milpas Street and the Ventura County line.
6. Assist the City of Goleta, and other agencies, in the update of the local Transportation Improvement Program.
7. Coordinate with Caltrans and local jurisdictions in traffic count data acquisition and review. Integrate the traffic count program as part of the Travel Demand Model database. Respond to public requests for traffic count data. Develop capabilities to provide traffic counts on SBCAG website through the use of TransCAD-for-the-Web.
8. Produce a "State of the Commute" report focusing on tabular and graphic information on trip-to-work trends for the general public.
9. Work with Traffic Solutions Department to investigate the travel impact of shifting the peak commuting travel hours on Highway 101 at Sheffield and Las Positas locations
10. Coordinate the traffic monitoring activities with Highway Performance Monitoring System requirements. Submit annual HPMS sample site report to Caltrans.
11. Monitor performance measures.
12. Analyze the heavy-duty truck survey data provided by SCAG on Route 101 based on Southern California Association of Governments (SCAG)'s light duty vehicle survey with

respect to locations on Route 101 between Ventura and Santa Barbara County line. Coordinate with local jurisdictions, Caltrans, and FHWA on revisions/additions to functional reclassification of highway system.

13. Participate with ABAG and SLOCOG on Goods Movement Study
14. Conduct Park and Ride Lot Study to include inventory of existing lots, physical characteristics, potential locations for new lots, etc
15. Survey local agencies in county and adjacent areas about use and application of traffic impact fees. Prepare grant application for update of SBCAG Statewide Traffic Impact Fee Study.
16. Participate in Caltrans System Planning efforts including updates of the Transportation Concept Reports, Transportation System Development Program and the District System Management Plan.
17. 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.
18. Monitor implementation of previous corridor study recommendations.

Products

Date

- | | |
|--|----------------|
| ▪ Annual HPMS submittal | 4/09 |
| ▪ Implementation of corridor study recommendations | Ongoing |
| ▪ Functional reclassification changes/additions submitted | As appropriate |
| ▪ National Highway System designation changes/additions submitted | As appropriate |
| ▪ Provision of data to public upon request | As appropriate |
| ▪ Technical memos on trucks/light duty vehicle surveys on Route 101 | As appropriate |
| ▪ Corridor Management Plan, Highway 101/Santa Maria River Bridge project | 3/09 |
| ▪ Corridor Management Plan, Highway 101 South widening | 3/09 |
| ▪ Park and Ride Lot Study | 6/09 |
| ▪ Goods Movement Study | 3/09 |
| ▪ State of the Commute report | 1/09 |

Budget

Funding

SBCAG	<u>\$ 104,700</u>	FHWA PL	\$ 92,500
		SBCAG	<u>12,200</u>
			<u>\$ 104,700</u>

WORK ELEMENT 3921

SR 246/CENTRAL/PURISIMA CORRIDOR ALTERNATIVES STUDY

Objective

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

Previous and Ongoing Work

- SR 246/Central/Purisima Travel Forecast, 2007
- SR 246 widening PSR
- Central Avenue Extension Intersection LOS analysis

Tasks

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

Products

Date

- | | |
|--|------|
| ▪ Signed MOU, including cost sharing agreement, among agencies | 7/08 |
| ▪ Local funding commitments | 8/08 |
| ▪ Draft and Complete RFP for alternatives study | 6/08 |

- (Contingent on local funding)
- Select consultant for alternatives study 9/08
- Develop draft report for internal review 12/08

Budget

SBCAG \$ 39,800

Funding

FHWA PL \$ 35,200
SBCAG 4,600
 \$ 39,800

WORK ELEMENT 3930 TRANSIT/PARATRANSIT PLANNING

Objective

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

Previous and Ongoing Work

- Transit Needs Assessment 2008
- *Transportation Connections*, Coordinated Public Transit - Human Services Transportation Plan, adopted in 2007
- Triennial Performance Audits 2007 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. Work with SBMTD in their update of the SRTP
2. Monitor implementation of SBMTD's South Coast Transit Plan and of SRTPs for COLT, SBMTD, SMAT, and SYVT
3. Attend transit agency board meetings as appropriate
4. Continue ongoing monitoring of all transit operations within the county, including analysis of ridership, operating, financial, and vehicle fleet data, to ensure effective and efficient use of resources and update of RTP
5. Facilitate new or restructured transit service proposals related to unmet transit needs
6. Evaluate availability and efficiency of transit services for elderly persons, persons with disabilities, and persons of limited means, as well as for the general public. Coordinate with Work Element 2720, examination of Census 2000 special tabulations on aging
7. Provide staff support to the Santa Barbara County Transit Advisory Committee
8. Maintain up to date agreements with transit operators
9. Implement short and long-term recommendations from the 2006 North Santa Barbara County Transit Plan, as appropriate
10. Implement recommendations/strategies in *Transportation Connections*

11. Evaluate JARC, New Freedom, and Section 5310 applications for consistency with Consolidated and Coordinated Plan
12. Work with transit agencies, CTSA's (Easy Lift and SMOOTH), social service agencies, and non-profit providers to monitor Coordinated Public Transit - Human Services Transportation Plan
13. Monitor performance measures such as fare box recovery
14. Review and comment on local agency updates of land use elements, circulation elements, community plans, and land use development proposals to ensure that transit, bicycle, pedestrian, and intermodal connectivity needs have been addressed
15. Fulfill all responsibilities as the designated recipient for FTA Section 5307 funds attributable to the Santa Barbara County Transportation Management Area
16. Review and evaluate FTA Section 5310, 5311, 5311(f), 5313(b), 5316 and 5317 applications. Prepare Section 5311 Program of Projects
17. Provide technical assistance to transit operators in the areas of planning, marketing, and other issues, upon request; monitor and report on transit legislation
18. Prepare updates to the Transit Resource Guide with maps and graphics
19. 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
20. Coordinate with SLOCOG to implement transit planning for newly expanded Santa Maria urbanized area and provide appropriate allocation of FTA 5307 formula funds
21. Explore inter-regional commuter transit service with SLOCOG and SMAT regarding the San Luis Obispo / Santa Maria commuter corridor
22. Continue to promote and support efforts to establish a regional transportation system that provides intercommunity service
23. Monitor implementation of new Lompoc to Solvang transit service

Products

Date

- | | |
|--|----------------|
| ▪ Section 5307 grant application reviews | As appropriate |
| ▪ Staff reports on transit issues, performance measures | As appropriate |
| ▪ Santa Barbara County Regional Transit Map | 8/08 |
| ▪ Section JARC/NF, 5310, 5316 and 5317 grant review | 3/09 |
| ▪ Web based Transit Resource Guide (English & Spanish), | 2/09 |
| ▪ Section 5311 program of projects | 12/08 |
| ▪ Transportation Connections monitoring and update as needed | 2/09 |
| ▪ Transit Needs Assessment 2009 | 4/09 |

Budget

Funding

SBCAG	<u>\$ 124,100</u>	FTA 5303	\$ 109,600
		SBCAG	<u>14,500</u>
			<u>\$ 124,100</u>

WORK ELEMENT 3940 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.

Tasks

1. Work with Amtrak on the refinement and implementation of its strategic plan for the coast corridor
2. Monitor passenger use of rail stations to assess adequacy of parking and other services (e.g. transit access, ticket machines, message signs), and identify projects to remedy deficiencies, if any
3. Coordinate with District 5 planning staff and other agencies, Caltrans Division of Rail, Amtrak and the railroads to implement rail plans and improve service. Propose and assess rail mainline improvement projects for federal, state, and regional programs
4. Work with other member agencies of LOSSAN to assess regional rail service and recommend projects of mutual benefit.
5. Advocate for changes in schedules of Surfliner to meet commuter needs
6. Coordinate with LOSSAN, Caltrans Division of Rail, and other agencies in implementing the LOSSAN Strategic Plan for the area north of Los Angeles
7. Continue work with SCAG and VCTC in rail study
8. Monitor performance measures such as on-time performance
9. Participate with the members of the Coast Rail Coordinating Council in the implementation of the Coast Rail Improvement Plan. Propose and assess rail mainline improvement projects for federal, state, and regional programs
10. As a member of the Coast Rail Coordinating Council, support efforts to add Coast Daylight train service between San Francisco and Los Angeles
11. Working with LOSSAN, CRCC and Caltrans Division of Rail, seek funding opportunities through Proposition 1B and other sources to implement needed capital improvements.
12. Assess vehicle trip reduction potential of rail alternatives examined in Highway 101 In Motion
13. Review and comment on California's State Rail Plan to ensure that coastal concerns and improvements are considered and that incremental higher speed improvements along the coast are included in state's passenger rail planning process
14. Participate in ongoing efforts to evaluate the feasibility and implementation of commuter friendly rail service
14. Work with VCTC and Caltrans on retiming Amtrak Pacific Surfliner service to better serve Ventura-Santa Barbara commuters
15. Monitor capital improvement, funding needs, institutional framework for implementation of commuter rail project

Products

Date

- Coast Rail Improvement Plan Update 1/09
- Staff reports on rail passenger plans to Board Quarterly
- Continued assessment and action on commuter rail project Ongoing
- Monitoring and implementation of LOSSAN Strategic Plan Ongoing
for corridor north of Los Angeles (Caltrans
Lead agency in cooperation with LOSSAN partners)
- SCAG Rail Study Approved 9/08
- Proposed rail projects for STIP 2/09
- CRCC and LOSSAN policy board meetings Quarterly
- CRCC and LOSSAN Technical Committee meetings Bi-monthly
- Applications for state and federal funds As Open

Budget

Funding

SBCAG	\$ 30,700	SBCAG	<u>\$ 42,700</u>
Agency Contributions to LOSSAN/CRCC	<u>12,000</u>		
	<u>\$ 42,700</u>		

WORK ELEMENT 3950 BICYCLE/PEDESTRIAN PLANNING

Objectives

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

Previous and Ongoing Work

- 1994 Regional Bikeway Study
- Draft 2008 Regional Bikeway Plan

Tasks

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

13. Coordinate with bicycle and pedestrian advisory groups to ensure that planning efforts consider bicycle and pedestrian links to highways (particularly appropriate interchanges and intersections) and transit facilities

Products

Date

- Draft Regional Bikeway Plan 8/08
- Regional Bikeway Plan approved by local jurisdictions and SBCAG Board. 12/08
- Technical assistance to jurisdictions in updating bicycle elements in planning documents Ongoing
- Review of bicycle funding applications As appropriate

Budget

Funding

SBCAG	<u>\$ 33,800</u>	FHWA PL	\$ 29,800
		SBCAG	<u>4,000</u>
			<u>\$ 33,800</u>

WORK ELEMENT 3970

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
- Insure projects conform to regional architecture portrayed in ITS Architecture and Maintenance Plan
- Implement ITS projects funded by Measure D, federal earmarks, STIP, SAFE

Previous and Ongoing Work

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

Tasks

1. Work with Central Coast ITS Steering Committee 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. As a partner for the FHWA Partnership Planning grant to fund a South Central Coast ITS Coordinator position, SBCAG along with the South Central Coast Steering Committee, will work with the ITS Consultant, Transcore, to complete the Regional Architecture Update (including Turbo Architecture software training, reviewing/updating the ITS Strategic Deployment Plan project list architecture, developing an Architecture Implementation Plan and a Architecture Maintenance Plan); facilitate the incorporation of ITS into the MPO planning and programming process; assist in ITS project implementation; and, facilitate ITS promotion and outreach
3. Explore development of Smart Call Box that monitors traffic and weather data.
4. Staff will coordinate input from TTAC and others on ITS applications within Santa Barbara County
5. Review and comment on materials and information produced by FHWA, Californian Alliance for Advanced Transportation Systems (CAATS), state agencies, and other parties proposing ITS plans, programs and projects
6. Explore development of 511 Traveler Information System to provide real time information on traffic conditions
7. Continue to coordinate with Caltrans D7 and VCTC on use of Doppler radar detection equipment on 101 South Coast for speed flow detection and data usage. Evaluate effectiveness and provide performance measures
8. Work with Caltrans D5, Caltrans D7 and VCTC to facilitate the continued deployment of field instruments (electronic message signs, and, enhanced surveillance) to promote the development and expansion of the regional TMC

9. 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
10. Implement ITS Master Plan for the South Coast Corridor of Highway 101, which would include completing selection of consultant, providing oversight for consultant's work on deliverables and scope, prioritizing projects based on available funding, and developing agreements for funding and delivering projects. Continue to coordinate with Caltrans Districts 5 & 7, VCTC, CHP, local public works departments and emergency service providers on implementation of ITS Master Plan
11. Participate on Highway 101 CMIA project development team and Corridor System Management Plan (CSMP) team to meet statewide requirements for system management objectives

Products

▪ Review of ITS Projects	Ongoing
▪ Central Coast ITS Committee Meetings	Bi-Annual
▪ ITS Architecture Conformity assessments	As needed
▪ Working Group Recommendations on Integration	Ongoing
▪ ITS Master Plan for South Coast 101	8/08
▪ Deploy Traffic Congestion Sensors on South Coast 101	12/08

Date

Budget

SBCAG	\$ 68,300
Consultant	<u>200,000</u>
	<u>\$ 268,300</u>

Funding

FHWA PL	\$ 46,000
SBCAG	49,300
Federal Earmark	<u>173,000</u>
	<u>\$ 268,300</u>

WORK ELEMENT 3980 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 2007
- Fourth Biennial Update of the CMP/CMS in 2003
- Highway 101 Deficiency Plan, 2002
- Technical Assessment: Intersection Level of Service Traffic Analysis Evaluation, Fall 2002
- CMP 2008 Update in process

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. Continue to develop the fifth biennial update of the CMP with input from local agencies. Incorporate new data collected since the last update in 2003 and revise as appropriate. Evaluate potential new performance measures
3. 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
4. Perform LOS analyses for CMP signalized intersections using the ICU Methodology. Update the intersection volume/LOS database using TRAFFIX software
5. Perform the two-lane rural highway analysis using the HCS software
6. Evaluate the application and integration of simulation modeling software for CMP analysis
7. 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
8. Monitor and review CMP/CMS performance measures and data
9. Integrate results of 101 In Motion into 101 Deficiency Plan as feasible
10. Prepare annual conformance assessment and report to SBCAG Board. Conduct follow-up as needed
11. 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
12. 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
13. Review, comment on, and approve transportation models used by local jurisdictions for traffic analyses. Coordinate this task with Work Element 2840

Products

- Annual Conformance assessment.
- Review of environmental documents
- Updated CMP
- Deficiency Plans
- Amendment to 101 Deficiency Plan

Date

4/09
 Ongoing
 9/08
 As Needed
 3/09

Budget

SBCAG \$ 76,800

Funding

FHWA PL	\$ 67,700
SBCAG	<u>9,100</u>
	<u>\$ 76,800</u>

WORK ELEMENT 3990 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 2008 RTIP
- 2007 FTIP SAFETEA-LU Compliance
- Participate in Prop 1B program guideline development
- Prepare Prop 1B applications and compete for Prop 1B funding

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 2008 RTIP
2. Participate in the working groups charged with developing guidelines for the implementation of Proposition 1B
3. Identify local and regional project funding opportunities from program components of Proposition 1B, inform local agencies of funding opportunities, and prepare project applications for regional projects
4. Monitor progress of projects programmed in the 2008 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
5. Provide direct assistance as needed to local agencies in development and implementation of projects programmed in current STIP and FTIP
6. 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
7. Complete updated FTIP and submit to Caltrans for incorporation into 2009 Statewide FTIP.
8. Prepare amendments to the adopted FTIP as required consistent with state and federal guidelines, regulations and statutes, including financial constraint analysis
9. Attend CTC and RTPA group meetings to monitor and provide input on state and federal legislation, program guidelines, and other policy matters related to the implementation of the current STIP and FTIP

AIR QUALITY PLANNING

WORK ELEMENT 4910

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 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

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 databases 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

Products

- | <u>Products</u> | <u>Date</u> |
|---|--------------------|
| ▪ Assistance to APCD on mobile source evaluation of new RGF | As needed |
| ▪ Ongoing coordination with APCD on Greenhouse Gas Assessment | Ongoing |
| ▪ Review and assessment of conformity regulation changes | Ongoing |

Budget

SBCAG \$ 25,000

Funding

APCD	\$ 10,000
SBCAG	<u>15,000</u>
	<u>\$ 25,000</u>

Program Delivery/Services

WORK ELEMENT 5910

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, 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. Install Cold Spring Bridge Suicide Prevention Call Boxes
14. 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

Date

- | | |
|--|----------------------------------|
| <ul style="list-style-type: none"> ▪ Freeway Service Patrol for 101 South Coast Corridor ▪ Annual performance report to Board on FSP ▪ Installation of Cold Spring Bridge Suicide Prevention Call Boxes | <p>ongoing
4/09
8/08</p> |
|--|----------------------------------|

- Private call center\CHP dispatch meetings As needed
- FSP meetings w\CHP & tow contractor Quarterly
- FSP Expansion Feasibility Study 6/09
- North County Public Education Campaign (radio\TV PSAs) 1/09

Budget

SBCAG	\$ 49,700
Consultant	<u>382,100</u>
	<u>\$ 431,800</u>

Funding

FSP Grant	\$ 253,350
Motor Vehicle Fees	<u>178,450</u>
	<u>\$ 431,800</u>

WORK ELEMENT 5920 LOCAL TRANSPORTATION AUTHORITY

Objective

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

Previous and Ongoing Work

- Local Allocation Rules
- Measure D ordinance and expenditure plan
- Measure D 10-Year Progress Report
- Measure D Local Program of Projects
 - SCA 3 and Transportation Priorities Voter Opinion Survey
- 2005/06 Voter Opinion Surveys on Measure D Renewal
- Preparation of Expenditure Plan and Ordinance for Renewal of Measure D for November 2006 Ballot
- Preparation of Expenditure Plan and Ordinance for Renewal of Measure D for November 2008 Ballot

Tasks

1. Administer Local Allocation of funds; prepare estimates and apportionments, evaluate local Measure D programs of projects, allocate funds, conduct annual fiscal/compliance audits
2. Prepare annual Measure D regional program of projects for approval by SBCAG Board and incorporate into the Federal TIP
3. Conduct outreach program to inform public about the benefits and successes of the Measure D program
4. Distribute paratransit funds to transit operators consistent with Measure D ordinance and LTA policies
5. Provide staff support to LTA Board; prepare staff reports, agendas, and minutes for meetings. Prepare and administer LTA budget
6. Participate in Self-Help Counties Coalition including monitoring and commenting on state legislation and policies affecting local transportation sales tax measures
7. Monitor legislation affecting local sales tax measures including legislative proposals authorizing establishment or extension of local transportation sales tax measures. Compile information as needed for development of new transportation expenditure plan
8. Prepare annual report, summarizing progress to date on Measure D program and outlining financial condition of program
9. Complete preparation of an expenditure plan for a renewal of Measure D to extend it beyond its 2010 sunset
10. Provide public information on proposed expenditure plan to be placed on November 2008 ballot

Products

Date

- | | |
|--|-------------------------------------|
| <ul style="list-style-type: none"> ▪ Measure D Program of Projects ▪ Updated Local Allocation rules ▪ Measure D Annual report | <p>7/08
As needed
12/07</p> |
|--|-------------------------------------|

- Measure D Renewal Expenditure Plan
Informational materials on Measure D reauthorization
- 6/08
As needed

Budget

SBCAG \$ 323,800

Funding

Measure D Funds \$ 323,800

WORK ELEMENT 5921 LTA REGIONAL PROGRAM PROJECT DEVELOPMENT

Objective

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

Previous and Ongoing Work

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

Tasks

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

Products

Date

- | | |
|---|-----------|
| ▪ Measure D Highway Program Strategic Plan | As needed |
| ▪ Highway project public information materials | As needed |
| ▪ Complete construction of remaining projects in Expenditure Plan | Ongoing |

Budget

Funding

SBCAG	\$ 246,600
Consultant	<u>1,205,000</u>
	<u>\$ 1,451,600</u>

LTA Capital Projects	<u>\$1,451,600</u>
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WORK ELEMENT 5930 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

1. Provide centralized administration and implementation of voluntary TDM Program directed at employers and the general public
2. Provide training and furnish promotional materials, support and activities for employer transportation coordinators
3. Manage the *Curb Your Commute* program (Hwy 101 Milpas / Hot Springs Traffic Mitigation Plan TDM program) including *Flexwork Santa Barbara*, *Trip Rewards* employer incentives, the *Commute Challenge* (August-October), *Premium Vanpool* program, Work While you Commute WiFi on buses and vanpools program and *Shift Your Trip* (flexible schedule 2-week promotion in May). (Partially conducted using consulting services)
4. Provide commuter benefit consulting for employers, including conducting commuter surveys and assisting in employee outreach
5. Co-produce and distribute periodic *News Wire* electronic newsletter
6. Develop and provide information and promotional materials regarding carpooling, vanpooling, transit, rail, bicycling, compressed work hours, telecommuting, tax programs and other TDM/ridesharing activities
7. Work with employers to establish employer portals to the Traffic Solutions Online commuter matching system
8. Administer and market the Emergency Ride Home program with participating employers.
9. Distribute, process and follow-up applications for carpool match lists. Maintain an updated rideshare database. (Partially conducted using consulting services)
10. Assist in the organization and ongoing placement of vanpools. Provide incentives to stimulate vanpool formation
11. Promote TDM/Rideshare education and events
12. Coordinate the annual Team Bike Challenge promotion
13. Assist in defining and implementing TDM mitigation measures associated with EIR and Negative Declarations
14. Participate in regional land use / transportation planning process
15. Coordinate with multi agency consortium on the Green Business Certification Program
16. Coordinate with San Luis Obispo Regional Rideshare and North County Agencies in launching a North County rideshare promotion between SLO and Santa Maria/Lompoc. Implement a North County Reverse Commute Vanpool Program funded with Federal Job Access and Reverse Commute (JARC) funds

17. Manage the Clean Air Express including contract management, service planning and fare collection
18. Assist the City of Lompoc, City of Santa Maria and MTD in the transfer of management responsibilities of the Clean Air Express scheduled on July 20, 2009
19. Assist Ventura County Transportation Commission (VCTC) with ongoing service planning, customer service and operation of the VISTA Coastal Express

Products

Date

- Quality customer service ride matching and transportation referral services. (CMAQ Funded) Ongoing
- Distribution of TDM promotional materials, including countywide bike map, countywide transit map, and regional transit, vanpool, FlexWork and Traffic Solutions brochures (CMAQ Funded) Ongoing
- Co-produce *the News Wire*, SBCAG/Traffic Solutions newsletter. Monthly
- Annual progress reports. (CMAQ Funded) Ongoing
- Produce and distribute second edition of the Curb Your Commute Axxess Membership Card and discount mini-booklet. (Measure D Funded)
- Expand and improve TDM website. (CMAQ Funded) Ongoing
- Assist the Green Business Program Consortium with the annual Green Business Program Luncheon. (CMAQ Funded) 9/08

Budget

Funding

SBCAG	\$ 563,400	CMAQ (FHWA)	\$ 340,000
Consultant	43,000	Measure D	266,400
CAE Management	<u>740,000</u>	Fare Revenues	<u>740,000</u>
	<u>\$ 1,346,400</u>		<u>\$ 1,346,400</u>

**FY 2008-09 OVERALL WORK PROGRAM
FUNDING SOURCES**

Work Element	FTA 5303		FHWA PL		Other Federal	State	Other Local	SBCAG*	Total
	Federal Share	Local Match	Federal Share	Local Match					
1000 Program Administration									
1910 OWP Administration	10,000	1,295	41,000	5,312	0	0	0	93	57,700
1920 Regional/Subregional Coordination	0	0	21,600	2,799	0	0	0	101	24,500
1930 Public Participation and Information	10,000	1,295	154,000	19,952	0	0	0	753	186,000
1940 TDA Administration	0	0	0	0	0	0	0	55,900	55,900
2000 Comprehensive Planning/Analysis									
2910 Airport Land Use Planning	0	0	0	0	0	90,000	15,000	12,700	117,700
2920 Census Data Center	12,000	1,555	51,500	6,672	0	0	0	273	72,000
2930 Regional Growth Forecast	12,000	1,555	38,000	4,923	0	0	0	122	56,600
2935 Central Coast Regional Blueprint Planning	0	0	0	0	0	50,000	0	72,500	122,500
2940 Regional Housing Needs	0	0	0	0	0	0	0	46,800	46,800
2950 Travel Demand Forecasting	5,400	700	91,000	11,790	0	0	0	310	109,200
3000 Transportation Planning and Programming									
3910 Regional Transportation Plan	5,400	700	98,500	12,762	0	0	0	238	117,600
3920 Highway Planning	0	0	92,500	11,984	0	0	0	216	104,700
3921 SR 246/Central/Purisima Alternatives Study	0	0	35,200	4,561	0	0	0	39	39,800
3930 Transit/Paratransit Planning	109,600	14,200	0	0	0	0	0	300	124,100
3940 Passenger Rail Service Planning	0	0	0	0	0	0	0	42,700	42,700
3950 Bicycle/Pedestrian Planning	0	0	29,800	3,861	0	0	0	139	33,800
3970 ITS Development & Deployment	0	0	46,000	5,960	173,000	0	0	43,340	268,300
3980 Congestion Management Program	0	0	67,700	8,771	0	0	0	329	76,800
3990 Transportation Improvement Program	0	0	138,000	17,879	0	250,000	0	34,421	440,300
4000 Air Quality Planning									
4910 SIP Development	0	0	0	0	0	0	10,000	15,000	25,000
5000 Program Delivery/Services									
5910 Service Authority for Freeway Emergencies	0	0	0	0	0	0	382,100	49,700	431,800
5920 Local Transportation Authority	0	0	0	0	0	0	0	323,800	323,800
5921 LTA Regional Projects	0	0	0	0	0	0	0	1,451,600	1,451,600
5930 Traffic Solutions Program	0	0	0	0	340,000	0	740,000	266,400	1,346,400
Total	164,400	21,300	904,800	117,226	513,000	390,000	1,147,100	2,417,774	5,675,600

FY 08-09 Allocation	164,400	738,800
Carryover	0	166,000
Total Funding	164,400	904,800

* Consists of, but is not limited to, Measure D funds; TDA planning allocations; interest earnings; SAFE motor vehicle fees; STP Exchange and available fund balances.

APPENDICES

**APPENDIX A
2008
SANTA BARBARA COUNTY
ASSOCIATION OF GOVERNMENTS
BOARD OF DIRECTORS**

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

<u>Jurisdiction</u>	<u>Member</u>	<u>Alternate</u>
BUELLTON	RUSS HICKS Mayor	DIANE WHITEHAIR Councilmember
CARPINTERIA	JOE ARMENDARIZ Councilmember	AL CLARK Councilmember
GOLETA	MICHAEL BENNETT Mayor	JEAN BLOIS Councilmember
GUADALUPE	LUPE ALVAREZ Mayor (Vice Chair)	JULIAN ARISTON Councilmember
LOMPOC	DICK DEWEES Mayor	ANN RUHGE Councilmember
SANTA BARBARA	MARTY BLUM Mayor	IYA FALCONE Councilmember
SANTA MARIA	LARRY LAVAGNINO Mayor	BOB ORACH Councilmember
SOLVANG	ED SKYTT Councilmember	LINDA JACKSON Councilmember

Ex-officio Members

Members of State Senate

Abel Maldonado
15th Senate District

Tom McClintock
19th Senate District

Members of State Assembly

Sam Blakeslee
33rd Assembly District

Pedro Nava
35th Assembly District

California Department of Transportation (CALTRANS) District 5

Rich Krumholz
Director, District 5

APPENDIX B**2008 TECHNICAL PLANNING ADVISORY COMMITTEE
ROSTER**

<u>Jurisdiction</u>	<u>Member</u>	<u>Alternate</u>
BUELLTON	MARC BIERDZINSKI (Chair) Director Planning Department	ANGELA PEREZ Assistant Planner
CARPINTERIA	JACKIE CAMPBELL Director Community Development	DAVE DURFLINGER City Manager
GOLETA	STEVE CHASE Director, Planning and Environmental Services	ANNE WELLS Senior Planner
GUADALUPE	JOHN RICKENBACH Consultant	CAROLYN GALLOWAY-COOPER City Administrator
LOMPOC	ARLEEN T. PELSTER Director Community Development	LUCILLE BREESE Associate Planner
SANTA BARBARA	LIZ LIMON Planner Community Development Department	JOHN LEDBETTER Principal Planner Community Development Department
SANTA MARIA	BRIAN SMITH Advance Planner Community Development Department	BILL SHIPSEY Manager Community Development Department
SOLVANG	SHELLEY STAHL Director Community Development	BRAD VIDRO City Manager
COUNTY OF SANTA BARBARA	DAVID MATSON (Vice-Chair) Project Manager Long Range Planning	BRETT MCNULTY Special Projects PM Supervising Planner I Long Range Planning

2008 TPAC Membership Roster (cont)

SPECIAL DISTRICT REPRESENTATIVES

MEMBER

ALTERNATE

AIR POLLUTION CONTROL DISTRICT

VIJAYA JAMMALAMADAKA
Air Quality Specialist

BOBBIE BRATZ
Air Quality Specialist,
Supervisory

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS

MICHAEL G. POWERS
Deputy Director, Planning

JAMES M. KEMP
Executive Director

APPENDIX C**2008 TECHNICAL TRANSPORTATION ADVISORY COMMITTEE
ROSTER****2007 MEMBERSHIP ROSTER**

<u>CITY</u>	<u>MEMBER</u>	<u>ALTERNATE</u>
BUELLTON		
Engineering Department P.O. Box 1819 Buellton, CA 93427 Phone: 686-0137 FAX: 686-0086	JEFF EDWARDS Deputy City Engineer Engineering Department	ROSE HESS City Engineer
CARPINTERIA		
Public Works Department 5775 Carpinteria Avenue Carpinteria, CA 93013 Phone: 684-5405 FAX: 684-5304	TOM EVANS Interim PW Director	DAVID DURFLINGER City Manager
GOLETA		
6500 Hollister Avenue Goleta, CA 93117 Phone: 961-7500 FAX: 685-2635	STEVE WAGNER Director of Community Services	ROSEMARY GAGLIONE Senior Project Manager
GUADALUPE		
Public Works Department 918 Obispo Street Guadalupe, CA 93434-0898 Phone: 343-1340 FAX: 343-5512	CAROLYN GALLOWAY-COOPER City Administrator	MICHAEL PENA Public Works Director

CITY

MEMBER

ALTERNATE

LOMPOC

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

KEVIN McCUNE (**Chair**)
 Civil Engineer

RICHARD FERNBAUGH
 Aviation/Transportation
 Administrator

SANTA BARBARA

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

ROB DAYTON
 Supervising Transportation
 Planner

BROWNING ALLEN
 Transportation Planning
 Manager

SANTA MARIA

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

DAVID WHITEHEAD
 Director of Public Works

DAVID BEAS
 Senior Civil Engineer

SOLVANG

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

TULLY CLIFFORD
 Public Works Director

BRAD VIDRO
 City Manager

COUNTY OF SANTA BARBARA

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

BRETT STEWARD
 Traffic Section Manager

WALTER RUBALCAVA

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

VIJAYA
 JAMMALAMADAKA
 Air Quality Specialist

BOBBIE BRATZ
 Air Quality Specialist
 Supervisor

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS

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

MICHAEL POWERS
 Deputy Director
 Planning

JIM KEMP
 Executive Director

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
(Vice-Chair)
 Regional Planner

50 South Higuera Street
 San Luis Obispo, CA
 93401-5415
 Phone: 549-3120
 FAX: 549-3746

DAVID MURRAY
 Chief Regional Planning
 & IGR

APPENDIX D

Santa Barbara County Transit Advisory Council Membership Attendance 2008

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)	
Transit user – South Coast (community outreach)	Kahn, Julie (SC)	
R&D Transportation – (social service provider for persons of limited means)	Kraus, Howard (SC)	
Indep. Living Resource Center- (social service agency serving disabled)	Löwen, Petra (Chair) (SC)	
SBMTD – transit agency (South Coast)	Damiano, David (SC)	
Santa Ynez Valley People Helping People – (community outreach)	Palius, Dean (NC)	
SMAT – transit agency (Santa Maria)	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 (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)	

OTHERS PRESENT		

APPENDIX E

**CERTIFICATIONS AND ASSURANCES
FOR FTA ASSISTANCE PROGRAMS**

FEDERAL FISCAL YEAR 2008 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. _____

FEDERAL FISCAL YEAR 2008 FTA CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE

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

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 each application it makes to the Federal Transit Administration (FTA) in Federal Fiscal Year 2007.

FTA intends that the certifications and assurances the Applicant selects on the other side of this document, as representative of the certifications and assurances in this document, should apply, as provided, to each project for which the Applicant seeks now, or may later, seek FTA assistance during Federal Fiscal Year 2006.

The Applicant affirms the truthfulness and accuracy of the certifications and assurances it has made in the statements submitted herein with this document and any other submission made to FTA, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 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 53 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 _____ Date: _____

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

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

Signature _____ Date: _____

Name: Kevin E. Ready Sr., Senior Deputy County Counsel
Attorney for Applicant

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

DEPARTMENT OF TRANSPORTATION
DEBARMENT AND SUSPENSION CERTIFICATION
FISCAL YEAR 2008/2009

*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 it's 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 it's 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
DEPARTMENT AND SUSPENSION CERTIFICATION
FISCAL YEAR 2008/2009

SIGNATURE PAGE

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_____

Printed Name: Jim Kemp

As the undersigned Attorney for the above named Applicant, I hereby affirm to the Applicant that it has 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_____

Printed Name: Kevin E. Ready, Sr., Senior Deputy County Counsel
of Applicant's Attorney

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

(To be submitted annually with each Overall Work Program)

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

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

MPO Authorizing Signature

Caltrans District Director Signature

Executive Director

Title

Title

Date

Date

APPENDIX F

GLOSSARY OF COMMONLY USED ACRONYMS AND TERMS

- ADA** **Americans With Disabilities Act** - Landmark 1990 civil rights legislation that bars discrimination against people with disabilities in all major areas of life: employment, public accommodations, transportation and communications. As it relates to provision of transportation services, the ADA requires that transportation providers ensure nondiscriminatory accessible service for disabled individuals, and that public transportation providers operating fixed route bus service provide paratransit service comparable to the fixed route service.
- ADT** **Average Daily Travel** - The average number of vehicles which traverse a given segment of roadway over a 24-hour period.
- ALUC** **Airport Land Use Commission** - Agency responsible under state and federal law to protect public health, safety, and welfare by ensuring that vacant lands in the vicinity of the airports are planned and zoned for uses compatible with airport operations. SBCAG is designated as the ALUC for Santa Barbara County.
- ALUP** **Airport Land Use Plan** - A plan which provides for the orderly growth of the airports in the region. Local general plans, specific plans, zoning ordinances and other local land use regulations are required by state law to be consistent with the ALUP.
- CALTRANS** **California Department of Transportation** - Agency responsible for state-wide transportation programs in California, and the California Transportation Plan. Caltrans is the implementing agency for most state highway projects and for the intercity rail program.
- CAP** **Clean Air Plan** - The federal 1990 Amendments to the Clean Air Act require a comprehensive demonstration of attainment of the federal emissions standards by air quality non-attainment areas. The demonstration for Santa Barbara County included the adopted 1994 Clean Air Plan, or CAP. An update to that plan was completed in 1998, and has been submitted for EPA approval. 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 D** A 1/2 cent sales tax referendum approved by the voters in 1989 to fund local and regional transportation facility maintenance and improvements in Santa Barbara County over the next 20 years.
- MPO** **Metropolitan Planning Organization** - Under federal law, the organization designated by the governor as responsible for transportation planning and

programming activities required under federal law in an urbanized area. It serves as the forum for cooperative decision making by a regional board made up of local elected officials. As the regions' designated MPO, SBCAG is responsible for development of the federal long-range transportation plan and multi-year funding programs, and the selection and approval of transportation projects using federal funds.

NAAQS	National Ambient Air Quality Standards - Standards set by the federal Environmental Protection Agency (EPA) for the maximum levels of air pollutants which can exist in the outdoor air without unacceptable effects on human health or the public welfare.
NEPA	National Environmental Policy Act – Federal legislation which establishes requirements and procedures for documenting the environmental impacts of federally funded projects, including transportation improvements.
NHS	National Highway System - Required under Section 1006 of the ISTEA, the NHS is comprised of major highways which serve interstate and interregional travel, connecting major population centers, ports, airports, public transportation facilities, major travel destinations, international border crossings, and major military installations.
OWP	Overall Work Program - The OWP is the document which describes and details the planning and programming activities SBCAG will conduct in a fiscal year. The OWP also serves as the documentation for the federal and state planning grants which finance the program.
PRIMARY AIRPORT	A commercial service airport that enplanes more than 10,000 Passengers/year.
PSR	Project Study Report – A preliminary engineering study which evaluates project scope, cost, alternatives, environmental and technical issues for use in making programming decisions. A new project may not be included in an RTIP or ITIP without a completed PSR.
RELIEVER AIRPORT	A general aviation airport which is designated by the FAA as a "reliever airport". It must be near a metropolitan area, providing an alternate landing site. A reliever airport is intended to reduce congestion at the large primary airports.
RIP	Regional Improvement Program – One of the two broad programs that make up the STIP. The RIP is funded from 75% of new STIP funds and further subdivided by formula into county shares. 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 which substantially changed the process for allocating state and federal transportation funds through the STIP. The major changes include consolidation of several STIP funding programs into two broad programs, increased programming flexibility, authority, and accountability for regional agencies and full accounting of all project costs in the STIP. SB-45 shortened the STIP period from 7 years to 4 years; however, it was changed to a five-year program beginning with the 2002 STIP under AB 2928.
- SBAPCD** **Santa Barbara County Air Pollution Control District** - The local agency which governs air quality issues, proposes and adopts local air pollution rules, enforces those rules, responds to air pollution related complaints, issues permits to polluting sources, and inventories sources of air pollution emissions.
- SBCAG** **Santa Barbara County Association of Governments** - SBCAG is a voluntary council of governments formed under a joint powers agreement executed by each of the general purpose local governments in Santa Barbara County. SBCAG is an independent entity governed by a thirteen-member board consisting of a city council representative from each of the eight cities in the county and the five members of the county board of supervisors. The city representatives are appointed by their respective city councils. SBCAG is the designated Regional Transportation Planning Agency (RTPA) and the Metropolitan Planning Organization (MPO) for Santa Barbara County.
- SAFE** **Service Authority for Freeway Emergencies** – State legislation (SB 1199) enacted in 1985 authorized the establishment of local SAFEs for purposes of installing, maintaining and operating a network of motorist aid call boxes. The program is funded by a \$1 per year fee on all registered motor vehicles within the county.
- SAFETEA-LU** The **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)** was enacted August 10, 2005, as Public Law 109-59. SAFETEA-LU authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009. SAFETEA-LU replaces TEA 21, the former federal surface transportation authorizing legislation which expired in October 2003.
- SBCAPCD** **Santa Barbara Air Pollution Control District** – The local agency which governs air quality issues, proposes and adopts local air pollution rules, enforces those

rules, responds to air pollution related complaints, issues permits to polluting sources, and inventories sources of air pollution emissions.

- 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.

- S RTP** **Short Range Transit Plan** - SRTP is a five-year comprehensive plan required of all public transit operators by federal and regional transportation funding agencies.

- STA** **State Transit Assistance** - Funds allocated to the county and administered by SBCAG pursuant to the Transportation Development Act (TDA), which are designated for transportation planning and mass transportation purposes specified by the legislature.

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