

SBCTAC STAFF REPORT

SUBJECT: Overall Work Program (OWP)

MEETING DATE: March 12, 2014

AGENDA ITEM: 6

STAFF CONTACT: Peter Imhof

RECOMMENDATION:

Recommend approval of the FY 2014-15 SBCAG Overall Work Program

SUMMARY

Each year SBCAG adopts an Overall Work Program that describes the planned work activities for the next fiscal year using federal, state, and regional funds. 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 will go to the SBCAG Board for draft review in April. Comments by federal agencies, Caltrans, TTAC, TPAC, SBCTAC and Board members will be addressed as appropriate in the final OWP, which is scheduled to be presented for Board approval at its May meeting.

DISCUSSION

In accordance with federal and State regulations, SBCAG adopts an annual Overall Work Program describing the comprehensive planning activities proposed to be undertaken using State and 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 objectives 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 2013. TTAC, TPAC and SBCTAC were asked for early input on projects of interest in January 2014. Staff also met with state and federal agencies for early coordination on the OWP in January. A draft document will be distributed to federal and State agencies for comments by March 1. TTAC, TPAC and SBCTAC comments received have been addressed in the draft document. Staff will inform the

committees if there are any significant issues of concern.

The final OWP will be presented for consideration by the SBCAG Board in May, following review in draft document in April. Federal approval of SBCAG's OWP (and OWPs produced by all other Metropolitan Planning Organizations in the State) must occur by June 2012.

ATTACHMENT

1. Draft FY 2014-15 Overall Work Program



OVERALL WORK PROGRAM FY 2014-2015

Draft

March 2014

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Credit/Disclaimer Statement

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EXECUTIVE SUMMARY

Each year, in accordance with federal and State regulations, SBCAG adopts an Overall Work Program describing the comprehensive planning, programming and project delivery activities proposed to be undertaken using State or federal planning grant funds during the next fiscal year, either by SBCAG or other entities within the region (e.g., local governments and transit operators). The document provides detailed information on each major activity, including a description of the work to be performed, the major products of the effort, key milestones and funding information.

The OWP serves three important objectives. First, it serves as a reference to be used by citizens, planners and elected officials throughout the year to better understand SBCAG's objectives and how these will be met through the regional comprehensive planning process. Second, the OWP is used as a management tool to ensure that the planned activities are accomplished both on time and within budget. Third, the OWP serves as documentation to support the various federal and State grants that finance SBCAG's planning program.

Staff initiated preparation of the draft document in late 2013. SBCAG advisory committees were solicited for early input on projects of interest and SBCAG staff met for early coordination with Caltrans and U.S. Department of Transportation representatives. A draft plan for federal and State agency review was distributed in March. Federal agency review takes place in April and a final OWP is approved by the SBCAG Board in May. Federal approval of SBCAG's OWP (and all the OWPs produced by 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 2014-15 fiscal year.

Work activities that will be a high priority for SBCAG in FY 2014-15 include:

- Continuing aggressive efforts to identify regional transportation funding needs and identify revenues to meet those needs, particularly for U.S. 101.
- Implementing Measure A transportation projects and programs including:
 - Continuing project development work on the 101 HOV widening, 166 safety improvements, and 246 passing lanes
 - Implementing projects selected for bike/pedestrian/Safe Routes to School funding
 - Implementing a Measure A project database system
 - Working with SBCAG's financial advisor to evaluate cash flow needs for the first Measure A bond issue
 - Updating the Measure A Strategic Plan
- Implementing the final adopted Regional Transportation Plan and Sustainable Communities Strategy.
- Update of the SBCAG Public Participation Plan consistent with recommendations from the 2013 federal certification review.

- Implementing the 101-In-Motion Action Plan, including
 - Continuing planning work on the 101 HOV widening between Santa Barbara and the Ventura County line
 - Development of peak period 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).
- Continuing construction on Phase II of the 101 widening between Mussel Shoals and Carpinteria Creek and implementing expanded freeway service patrol and commuter express transit service during construction.
- Working with the Central Coast Coalition to raise the profile of U.S. 101, emphasizing its statewide and national significance and the need for increased investments.
- Facilitating interregional cooperation with regional planning organizations in San Luis Obispo County and Ventura County.
- Implementing planning and programming processes that are consistent with federal metropolitan planning regulations and compliant with SBCAG’s Public Participation Plan and SB 375.
- Continuing efforts to reduce congestion by assisting commuters and employers with Traffic Solution’s commute alternatives programs like *Curb Your Commute*.
- Monitoring project delivery deadlines and assisting local agencies with meeting these deadlines.
- Completing an annual Transit Needs Assessment.
- Continuing motorist aid programs, including the highway call box program and 101 freeway service patrol program.
- Working with VCTC to complete and implement a plan for continuing operation and expansion Coastal Express regional transit service.
- Completing the update of the North County Transit Plan to evaluate opportunities for greater coordination efficiency and effectiveness of transit operations in the North County. Assisting operators in implementing recommendations from the updated plan to improve/expand regional transit services in the North County and between North County and South Coast.
- Updating the Santa Barbara County Transit Resources Guide, following completion of the North County Transit Plan update.
- Update Airport Land Use Compatibility Plan, funding permitting.
- Adopting the 2015 Federal Transportation Improvement Program.

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 for doing so through a “continuing, cooperative, and comprehensive” planning process, carried out in cooperation with other State, regional and local agencies.

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

Following adoption by the SBCAG Board in FY 11-12 of a Strategic Plan, containing vision, mission, goals, and strategies, the OWP has additional significance as a strategic planning document. As did last year's, the FY 14-15 OWP includes actions to implement the Strategic Plan goals and objectives.

The OWP is designed to comply with federal planning regulations and guidance as well as metropolitan planning guidelines issued by the California Department of Transportation. The comprehensive program for FY 2014-15 is divided into five subcategories and further subdivided into individual Work Elements. The subcategories are:

- 1500 -- Program Administration
- 2500 -- Comprehensive Planning and Analysis
- 3500 -- Transportation Planning and Programming
- 4500 -- Air Quality Planning
- 5500 -- 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 southern and western boundaries are the Pacific Ocean; the Santa Maria and Cuyama Rivers form the northern boundary; the eastern 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 423,895 in 2010. 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 that 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 2010 Census population estimate for the Santa Barbara urbanized area was 195,861.

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. In 2010, it was 130,447.

The 1990 Census also resulted in the designation of the Lompoc area as an urbanized area with a population of 56,600. The population of the Lompoc urbanized area decreased in the 2000 Census to 55,500 due to the cancelation of the Space Shuttle Program at VAFB. By 2010, Lompoc urbanized area population was 51,508.

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

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

SBCAG Roles and Responsibilities

SBCAG was established (originally as the Santa Barbara County-Cities Area Planning Council) on October 26, 1966 upon execution of a Joint Powers Agreement by the Cities of Carpinteria, Guadalupe, Lompoc, Santa Barbara, Santa Maria, and the County of Santa Barbara. Authority for creation of SBCAG is contained in Sections 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.

Area-wide 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. Section 134 for each urbanized area. SBCAG has been designated by the Governor as the MPO serving Santa Barbara County, including the Santa Barbara, Santa Maria, and Lompoc urbanized areas. Under State law established by SB 375, as the MPO, SBCAG is also responsible for preparing a Sustainable Communities Strategy element of the Regional Transportation Plan (Government Code Section 65080 et seq.), which is intended to reduce greenhouse gas emissions by strengthening the alignment of regional land use and transportation planning processes.

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 by 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 financed by a local sales tax increase for

transportation. Measure D, which was approved by the county voters in November 1989, initiated a ½-cent sales tax in 1990 and expired on March 31, 2010. SBCAG is also responsible for implementing Measure A, the successor to Measure D, approved by voters in 2008, which extends the existing county one-half cent sales tax until 2040. SBCAG is directly responsible for the development and delivery of transportation projects and the allocation, administration, and oversight of sales tax funding to local agencies.

Service Authority for Freeway Emergencies (SAFE) - In this capacity, SBCAG is responsible for implementing motorist aid systems, including the installation, operation, and maintenance of a system of roadside call boxes on State highways throughout Santa Barbara County. SBCAG also provides a Freeway Service Patrol on Highway 101, South Coast urbanized area during morning and evening peak travel periods.

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

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

Traffic Solutions - SBCAG, through its Traffic Solutions program, administers a voluntary transportation demand management (TDM) program involving commuters and employers throughout Santa Barbara County. SBCAG also provides a county-wide rideshare matching and outreach program.

Transportation Management Area (TMA) - The Santa Barbara County area has been designated as a Transportation Management Area pursuant to the provisions of the federal transportation law, SAFETEA-LU, and its successor, MAP-21. This designation imposes certain planning and programming responsibilities on SBCAG.

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

SBCAG Board meetings are held monthly, in addition to special workshops, alternating locations between Santa Barbara and Santa Maria. Meeting agendas and materials are published at least 3 days in advance on the web and e-mailed to interested persons. Meetings are held in convenient and accessible locations with remote testimony, TV coverage, press coverage, and a “Public Comment” item on the agenda.

Participation is provided to a broad range of private and public interests. Remote testimony is also available for SBCAG Board meetings, so meetings held in Santa Maria are accessible to those in the Santa Barbara area and vice versa.

Advisory Committees

SBCAG currently has four, standing advisory committees that play a very active and important role in the comprehensive planning and implementation process. These committees are the Technical Planning Advisory Committee (TPAC), the Technical Transportation Advisory Committee (TTAC), the Santa Barbara County Transit Advisory Council (SBCTAC), and Measure A Citizens Advisory Committee. All advisory committee meetings are open to the public. TTAC and TPAC generally meet monthly in Solvang. SBCTAC also meets monthly in Buellton. The Measure A Committee meets as required. On occasion, all advisory committees meet in other areas of the County. Membership rosters are provided in Appendices A, B, C, and D.

The planning committee, TPAC, is comprised of local Planning Directors or their staff representatives of the County, the eight incorporated cities, and Air Pollution Control District (APCD). Additional non-voting, 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 Public Works Directors or their staff representatives from the County, the eight cities, Caltrans, APCD and SBMTD. Non-voting, ex-officio members include FHWA, FTA, Vandenberg AFB, and UCSB. While Santa Barbara Metropolitan Transit District is the only special district transit agency on TTAC, the city representatives for Guadalupe, Lompoc, Solvang, and Santa Maria represent the transit agencies that are operated by their own agencies.

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

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

Three of the committees are active in advising the SBCAG Board on regional planning and policy development issues. The Measure A Committee is focused solely on the implementation of the Measure A program. The remaining committees review and make policy recommendations on fiscal matters, fund allocations, special studies and planning documents for submittal to SBCAG.

In this way, policies, plans and programs are coordinated with the member agencies. The committees serve as technical advisors to the SBCAG Board in terms of participation in the planning process and serve as a communication link to all local governments and departments in the county. All four SBCAG advisory committees operate under the principles of the Brown Act and are duly noticed and open to the public.

Special ad hoc subcommittees are often created to address particular topics. In 2010, a special TTAC Subcommittee was created to guide the update of the SBCAG Travel Model. In addition, in 2011 the SBCAG Board formed the Joint Technical Planning Advisory Committee (JTAC), consisting of the members of both TPAC and TTAC, to guide the development of the Sustainable Communities Strategy and Regional Transportation Plan. A joint subcommittee comprised of members of TTAC and the Measure A Citizen's Oversight Committee met several times to discuss and recommend changes to the Measure A ordinance. The SBCAG Board appointed members to an ad hoc committee on Highway 154 Truck Safety.

SBCAG also maintains two subcommittees of the Board of Directors, known as "Subregional Planning Committees," one for the South Coast and the other for the North County. These committees were established in 1998 in recognition of the fact that many issues are unique to subregions within the county. The subregional committees allow for more focused discussion and consensus-building on these issues than is possible with the full Board. The committees advise the SBCAG Board on the policies and guidelines required to implement the North County and South Coast subregional programs specified in Measure A and make recommendations on projects to be funded from the Measure A subregional programs. 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 on both of the committees. The SBMTD Board also appoints an ex-officio member to the South Coast Subregional Planning Committee. The subregional committees are given specific responsibilities in the implementation of Measure A. The subregional committees act in an advisory capacity to the full SBCAG Board and recommendations by the committees must be approved by the full Board. 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 MAP-21, meetings are held in convenient and accessible locations with a "public comment" item on the agenda. Participation is provided to a broad range of private and public interests.

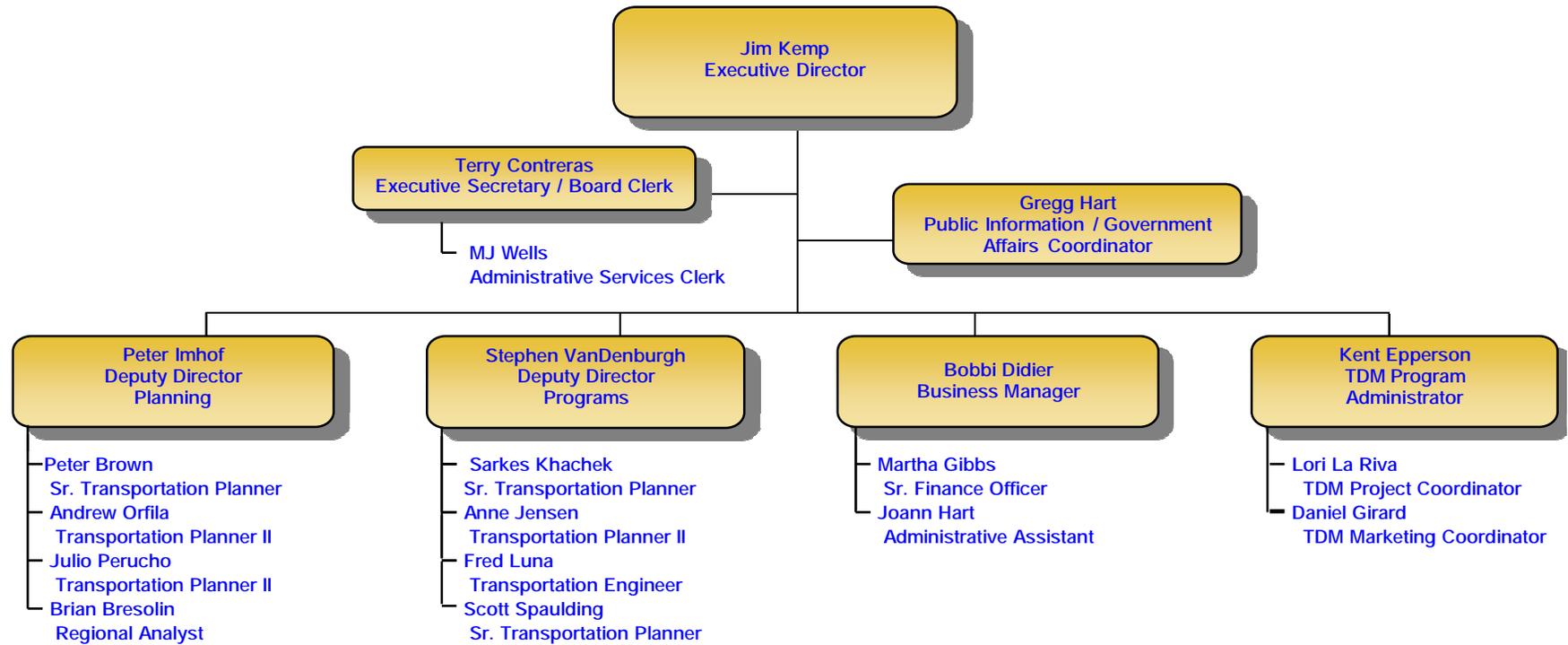
SBCAG also appoints members to other ad hoc or standing committees which focus on specific issues or topics. Examples include the Santa Barbara County Travel Model Users Group, the Coastal Express Policy Steering Committee, JTAC and the Highway 166 Safety Task Force.

Staffing

SBCAG currently has twenty authorized positions as listed below:

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

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



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 approach 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 interrelated from a transportation and socio-economic perspective. In 1974, a MOU on planning and project review was established between the COGs of Santa Barbara and San Luis Obispo.

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

As the need arises, SBCAG coordinates its planning activities with adjoining counties on a project-specific basis. For example, SBCAG is a member of the Route 166 Safety Task Force which also includes Caltrans, the California Highway Patrol, the San Luis Obispo Council of Governments, and other city, county and State agencies. In addition, SBCAG and SLOCOG executed a Memorandum of Understanding for the Highway 101/Santa Maria River Bridge widening project. SBCAG is currently participating with Caltrans, SLOCOG, AMBAG and other central coast transportation agencies in implementation of the Central Coast Intelligent Transportation Systems (ITS) Architecture and Maintenance Plan and the development of a Coastal California Commercial Flows Plan. In 2011, the Central Coast Coalition was formed to raise the profile of the 101 corridor and encourage investments to improve the corridor. Coalition members signed an MOU which includes SBCAG, SLOCOG, San Benito Council of

Governments, Transportation Agency for Monterey County, Santa Cruz County Regional Transportation Commission and the Association of Monterey Bay Area Governments.

SBCAG has also worked with both SLOCOG and the Ventura County Transportation Commission (VCTC) on the provision of transit services crossing county boundaries. The Coastal Express, an inter-regional bus service connecting Oxnard, Ventura, Carpinteria and Santa Barbara/Goleta, was initiated in August 2001 through a cooperative effort with VCTC. Route 10 connects San Luis Obispo and Santa Maria and relies on joint funding.

Recognizing the interdependence of the region and the importance of interregional cooperation, SBCAG meets with its counterparts in Ventura and San Luis Obispo counties periodically. SBCAG also submitted a joint state Proposition 1B Corridor Mobility Improvement Account (CMIA) application with VCTC to improve Highway 101 that links Ventura and Santa Barbara Counties in order to alleviate inter-county traffic congestion. The application was approved in 2007 and project construction work is underway. Both agencies participated along with Caltrans Districts 5 and 7 in the development of the 101 Corridor System Management Plan. Similarly, SBCAG partnered with SLOCOG on a Prop 1B funding application for the 101/Santa Maria River Bridge widening that was approved by the State in 2010. The bridge project was completed last year.

Coordination within Santa Barbara County is facilitated by the interaction of the local jurisdictions acting through SBCAG's advisory committees and by the makeup of the SBCAG Board. Because there are only eight general purpose governments within the county, SBCAG has been able to achieve effective coordination between and among these entities on most regional issues. The current process of implementing the 101-In-Motion Plan, as discussed later, is a good example of the level of coordination that has been achieved over the years. SBCAG was also the lead agency for the preparation of the Coordinated Public Transit-Human Services Plan (approved September 2007) and is continuing its activities to implement the plan.

SBCAG also coordinates its planning and programming activities with the special districts within the county and with State and federal agencies, as appropriate. In particular, SBCAG works very closely with Caltrans District 5 to plan and program transportation improvements and services.

Consistency

As new requirements are imposed on SBCAG by statute or regulation, it becomes increasingly important - and difficult - to ensure that all of the planning products are coordinated and consistent with each other. An example is the need to integrate the Congestion Management Program (CMP) with the Regional Transportation Plan (RTP) and Federal Transportation Improvement Program (FTIP). The task of ensuring consistency and/or conformity is made more difficult by the fact that these plans and programs are developed on different schedules. Some are updated annually; others biennially. Some documents provide the basis for updating other documents. For example, an update of the Regional Growth Forecast necessitates the update of the travel model, which then modifies the needs assessment in the RTP. All these events occur sequentially, not at the same time, so some documents may not always be internally consistent.

Certain documents, such as the RTP, are relatively "stable" from year to year, while others, such as the FTIP, are regularly updated and can be expected to evolve and become more complex and comprehensive over time. SBCAG will endeavor to ensure that all plans and programs are consistent with each other and that the linkages between and among the documents are explicit and well-documented.

SBCAG will also strive to attain consistency between the RTP and the local General Plans and the California Transportation Plan.

Public Participation

SBCAG consistently attempts to involve all elements of the community in the development of its plans and policies pursuant to its adopted Public Participation Plan. To accomplish this involvement, 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 interested persons. In compliance with MAP-21, meetings are held in convenient and accessible locations with remote testimony, TV coverage, press coverage, and a "Public Comment" item on the agenda. Participation is provided to a broad range of private and public interests.

Over the past several years, SBCAG has expanded its public outreach program to include a general information brochure and timely news releases. SBCAG also expanded its website to include meeting schedules, publications (including the RTP and FTIP), and community links. In 2001, SBCAG also added a Government Affairs/Public Information Coordinator position to its staff to assist in public outreach efforts.

The SBCAG Board initially adopted its Public Participation Plan in 1994 as required by the federal Metropolitan Planning Organization (MPO) planning regulations. The plan has been updated periodically as needed. A Public Participation Plan that is compliant with MAP-21 requirements was adopted in December 2007 and will again be updated in 2014.

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 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, and Coastal 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 as underserved 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 MAP-21. In addition, SBCAG continues to conduct tribal government-to-government relations with the Santa Ynez Band of Chumash Indians as well as seek out public participation by other communities, organizations, and individuals.

Equal Opportunity

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

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

SBCAG has reaffirmed its policies to ensure that full and equal opportunity is given to all individuals in applying and being 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 guaranteeing to all its employees that the workplace will be free of all forms of discrimination.

As a recipient of funds from the U.S. Department of Transportation, SBCAG is required to adopt a program which will ensure that disadvantaged business enterprises (DBEs) are given the maximum opportunity to participate in all contracts financed with USDOT funds. SBCAG adopted its first DBE program in 1981. Federal regulations were issued on October 21, 1987 to ensure the participation of disadvantaged business enterprises in USDOT-funded programs. SBCAG adopted its annual Disadvantaged Business Enterprise (DBE) Plan in 2006 in accordance with the latest State and federal requirements, and is closely monitoring proposed changes in the State of California's DBE Program currently under consideration by Caltrans to conform State policy with recent court rulings.

Elements of the Transportation Planning Process

With the passage of SAFETEA-LU in August 2005, the scope of the planning process required in metropolitan planning areas was modified slightly from previous planning regulations contained in TEA 21. MAP-21, a two-year federal transportation bill enacted in 2012 as the successor to SAFETEA-LU, restates the planning factors enumerated by SAFETEA-LU and adds an emphasis on performance-based planning. 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 integrated those principles and strategies throughout its FY 2014-15 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 3510) and the Transportation Improvement Program (WE 3590) 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 3520, 3570, 3580, etc.) will address congestion along the primary transportation corridor.

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

2. Increase the safety of the transportation system

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

Safety is an important criterion in SBCAG's project selection processes, as reflected in the Transportation Improvement Program (WE 3590). Other work elements with a significant safety

component include the regional call box program and South Coast 101 Freeway Service Patrol program (WE 5510), the ITS program (WE 3570), and the Airport Land Use Planning program (WE 2510). The Transit Element (WE 3530) will also address the emergency evacuation of transit-dependent persons as well as be a topic for discussion with our County Transit Advisory Committee (SBCTAC).

3. Increase the security of the transportation system

The 2008 RTP (WE 3510) update added system security as an overall goal with related policies. The 2040 RTP-SCS continues this policy emphasis on safety and security. Transit security is enhanced through various ITS strategies and through the development of transit passenger amenities (WE 3330). SBCAG has programmed State Prop 1B bond funds provided through the Public Transportation Modernization, Safety and Service Enhancement program for projects that improve the safety and security of local transit systems.

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 a complete range of options for the movement of people and goods.

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

These priorities for accessibility and mobility are reflected in the Regional Transportation Plan (WE 3510) as well as various modal planning activities (e.g., Transit/Paratransit Planning (WE 3530), Passenger Rail Service Planning (WE 3540), Bicycle/Pedestrian Planning (WE 3550), and the Transportation Demand Management/Ridesharing Program (WE 5530). SBCAG is participating in a joint Central Coast U.S. 101 corridor freight study with the Central Coast Coalition of metropolitan planning organizations and regional transportation planning agencies, which will help further identify needed freight investments on U.S. 101. In addition, SBCAG completed an upgrade of its highway call box system that included TTY devices for disabled and hearing impaired individuals (WE 5510). In cooperation with Caltrans and local partners, SBCAG is improving traffic monitoring and surveillance and making this information available to the travelling public on the web.

SBCAG incorporated freight considerations more explicitly in the most 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 3520. SBCAG has also joined with the San Luis Obispo Council of Governments (SLOCOG) and the Association of Monterey Bay Area Governments (AMBAG) in forming the Central Coast Commercial Flow Technical Advisory Committee in 2008 to address goods movement issues along the Highway 101 corridor. A Commercial Flows Study was completed by the Central Coast Coalition of MPOs in 2012.

SBCAG is monitoring the designation of the national freight network by the U.S. Department of Transportation as provided in MAP-21 with respect to inclusion of U.S. 101 as part of the network.

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 an integral element 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 3510) and in the selection of transportation projects that conform to the SIP (WE 4510). 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 2002 and 2003, SBCAG managed 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. SBCAG's adopted 2040 Regional Transportation Plan and Sustainable Communities Strategy grappled directly with these issues.

SBCAG's Regional Transportation Plan also addresses statewide greenhouse gas emission reduction goals as required by SB 375. This State law requires strengthening the alignment of regional transportation and land use policies to reduce vehicle travel and GHG emissions from mobile sources. The Sustainable Communities Strategy, which is now incorporated as an element of the Regional Transportation Plan, addresses land use, housing and transportation planning in a single, integrated framework. In addition to seeking to limit vehicle emissions, it seeks to address jobs-housing balance and implement solutions identified by the Inter-regional Partnership for Jobs/Housing Balance.

6. Enhance the integration and connectivity of the transportation system

The transportation planning process needs to result in a system that truly integrates and provides seamless connectivity between the separate modes and services and allows the system to function as a unified whole, rather than as a collection of discrete and competing modes. This integration 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. Greater flexibility in the use of certain funds as provided through MAP-21 has improved SBCAG's ability to select projects that can enhance the integration and connectivity of the transportation system.

SBCAG continues to improve its travel forecasting and GIS capabilities (WE 2450), incorporating the ability to model transit trips as well as highway modes. Travel data derived

from the 2000 and 2010 Censuses (WE 2520), Traffic Solutions 2007 Commuter Survey, and Caltrans' Statewide Travel Survey, as well as the pending Central Coast Origin-Destination Survey (WE 2570), 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.

SBCAG is in the process of updating its North County Transit Plan (WE 2580), in part to improve transit connections between local and interregional bus services.

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 focus 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. It will also require attention to alternative modes of transportation that have the ability to serve transportation needs without requiring major capital investments. The recent completion of the Highway 101 South Coast Corridor System Management Plan will provide a basis for implementing transportation solutions that promote efficiency in corridor system management. This joint effort between Caltrans Districts 5 & 7, SBCAG, VCTC, local governments, and transit providers will improve transportation management in the corridor. A Corridor System Management Plan was also completed by Caltrans with assistance from SBCAG and SLOCOG for the 101 corridor in the southern San Luis Obispo and northern Santa Barbara County areas.

Work Elements 3570 (ITS Deployment and Development) and 3580 (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 2014-15 will continue to focus on implementation of the Central Coast ITS Architecture and Maintenance Plan. Continuation of the Freeway Service Patrol program (WE 5510) 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 5520). A key component of the reauthorization of Measure D through Measure A was providing funds for local street and road maintenance. A key policy challenge is also providing funds for transit. The Regional Transportation Plan (WE 3510) continues to reflect a priority for system preservation.

Planning Emphasis Areas

There are five specific Federal Planning Emphasis Areas (PEA's) developed by the Federal Highway Administration, California Division for the 2014-2015 OWP cycle:

1. Core Planning Functions
2. Performance Management
3. Safety
4. Livability/Sustainability
5. State of Good Repair

1. Core Planning Functions

According to the federal guidance, core planning functions include the OWP, public participation and education, the RTP, FTIP, CMP and annual listing of projects. MAP-21 envisions integration of transportation planning processes in the MPA into a unified metropolitan transportation planning process. FHWA and FTA are requesting that MPOs review their OWP development process to ensure that all mandated activities and products are a priority for federal grant funding and that the OWP must explain clearly how work elements support the federal transportation planning process.

In its development of the annual work program, SBCAG emphasizes an integrated transportation planning process that responds to all federal planning factors. SBCAG reviews all Work Elements in the OWP to insure that they address activities and products mandated by federal transportation planning regulations and are a priority for our federal partners, FHWA and FTA. In FY 2014-15, core planning functions will take center stage with implementation of the completed 2040 RTP-SCS beginning, the update of the CMP and agency public participation plan, and integration of the FTIP and CMP findings with the RTP process.

2. Performance Management

The new federal legislation emphasizes the development and monitoring of system performance measures and goals. Performance measures are integrated into the 2040 Regional Transportation Plan, 2008 RTIP, and current Congestion Management Program. The new RTP performance measures follow the 2010 Caltrans Smart Mobility Framework to achieve a truly integrated, performance-based approach. SBCAG, in cooperation with the State, FHWA, FTA and other MPOs, will continue to establish and implement performance measures as part of our transportation planning and programming process. New federal performance measures pursuant to MAP-21, currently under development by the USDOT, will require timely integration into SBCAG's existing performance measure framework.

3. Safety

Ensuring the safe operation of the regional transportation network for all modes is a central focus of SBCAG's planning and program development. The goals and objectives of the recently adopted RTP explicitly recognize this purpose. As concrete measures to promote highway safety, SBCAG provides and maintains a system of motorist-aid call boxes on Santa Barbara County highways and has initiated a Freeway Service Patrol on the South Coast 101 corridor.

4. Livability/Sustainability

The development of the Sustainable Community Strategy required by SB 375 and its integration into the Regional Transportation Plan ties transportation facilities to access to good jobs, affordable housing, quality schools, and safe streets, while protecting the environment and reducing greenhouse gas emissions. The application of travel demand reduction strategies and use of information technologies through the application of Intelligent Transportation System (ITS) improvements will also assist in meeting these objectives efficiently.

5. State of Good Repair

The adopted RTP makes maintenance of existing facilities and transit services a priority over facility expansion and new projects and services. SBCAG uses the existing CMP and FTIP processes to manage existing system assets and inventory current conditions. With respect to transit maintenance of transit systems, the RTP contains an enhanced transit strategy that explicitly makes maintenance of existing assets and services a prerequisite to any expansion of services and adopts innovative financing strategies for both system repair and expansion.

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 integrate land use and transportation planning effectively in order to (1) reduce the impact of sprawl and the consumption of land, (2) address the imbalance between jobs and housing in different parts of the region, (3) limit the increase in travel demand, and (4) minimize the need for major highway capacity improvements. SB 375 emphasizes this relationship and, as required, SBCAG integrated a Sustainability Community Strategy (SCS) element into the recently adopted RTP, which must also be consistent with local agency updates of local Housing Elements. The OWP for FY 2014-15 looks ahead to implementation of the adopted RTP-SCS.

In addition to a grant for improvements to the SBCAG travel model (WE 2350), SBCAG was awarded two Proposition 84 Sustainable Communities grants from the Strategic Growth Council to support development of a comprehensive system for environment and resource assessment and explore a transit-oriented development planning scenario to respond to the new requirements of SB 375. These grants were instrumental in the completion of the RTP-SCS. SBCAG is now pursuing a third Sustainable Communities grant to support a land use model upgrade and RTP-SCS implementation.

Opportunities to Integrate Regional Planning Activities

The requirements of SB 375 provide a strong impetus to coordinate local and regional transportation and land use planning activities. These activities have been successfully coordinated and the 2040 RTP-SCS and Regional Housing Needs Allocation Plan were both adopted in summer 2013.

Regional Growth Forecast

The new Regional Growth Forecast adopted in 2012 sets forth estimates of population, employment, and land use to the year 2040 for Santa Barbara County, its major economic and demographic regions, and its eight incorporated cities. The purpose of the Regional Growth Forecast is to provide a consistent countywide forecast to the year 2040 for use in long-range regional and local planning. The forecast will serve as input towards the development of travel forecasts, air quality impact analysis, and demand estimates for sewer treatment plants and other facilities. It will also serve as a database for social service agencies, marketing studies, and for analysis of growth-related issues. Starting with 2010 Census data, the updated forecast contains an overview of future population, employment and household growth to 2040 and addresses issues such as jobs-housing balance, land use capacity, school enrollment, and other relevant topics. The update involved an approximately year-long process, which provided the opportunity for input on the technical and policy level as well as input from the general public and other interested parties. Development of the Regional Growth Forecast was coordinated closely with the Regional Transportation Plan / Sustainable Community Strategy and RHNA processes.

Regional Transportation Plan / Sustainable Community Strategy

Federal law allows SBCAG to update its RTP on a five-year cycle based on its air quality attainment status. However, as provided for by SB 375, SBCAG has elected to prepare its RTP and Sustainable Communities Strategy every four years in order to be in step with the eight-year regional housing needs cycle. In accordance with State and federal guidelines, the horizon year for the adopted RTP was extended to the year 2040. As part of the RTP development, goals and objectives from the 2008 RTP were revised and updated. Other major tasks have included updates to the transportation project evaluation criteria and performance measures, economic analysis of investment strategies, new revenue projections, and updated project cost estimates. Additionally, the updated RTP addresses requirements of the updated RTP Guidelines adopted by the California Transportation Commission in April 2010, as well the new requirements of MAP-21.

The Sustainable Community Strategy (SCS) is a new element of the RTP, as required by SB 375, that shows how regional GHG targets would be achieved through development patterns, infrastructure investments, and/or transportation measures or policies included in the preferred scenario. In November 2013, the California Air Resources Board accepted the adopted RTP-SCS as meeting the requirements of SB 375, including the regional GHG targets. One of the specific requirements for the SCS is to “gather and consider the best practically available scientific information regarding resource areas and farmland in the region” (California Government Code Section 65080(b)(2)(B)(5)). In order to address these requirements, staff prepared a Regional Greenprint Element as part of the SCS. The Regional Greenprint includes an assessment of existing natural resource areas and farmlands, using existing GIS data layers from a variety of sources.

In order to evaluate various combinations of transportation and land use strategies that would lead to achieving the GHG targets established by CARB for the Santa Barbara County region, SBCAG developed a range of alternative planning scenarios, using its upgraded transportation

and land use allocation modeling capabilities. In October 2012, based on a preliminary analysis of these scenarios, the SBCAG Board directed staff to use a transit-oriented development/infill preferred scenario with enhanced transit strategy as the basis for drafting the RTP/SCS. As directed by the SBCAG Board, this preferred scenario was incorporated into the final RTP/SCS, adopted in summer 2013.

SB 375 also changed previous Housing Element law by aligning regional housing planning with regional transportation and “sustainable communities” planning. As a result of this change, the RHNA is now on an eight-year cycle and will be conducted as part of every other RTP process (the RTP is updated every four years). SBCAG receive a draft RHNA Determination (an estimate of regional housing need for four income categories) from the State Department of Community Development (HCD) in May 2012. With input from TPAC, SBCAG developed and adopted a methodology for preparing its RHNA Plan, which the Board adopted in December 2012. The SBCAG Board adopted a final RHNA Plan, consistent with the RTP-SCS and meeting HCD’s approval in July 2013.

Air Quality

The U.S. Environmental Protection Agency has 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 US EPA’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 4510). In 2013, APCD updated its Clean Air Plan again and SBCAG staff again contributed the mobile source emissions component. SBCAG and APCD staffs are continuing to coordinate on air quality and emission analysis to ensure consistency between the RTP and Clean Air Plan.

Traffic Congestion

Traffic congestion continues to be an issue of significant concern to Santa Barbara County residents, particularly in relation to the U.S. 101 corridor from Goleta to the Ventura County line. SBCAG continues to monitor and address congestion problems through the Congestion Management Program (WE 3580) and through ITS development and deployment (WE 3570). One of SBCAG’s major efforts in FY 2005-06 resulted in the approval of the 101-In-Motion Plan and in FY 2014-15 the focus will continue on implementation of the multi-modal elements of the adopted plan. The 101-In-Motion project emphasized significant public outreach to the general public, including traditionally under-represented sectors, such as minorities and low-income commuters, among others, to enable input into decision-making on proposed measures and projects. The long-term projects from 101-In-Motion have been incorporated into the Congestion Management Plan. SBCAG, acting as the lead agency, is working in partnership with Caltrans, APCD, MTD, and local agencies in the implementation of 101-In-Motion, including an HOV lane on Highway 101, enhanced transit, and improved commuter-friendly, intercity passenger rail services. Increasing highway capacity on the existing four-lane section of Highway 101 on the South Coast between Santa Barbara and Carpinteria is a major regional priority, which received considerable emphasis in the allocation of SBCAG resources. In January 2014, the SBCAG Board reaffirmed its commitment to this project.

Maintenance/Rehabilitation Needs

The condition of Santa Barbara County's highways, roads and bridges continues to be a major issue affecting SBCAG's transportation plans and program. While significant funding is available for this purpose through Measure A, local gas tax subventions, Federal Surface Transportation Program (STP) Prop 1B and the State Highway Operation and Protection Program (SHOPP), the available funds still fall short of the projected need. In the near term, State budget constraints 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.

In the long term, the passage of Measure A, which included significant funding for local roads, will provide significant benefits to local agencies. SBCAG will continue working to protect and enhance revenues for system preservation through activities associated with the TIP development (WE 3590) and through monitoring of legislative initiatives during FY 2014-15.

Intercommunity Transit

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

Staff worked with local elected officials, transit operators, and local agencies of Santa Barbara and Ventura Counties to respond to the need for intercommunity transit. The VISTA Coastal Express bus service was initiated as a three-year pilot project in August 2001 and provides frequent daily service between Oxnard/Ventura and Carpinteria, Santa Barbara, and Goleta. Coastal Express ridership has grown over 500% since it was introduced and the service now has dedicated long-term funding under the Measure A program. Service on the Coastal Express has been increased and now includes more direct routes for commuters through the Coastal Express Limited.

In 2001, SBCAG assumed management of the Clean Air Express commuter bus service from APCD. New buses were purchased in 2003 and the Clean Air Express commuter service was expanded from 8 routes to 11 routes in 2004 and 2005. Ridership continues to be strong, and a 12th route was added in 2008 in response to the surge in gas prices. In July 2010, the City of Santa Maria assumed responsibility for oversight of the Clean Air Express under an MOU with SBCAG. In 2012, responsibility for Clean Air Express operation once again transferred to the City of Lompoc.

SBCAG provided one of its last allocations of CMAQ funds to provide commuter and general use transit service between the communities of Lompoc, Santa Maria and Vandenberg Air Force Base. Santa Maria was designated as the lead agency to operate the service. The Breeze initiated intercommunity transit service as a pilot program in May 2005. In addition, due to the work of SBCAG and SBCTAC, Santa Barbara County began providing limited intercommunity transit service between Los Alamos and Santa Maria in 2005. In August 2008, the City of Lompoc began operating a new pilot service between Lompoc, Buellton, and

Solvang, called the Wine Country Express. In summer 2012, the City of Santa Maria, in cooperation with the County of Santa Barbara and the Cities of Buellton and Solvang, initiated service between Santa Maria, Los Alamos, Buellton, and Solvang as an extension of the Breeze service. Santa Maria has been awarded \$102,500 in grant funding from the Federal Transit Administration (FTA) Section 5511(f) Intercity Bus Program to fund operation of the service for one year and this service began operation in January 2013.

As a result of continued growth and changing demographics in the north part of the county, the need for transit services is expanding. While each of the urban transit operators prepares plans for services within the two urbanized areas, there is no comprehensive plan for intercity services provided by multiple operators. In 2006, the SBCAG Board authorized the development of a North County Transit Plan that would serve as blueprint for urban, rural, intercity and commuter transit services in this area. The North County Transit Plan was developed with the assistance of SBCTAC and a technical advisory committee of transit operators. Transit user surveys, web-based surveys and public workshops were used in the extensive public outreach program to develop the plan. The final plan included short and long-term recommendations to improve coordination and implement new regional transit services. Following public review the Northern Santa Barbara County Transit Plan was approved by the SBCAG Board in October 2006. This plan provided a basis for developing a transit component to Measure A. In FY 2012-13, the NCTP will be updated to explore opportunities for greater coordination and integration of North County transit service. Funding for the continuation and limited expansion of interregional transit services is provided through Measure A.

Transportation Funding

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

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

The passage of SAFETEA-LU provided a significant increase in overall funding levels for highway and transit projects through FY 2008-09. Enactment in 2012 of MAP-21, a 2-year successor federal transportation law, generally preserved SAFETEA-LU funding levels. However, at the same time as it preserved existing funding levels, the new law did not

fundamentally address the issue of stable funding for the Highway Trust Fund and federal transit programs, which are not adequately funded by federal fuel taxes.

As a result of its designation in 2005 as an attainment area for the federal 8-hour ozone standard, the region will no longer be receiving CMAQ funds. This means a loss of \$3 to \$4 million annually in funding that has been relied upon by SBCAG and local agencies to implement projects that reduce mobile source emissions.

Greenhouse Gas Emissions

SBCAG is involved, as other agencies are, in addressing the impacts of CO₂ production from mobile sources and consequent impacts on global warming. As part of the development of the RTP-SCS adopted in 2013, staff completed development and air quality analysis of alternative land use growth strategies and transportation measures to meet State-mandated GHG reduction targets. In November 2013, the California Air Resources Board accepted the RTP-SCS as sufficient to meet the regional GHG targets and the requirements of SB 375.

Significant FY 2013-14 Accomplishments

SBCAG achieved several major milestones during FY 2013-14, as highlighted below and further discussed under each Work Element of the OWP. Significant accomplishments during the past year include the following:

Measure A

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

In FY 2013-14, work was completed on the widening of the U.S. 101 Santa Maria River Bridge, from 4 to 6 lanes, connecting San Luis Obispo and Santa Barbara Counties. Construction was also completed on the new U.S. 101 interchange in Orcutt at Union Valley Parkway and the Parkway arterial connecting U.S. 101 to the Santa Maria Airport Business Park. Measure A also continued to provide funding support for commuter buses from Lompoc, Santa Maria, the Santa Ynez Valley, and Ventura County to Goleta and Santa Barbara and local transit service between Carpinteria, Santa Barbara and Goleta. Finally, Measure A continued to distribute nearly 60% of its revenues for locally selected bicycle, pedestrian, transit, and roadway repair projects.

Proposition 1B CMIA

SBCAG has worked with Caltrans, the Ventura County Transportation Commission and the San Luis Obispo Council of Governments to submit applications for funding of interregional capacity increasing projects on U.S. 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 to widen Highway 101 on the South Coast and at the Santa Maria River Bridge. The SBCAG, Caltrans and VCTC application was approved and the CTC allocated \$151.47 million dollars (including \$131.6 million in CMIA funds and \$19.87 million from Caltrans' Interregional share of STIP augmentation funds) to widen U.S. 101 between Mussel Shoals and Carpinteria Creek. Construction of the project began in 2012 and is scheduled to be completed in 2014.

The application jointly submitted by SBCAG, SLOCOG and Caltrans for the Santa Maria River Bridge project was not approved for CMIA funding in February 2007. However, the three agency partners programmed STIP augmentation funds to complete final design and right-of-way work on the project, and in December 2010, the partners successfully closed the shortfall with a \$31.6 million allocation by the CTC of cost savings from previously awarded Prop 1B CMIA projects. The State funds are being matched by approximately \$8 million in Measure A funds. Construction of the bridge project began in fall 2011 and was completed in early 2014. In addition, the California Transportation Commission allocated \$6.1 million in CMIA funds to the Union Valley Parkway interchange project in April 2012. This allocation will allow completion, after many years' delay, of an important arterial project and connection.

Transit Needs Assessment and Intercommunity Transit Services

SBCAG, working in consultation with the Santa Barbara County Transit Advisory Committee (SBCTAC), is preparing the annual Transit Needs Assessment for FY2013-14. It is anticipated that the Transit Needs Assessment will be adopted by the SBCAG Board in May 2014.

SBCAG conducts an extensive public outreach program to inform citizens of the transit needs assessment process. A public hearing was held on January 23 and February 20, 2014 in Santa Maria with a Spanish-language interpreter available for translation and remote testimony available from Santa Barbara. An American Sign Language interpreter was also provided upon request. The purpose of the hearing was to allow for public comment for new or expanded transit services in Santa Barbara County. Public outreach materials are distributed and public hearing notices are printed in the local newspapers, and informational flyers are distributed through transit and social service agencies as well.

Local transit agencies have progressively improved their services, including adding intercommunity service, based upon information received through the Transit Needs Assessment process. The Los Alamos Shuttle was inaugurated as a pilot program in April 2004 to provide service between the isolated community of Los Alamos and the City of Santa Maria. The Breeze bus, which provides service between Santa Maria, Vandenberg Air Force Base, and Lompoc, began operating in May 2005 as a three-year pilot project. In August 2008, the Wine Country Express pilot service began providing service between Lompoc, Buellton, and Solvang. All three pilots are still in service today. In January 2013, the City of Santa Maria, in cooperation with the County of Santa Barbara and the Cities of Buellton and Solvang, initiated service between Santa Maria, Los Alamos, Buellton, and Solvang as an extension of the Breeze service. Santa Maria has been awarded \$102,500 in grant funding from the Federal Transit

Administration (FTA) Section 5511(f) Intercity Bus Program to fund operation of the service for one year.

In response to a need for inter-county transit, SBCAG staff worked with local elected officials, transit operators, and local agencies of Santa Barbara and Ventura Counties to develop the VISTA Coastal Express. SBCAG and VCTC signed an initial MOU in September 2000, and the VISTA Coastal Express was initiated in August 2001. It serves the Cities of Oxnard, Ventura, Carpinteria, Santa Barbara, and Goleta. Based on strong ridership, the service has expanded annually and was made permanent following the CMAQ-funded pilot program. The VISTA Coastal Express now carries five times the number of passengers as when it was introduced and will be funded under the Measure A interregional transit program.

In August 2011, the SBCAG Board approved an MOU with the Santa Barbara Metropolitan Transit District to begin operating additional inter-county transit service between the Cities of Ventura, Santa Barbara, and Goleta. The Coastal Express Limited is a weekday-only commuter bus service funded with Caltrans funding related to two freeway construction projects.

The Clean Air Express, which provides weekday commuter service from Lompoc and Santa Maria to the South Coast, now operates 12 uni-directional routes. Service was expanded from eight daily routes to ten in FY 2004 -05 and an additional route was added in FY 2005 -06. The Clean Air Express saw a significant increase in ridership in FY 2007-08 and an additional Lompoc route was added in FY 2008-09, bringing the number of routes to the current twelve.

Responsibility for administering the service was transferred from APCD to SBCAG in fall 2001. In November 2012, administration of this service transferred to the City of Lompoc under a new MOU. The Programming and Project Delivery division will continue to provide oversight for the program in coordination with COLT under an MOU that will contain funding, performance measures, designation of responsibilities and other details. The service is funded by the Measure A interregional transit program and the SBCAG Board is the policy board for the service.

In late 2012, SBCAG commenced a planning process to update the 2006 North County Transit Plan (NCTP) with a consultant hiring process. The NCTP update will explore opportunities for greater coordination and integration of North County transit service. Among other things, it will address the question of long-term options for administration of inter-city and inter-regional transit services like the Clean Air Express. During FY 2013-14, the public outreach phase of this plan update was completed, along with a study of existing conditions and a discussion of alternative scenarios to analyze as part of the update.

SBCAG continues to utilize the Transit Resource Guide that it developed in coordination with SBCTAC, authorized by the SBCAG Board for distribution in February 2009. Following update of the NCTP, SBCAG intends to revisit the Transit Resource Guide to reflect any administrative or service changes.

Adoption of 2013 FTIP and 2012 RTIP

SBCAG adopted the 2013 SAFETEA-LU-compliant FTIP in September 2012. In November 2011, the SBCAG Board approved the 2012 Regional Transportation Improvement Program, which identifies projects to be funded with the region's county share of STIP funds. The RTIP programmed an approximately \$14 million advance in regional STIP funds towards the U.S. 101 HOV that will be available during the five year period of the 2012 STIP (FY 2012-13 to 2016-17).

In November 2013, the SBCAG Board adopted an updated RTIP, consistent with the newly adopted RTP-SCS.

Project Monitoring and Delivery Management

In recent years, a great deal of attention has been focused statewide on the issue of project delivery, owing to the large fund balance that had accumulated in the State Highway Account and large balances of regional SAFETEA-LU funding apportionments. Under SB 45 and AB 1012, SBCAG has significant responsibility for ensuring that available funds are programmed and expended in a timely fashion. SBCAG dedicates two staff positions to monitoring the status of STIP, RSTP, CMIA, FTA and TE projects, and to assist local governments in project delivery. In addition to providing information on the requirements and upcoming deadlines, staff assists project sponsors with submitting required documents, such as allocation or STIP amendment requests. This monitoring program was initiated in FY 2000-01, and the effort will be continued in the coming fiscal year as part of WE 3590.

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 is accessible via the internet for member agencies and Caltrans. This helps SBCAG and its member agencies monitor projects programmed in the FTIP, ensuring that the timely use of funds requirements under SB 45 and AB 1012 are met, and make the FTIP amendment process more efficient.

Year 2010 Census

Staff continues to provide assistance and analysis of data from the 2010 Census, as additional census data is released. Staff also prepared summary reports to respond to public interest in census results. Staff prepared reports on the U.S. Census American Community Survey (ACS) data releases and other major census activities for TPAC. Staff processed various census files for use in various SBCAG modeling efforts.

Regional Growth Forecast

Following public workshops and hearings as part of an integrated RTP-SCS and RHNA planning process, the SBCAG Board adopted a new long range growth forecast in December 2012. This forecast updates and replaces the prior 2007 forecast and includes a new base year of 2010 and a forecast horizon year of 2040. The forecast is integral to preparation of both the RTP, with its new SCS elements, and the Regional Housing Needs Allocation methodology. Because of the integral nature of the forecast, its development happened as part of an integrated planning process in conjunction with both the RTP-SCS and RHNA planning.

Travel Model Update

In 2012, with the assistance of Caliper Corporation, SBCAG completed an update of the SBCAG Travel Model to add 4D modeling and multi-modal analysis capabilities. “4D” modeling capability refers to travel models that assess relevant land use factors (“diversity, density, distance and design”) as part of the travel modeling analysis. Staff utilized the upgraded model to conduct analyses of alternative planning scenarios in connection with the Sustainable Communities Strategy required by SB 375 and to determine transportation system performance

and greenhouse gas (GHG) emission reduction benefits in accordance with State-mandated GHG reduction targets.

Regional Transportation Plan

In FY 2013-14, SBCAG staff completed development of the 2013 RTP, completing drafting of the document and associated environmental impact report, based on modeling and analysis of alternative land use and transportation scenarios in close collaboration with the JTAC. SBCAG staff also worked closely with CARB, Caltrans and USDOT staff to ensure that the draft RTP-SCS met State requirements. In August 2013, the SBCAG Board adopted the final 2040 RTP-SCS and certified the EIR. In November 2013, CARB accepted the final plan as meeting the regional GHG targets and requirements of SB 375. Caltrans and USDOT have similarly indicated their acceptance of the plan.

Clean Air Plan

SBCAG staff assisted the Air Pollution Control District in the update of the 2010 State Clean Air Plan and again assisted APCD with its FY 2012-13 update. As before, 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 TCMs are integrated into the RTP-SCS and Clean Air Plan and were presented to the SBCAG Board and California Air Resources Board for approval.

Transportation Demand Management

In 2012-2013 Traffic Solutions was awarded an FHWA grant to launch a pilot Real Time Rideshare system in the South Coast that began in 2012. Real Time Rideshare uses a smartphone application called Carma to match riders and drivers to facilitate casual carpooling for non-traditional commutes and transportation trips. The system facilitates micro-payments from the riders to the drivers and creates a simple incentive system for regional rideshare promotions. The pilot served two corridors, one along Highway 101 between Ventura and Santa Barbara, and the other between Isla Vista, UCSB and Santa Barbara City College. The Real Time Rideshare project was concluded in the spring of 2014. Due to the low enrollment of the Carma app, the concept will not be marketed beyond the pilot program. Instead, Traffic Solutions will update and upgrade its Traffic Solutions Online commuter website, making it mobile accessible and more user friendly. This project is the second phase of a FHWA Highway 101 ITS Grant, of which Phase 1 of the project developed SBRoads.com, a travel information website. The new Traffic Solutions Online commuter website will be used to help mitigate traffic congestion in the Highway 101 CMIA and HOV lane construction projects. In 2013, 963 new commuters enrolled in Traffic Solutions Online, bringing the total number of enrollees to 13,922. In 2013 Traffic Solutions conducted a purge of outdated commuter matching accounts in order to improve the quality of the commuter matching system. Now 2,554 commuters are enrolled in the commuter matching system. Approximately 150 employers are also enrolled in Traffic Solutions Online.

In the fall of 2013, Traffic Solutions offered marketing and outreach assistance to the Coalition for Sustainable Transportation for the inaugural year of Santa Barbara Open Streets. The event was held on November 2nd on Cabrillo Boulevard and was designed to create a safe and enjoyable car free environment to encourage biking and walking for a day. In May 2013, Traffic Solutions held the fourth annual CycleMAYnia, a culmination of bicycling events during the month of May. Over 6,100 people participated in a total of 30 community-based CycleMAYnia

bicycling events in May. Traffic Solutions was awarded three more years of Measure A Bicycle and Program funds for CycleMAYnia. In 2013, Traffic Solutions offered commuter program consulting services to 10 employers in Santa Barbara County. In September 2013, Traffic Solutions assisted Deckers in designing and implementing one of the most comprehensive private employer commuter benefits programs in Santa Barbara County.

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. SBCAG is currently engaged in an update of its website to make it more informative, accessible and up-to-date.

In August 2011, the SBCAG Board adopted a new Public Participation Plan as required by SB 375, laying out a process for public participation in adoption of the Sustainable Communities Strategy and Regional Transportation Plan. Through the RTP-SCS process, SBCAG staff completed all three phases of this plan, including scoping alternative scenarios, hosting a series of four public workshops at locations throughout the region to share the draft modeling results and analysis of the RTP-SCs alternative scenarios and receive public input, and adoption hearings with the SBCAG Board to adopt the final RTP-SCS.

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

Caltrans Information Element

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

CALTRANS OWP INFORMATION ELEMENT FOR 2014/2015

Activity Description	Product	Due Date
Attend Board meetings	Briefing paper and meeting summary (Management and Regional Planning)	Monthly
Voting member on the Technical Transportation Advisory Committee (TTAC)	Review, comment, and vote on TTAC items (Regional Planning)	Monthly
Ex-officio member of the South Coast and North County Sub-regional Planning Committees	Participate at South Coast and North County Sub-regional Committee meetings (Management and Regional Planning)	Monthly
Attend Santa Barbara County Transit Advisory Committee meetings and participate in TDA Performance Audits	Transportation Development Act-Unmet Needs Assessment (Regional Planning)	As needed
Participate as a member of the North County and South Coast Measure "A" bike and pedestrian grant scoring committee	Measure A Bicycle & Pedestrian & Safe Routes to School Programs (Regional & Systems Planning)	As needed
Participate on transportation model technical committee	Provide input and comments throughout the transportation model update (Advanced Planning)	As needed
Support Central Coast Coalition efforts and participate in coalition meetings	Support Central Coast Coalition efforts (Management and Systems & Regional Planning)	As needed
Develop Caltrans District Director's Reports for SBCAG Board meetings	Caltrans District Director's Report (Regional Planning)	Monthly
Develop Caltrans presentations for SBCAG meetings	Presentations on Caltrans specific topics at SBCAG Board, Sub-regional Planning Committee, and Advisory Committee meetings (Regional Planning)	As needed
Monitor SBCAG's OWP, review progress reports, review requests for reimbursement and amendments, and forward for processing	OWP Management and Administration (Regional Planning)	Ongoing
Monitor SBCAG's Transportation Planning Grants, review progress reports, review requests for reimbursement and amendments, and forward for processing	Transportation Planning Grant Program Management and Administration (Regional Planning)	As needed
Convene and participate in STIP quarterly meetings	Review and discuss STIP quarterly reports (Regional Planning)	Quarterly
Intergovernmental review (IGR)	Participate in CEQA process of local or regional lead agency projects as a responsible agency or commenting agency (IGR)	Ongoing
Participate in Congestion Management Program	Congestion Management Program and updates (Regional & Advanced Planning and IGR)	As needed
Participate in Project Development Team meetings	Participate in Project Development Team meetings (Regional Planning & IGR)	As needed

Participate in Measure A Strategic Plan implementation	Participate in Measure A Strategic Plan implementation (Regional and Advanced Planning)	As needed
Participate in and facilitate discussions between SBCAG and Caltrans Division of Rail	Coordinate between SBCAG and Division of Rail (Regional Planning)	As needed
Finalize US 101 Transportation Concept Report	Transportation Concept Report (Systems & Advanced Planning- Coordinate with SBCAG for review)	Fall 2014
Develop District 5 Bicycle Mobility Plan	(Systems & Advanced Planning- Coordinate with SBCAG for participation)	2015
Develop District System Management Plan (DSMP)	(Systems & Advanced Planning - Coordinate with SBCAG for review)	2015

Strategic Plan Implementation

At its September 2011 meeting, the SBCAG Board adopted a Strategic Plan for the agency following a strategic planning process, initiated to clarify the organization's mission, vision and values and to establish multi-year goals and strategies. Appendix G lists and describes specific Work Elements in the FY 2014-15 Overall Work Program that will implement the goals and supporting strategies articulated by the Strategic Plan in service of SBCAG's mission:

SBCAG provides collaborative leadership, planning, projects and services that serve regional and local needs to improve mobility and promote sustainable communities in Santa Barbara County.

Implementation of the Strategic Plan will continue throughout FY 2014-15 in accord with the Overall Work Program.

COMPREHENSIVE PLANNING PROGRAM

Program Administration

WORK ELEMENT 1510 OVERALL WORK PROGRAM DEVELOPMENT & MONITORING

Objective

- To manage, support, coordinate and implement the Overall Work Program in accordance with the requirements of the state and federal transportation planning and programming regulations

Previous and Ongoing Work

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

Tasks

1. Provide program and fiscal management on OWP.
2. Prepare quarterly progress and financial reports.
3. Conduct liaison with federal and state agencies.
4. Develop, present and monitor annual OWP budget.
5. Administer existing FY 2014-15 OWP.
6. Identify grant opportunities for additional funding to support OWP projects, prepare grant applications in consultation with advisory committees and the Board, and obtain Board approval as necessary.
7. Prepare 2015-16 Overall Work Program.
8. Revise and monitor work program to address FY 2012 federal planning certification review recommendations, revising or amending OWP as necessary and appropriate incorporate these recommendations.
9. Conduct administration of State and federal grants.
10. Implement strategies in SBCAG Strategic Plan Goal 5—Organizational Excellence.

Products

- Progress and financial reports
- Grant Applications
- Unified program audit
- Draft 2015-16 OWP
- Final 2015-2016 OWP
- Grant Closeout Reports

Date

Quarterly
9/14 & 3/15
12/2015
03/2015
04/2015
09/2015

Budget

SBCAG \$ 82,800

Funding

FHWA PL*	\$ 33,870
FHWA PL – Carryover	16,497
FTA 5303*	19,000
FTA 5303 – Carryover	10,000
SBCAG	<u>3,433</u>
	<u>\$ 82,800</u>

*Toll Credits Used: FHWA PL - \$ 3,885
FTA 5303 - \$ 2,179

WORK ELEMENT 1520

REGIONAL/SUBREGIONAL COORDINATION

Objective

- To improve coordination among local jurisdictions and between adjoining counties on transportation and other issues of common concern.
- To provide leadership and staff support on special studies and efforts to resolve transportation planning issues of a regional, subregional, and interregional nature.
- Subregional committees provide a means to obtain public input and strategic direction on SBCAG transportation planning activities.
- Standing advisory committees (TTAC, TPAC, Joint TAC) provide SBCAG with staff level input on issues that will be presented to the SBCAG Board.

Previous Work

This is a continuous activity of SBCAG. Prior activities include development of regional housing needs plan, coordination with local advisory boards and chambers of commerce, and the establishment of the South Coast and North County Subregional Planning Committees of the SBCAG Board. Periodic meetings have been held between the SBCAG board members and members of the governing boards for SLOCOG, VCTC and Santa Ynez Band of Chumash Indians.

Tasks

1. Participate on regional coordinating committees to facilitate interregional planning issues affecting SBCAG (e.g., freight planning, interregional trips).
2. Liaison with local advisory boards and chambers of commerce on regional transportation issues.
3. Conduct and provide staff support to subregional planning committees of the SBCAG Board.
4. Solicit public input and Planning Subcommittee direction on transportation planning and programming activities.
5. Monitor planning and development of major facilities, e.g., Vandenberg Air Force Base, University of California at Santa Barbara.
6. Coordinate with, VCTC, SLOCOG, and SCAG on regional transportation planning and programming issues.
7. Review and comment on matters of regional interest. Such as UCSB Long Range Plan and EIR, VAFB Plans and Programs and LAFCO spheres of influence.
8. Conduct joint meetings of COG policy and technical boards as appropriate.
9. Conduct consultation and coordination with the Santa Ynez Band of Chumash Indians Tribal Government.
10. Hold monthly meetings of TTAC, TPAC and JTAC to solicit input from member agencies and formulate recommendations for SBCAG Board.
11. Continue partnership with Central Coast Coalition (comprised of SBCAG, SLOCOG, San Benito COG, Transportation Agency for Monterey County, Santa Cruz RTC and AMBAG) to identify freight and mobility needs in the 101 corridor.

Products

- Meeting minutes of subregional planning committees

Date

Monthly

- Meeting minutes of TTAC, TPAC and Joint PAC

Monthly

Budget

SBCAG \$ 39,200

Funding

FHWA PL*

\$ 39,500

*Toll Credits Used: FHWA PL - \$ 4,496

WORK ELEMENT 1530 PUBLIC PARTICIPATION AND INFORMATION

Objective

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

Previous and Ongoing Work

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

Tasks

1. Provide for early and continuous public input consistent with provisions of MAP-21 and SBCAG's adopted Public Participation Plan.
2. Make public information available in electronically accessible format and means.
3. Develop and apply visualization techniques to describe transportation plans and programs.
4. Identify and reach out to low-income, minorities, people with disabilities and the elderly community representatives.
5. Develop standards to monitor effectiveness of Public Participation Plan.
6. Update SBCAG Public Participation Plan and incorporate SB 375 activities by 6/2014.
7. Monitor the effectiveness of strategies for increasing public participation in federally funded transportation planning programs.
8. Update SBCAG website and integrate mobile applications for real-time ridesharing, regional bicycle map, and SBroads.com.
9. Coordinate and consult with local agencies, transit providers, Caltrans District 5, Regional Planning Branch to insure local agency review of federally funded programs.
10. 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.
11. Update, monitor, and evaluate DBE performance and establish annual DBE goals.

Products

Date

- | | |
|---|---|
| <ul style="list-style-type: none"> ▪ SBCAG e-mail and public notices on Transportation Planning and Program Activities ▪ Public hearing/workshop notices (Approximately 1 every 2 months). ▪ Draft updated Public Participation Plan | <p>Monthly</p> <p>Bi-monthly</p> <p>11/2013</p> |
|---|---|

- Two Workshops/one hearing on Draft Plan 01 and 02/2014
- Plan Adoption and web posting 03/2014
- Updated Public Participation Plan 05/2014

Budget

SBCAG \$ 205,100

Funding

FHWA PL*	\$ 174,000
FHWA PL – Carryover	1,597
FTA 5303*	18,000
FTA 5303 – Carryover	10,000
SBCAG	<u>1,503</u>
	<u>\$ 205,100</u>

*Toll Credits Used: FHWA PL - \$ 19,957
 FTA 5303 - \$ 2,064

WORK ELEMENT 1540 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 Work

- SBCAG, as the Regional Transportation Planning Agency for Santa Barbara County, has been responsible for TDA administration since it became law in 1971.
- Triennial Performance Audits.
- Incorporation of new farebox policy, Resolution 10-35, into SBCAG TDA claim manual.
- New TDA Claim Manual/Forms and annual user training seminar commencing March 2011.
- Used RFP process to select and contract with consultant to conduct Triennial Performance Audits.
- New STA Claim Manual/Forms distributed to local agencies/claimants.

Tasks

1. Update and amend Transportation Development Act (TDA) claim manual as necessary.
2. Conduct annual workshop and assist local agencies in preparing claims as necessary.
3. Apportion and allocate TDA funds in a manner consistent with State regulations, SBCAG policies, Resolution 90-1, Resolution 10-35 and local claims.
4. Update STA Claim Manual as needed and assist local agencies in preparing TDA claim amendments.
5. Prepare draft and final Triennial Performance Audits of TDA claimants, FY 09-10 thru FY 11-12 (Consultant)
6. Manage consultant preparation of draft and final Triennial Performance Audits of TDA claimants, FY 09-10 thru FY 11-12.
7. Review draft TDA triennial audit reports with transit operators.
8. Complete annual fiscal and compliance audits for all claimants.
9. Monitor proposed changes in TDA statutes and regulations. Advise claimants regarding the implications of significant changes. Provide input to Statewide TDA Advisory Committee.
10. Provide Spanish and hearing-impaired translation upon request at Unmet Transit needs hearing.
11. Implement findings and recommendations identified in most recent triennial performance review.
12. Monitor transit operator progress on TDA performance audit recommendations.

Products

Date

- | | |
|--|--|
| <ul style="list-style-type: none"> ▪ Fiscal and compliance audits of all claimants (FY 12-13) ▪ TDA Performance Audits (FY 09-10 thru FY 11-12) ▪ TDA Claim Manual ▪ Adoption Transit Needs Assessment, 2014 | <p>3/2014
7/2014
3/2014
5/2014</p> |
|--|--|

Budget

SBCAG \$ 74,300

Funding

SBCAG-TDA Planning \$ 74,300

Comprehensive Planning and Analysis

WORK ELEMENT 2510 AIRPORT LAND USE PLANNING

Objective

- Ensure the orderly development of lands in the vicinity of public use airports within Santa Barbara County and consistency of land use development with the Airport Land Use Plan (ALUP).
- Complete an update of the existing ALUP to incorporate current airport information consistent with the Caltrans Airport Land Use Planning Handbook and federal regulations.

Previous and Ongoing Work

- Development and adoption of the current Airport Land Use Plan, 1993.
- Review by SBCAG as the designated Airport Land Use Commission for Santa Barbara County of local agency land use matters and airport master plan amendments within Airport Influence Areas for consistency with the adopted ALUP.
- Commencement of a major update of the ALUP. Coordination with County airports and review the ALUP consultant's work toward completion of this update.
- Acquisition and compilation of datasets and airport technical information.
- ALUP policy and program development and TAC review of draft materials.
- Completion of draft Airport Land Use Compatibility Plan (ALUCP).
- Completion of Outreach Plan for the ALUCP update.

Tasks

1. Coordinate with the State of California, airport authorities, and local jurisdictions on matters related to airport land use policies and implementation.
2. Provide technical assistance to local agencies and airports regarding implementation of the Santa Barbara County ALUP.
3. Prepare staff reports to the Airport Land Use Commission on matters of land use compatibility or consistency.
4. Review proposed revisions to Airport Master Plans, FAR Part 150 studies, General Plans, airport and heliport layout plans and proposed ordinances to determine consistency with the ALUP.
5. Pursue additional grant funding to cover cost of environmental review of draft ALUCP and ALUCP adoption. SBCAG is seeking grant funding through the Caltrans Division of Aeronautics Capital Improvement Program to cover this work. In addition, SBCAG is seeking a Caltrans Transportation Planning Grant, no part of which would be used to cover environmental review, in order to prepare a parcel-level analysis of land use compatibility around Santa Barbara Airport.
6. Review environmental documents applying the criteria in the ALUP and guidelines from the updated Caltrans Airport Land Use Planning Handbook.
7. Conduct environmental review of the draft ALUCP, include a parcel-level analysis of land use impacts resulting from proposed safety zone boundary changes, as funding allows. Note that Caltrans Transportation Planning Grant funds, if awarded, will not be used to fund environmental review or preparation of the environmental document.
8. Present the updated ALUCP to the Airport Land Use Commission for adoption and certification of the environmental document per the ALUCP Outreach Plan.

9. Update ALUC information and graphics on the SBCAG website, including Airport Influence Areas, Airport Safety Areas, ALUC legislation, and other technical information relating to the ALUP update, to reflect the updated ALUP.
10. Review and re-certify local General Plans and airport master plans for conformity with the updated ALUCP.

Products

Date

- | | |
|---|--|
| <ul style="list-style-type: none"> ▪ ALUC staff reports, letters of comment ▪ Parcel-level Land Use Study ▪ ALUP Update Technical Advisory Committee meeting minutes ▪ Draft environmental document ▪ Board-adopted ALUP Update and certified environmental document | <p>Quarterly
12/2014</p> <p>04/2015</p> <p>05/2015</p> |
|---|--|

Budget

Funding

<p>SBCAG</p>	<p><u>\$ 26,200</u></p>	<p>Santa Barbara County</p> <p>SBCAG</p>	<p>\$ 15,000</p> <p><u>11,200</u></p> <p><u>\$ 26,200</u></p>
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WORK ELEMENT 2520 CENSUS DATA CENTER

Objective

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

Previous and Ongoing Work

- Dissemination and analysis of data files from Census 2000, Census 2010, and American Community Survey (ACS) data to local jurisdictions, agencies and the general public.
- Integration of new census and ACS data into SBCAG forecasting model and other planning applications. Coordination with local jurisdictions' General Plan and Housing Element updates in use of Census data.
- Preparation of population estimates for Local Agency Formation Commission (LAFCO), special districts and other geographic areas.
- Coordination with State and regional agencies via State Data Center liaison and meetings. Assist local governments in their Local Update of Census Addresses (LUCA) and coordinate the Participant Statistical Areas Program (PSAP) update and other census-related activities.
Staff reports to technical advisory committees and Board analyzing 2010 Census data and trends from 2000 to 2010 Census. .

Tasks

1. Develop requests, in cooperation with other jurisdictions, for electronic and/or print versions of data from State Census Data Center and U.S. Census Bureau.
2. Develop cost sharing arrangements, as necessary, to obtain and process data.
3. Procure, process, prepare, and distribute 2010 Census data, including Transportation Planning Package, and census maps to interested parties.
4. Tabulate data and prepare special reports on demographic trends in Santa Barbara County using Census data.
5. Respond to public requests for census data and interpretation of data as appropriate. Coordinate data collection and distribution with cities, county, and libraries.
6. Attend annual Census Affiliate Center meeting that facilitates information sharing between federal Census Bureau, State Department of Finance, and regional agencies about U.S. Census products, surveys, and census research, and plans for data releases, new census programs, data and research issues.
8. Apply census and socioeconomic data to network travel model (Work Element 2550) and other SBCAG projects.
9. Continue to update the SBCAG Census web page with relevant and timely material (e.g., aggregate population data by SBCAG member agency jurisdiction).
10. Review of the American Community Survey (ACS) Countywide results and city-level data as it becomes available for use in transportation planning documents.

11. Update and compare Census 2010 population counts and estimates with data from the Department of Finance, the SBCAG Regional Growth Forecast 2012 and the Census population estimates program.

Products

Date

- Staff summary report on the 5-year ACS data 08/2014
- Technical assistance on the use of census data 03/2015
- Special reports on demographic trends 04/2015

Budget

Funding

SBCAG	<u>\$ 47,200</u>	FHWA PL*	\$ 30,904
		FTA 5303*	5,000
		FTA 5303 – Carryover	10,000
		SBCAG	<u>1,296</u>
			<u>\$ 47,200</u>

*Toll Credits Used: FHWA PL - \$ 3,545
FTA 5303 - \$ 574

WORK ELEMENT 2530 REGIONAL GROWTH FORECAST

Objective

- Develop data records and respond to public requests for information on the updated 2012 Regional Growth Forecast for use in transportation planning.

Previous and Ongoing Work

- Interregional Jobs Housing Partnership Report, 2004.
- Adopted RGF—2005 to 2040 (2007).
- Development of traffic analysis zones (TAZ) level socioeconomic forecasts for SBCAG transportation model, transportation plan and corridor studies.
- Regional Housing Needs Plan, 2008.
- Integrate updated land use data and newly released 2010 Census into the growth forecast model.
- Updated countywide population, household and employment forecasts to 2040.
- Adopted RGF – 2010 to 2040 (December 2012).
- Regional Housing Needs Plan, 2012.
- Integration of forecasts into RTP-SCS.

Tasks

1. Make presentations of draft growth forecast projections and methodology to city/county agencies and interested parties upon request.
2. Monitor CMP housing and land use data to update development trends and assess impacts on transportation facilities.
3. Track performance of updated growth forecast and compare annual DOF estimates.
4. Respond to questions on the updated growth forecast from local jurisdictions and the public.
5. Coordinate with development of other economic forecasts in the county.
6. Continue developing, updating and compiling demographic and socioeconomic data such as birth and mortality records, retirement, and migration for use in land use and travel modeling and future forecasts.
7. Conduct public participation and involvement as needed.

Products

Date

- Presentation to advisory committees on growth forecast performance. 04/2015

WORK ELEMENT 2540 REGIONAL HOUSING NEEDS ALLOCATION

Objective

- Allocate California State Department of Housing and Community Development Regional Housing Need Determination to local jurisdictions.

Previous and Ongoing Work

- Interregional Jobs Housing Partnership Report, 2004
- Regional Growth Forecast 2007
- Regional Housing Needs Allocation (RHNA) Plan 2007-2014, adopted June 2008
- Regional Growth Forecast 2012, adopted December 2012
- Completed SCS alternative scenario modeling and transportation performance analysis completed.
- State HCD RHNA determination obtained.
- Developed RHNA methodology for allocation of housing need to local jurisdictions in coordination with SCS scenario modeling.
- Ensured consistency of SCS and RGF sub-regional allocation with RHNA Plan.
- SBCAG Board adoption of RHNA methodology and issuance of proposed allocation (December 2012).
- Board adoption of RHNA Plan, consistent with SCS and RGF (July 2013).
- Transmit final RHNA Plan allocations to local agencies for inclusion into local housing elements (July 2013).

Tasks

1. Assist local agencies in applying RHNA in local Housing Element updates.

Products

- RHNA Plan implementation

Date

09/2014

Budget

SBCAG \$ 41,300

Funding

SBCAG \$ 41,300

WORK ELEMENT 2550 TRAVEL DEMAND FORECASTING

Objective

- Apply the upgraded 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.
- Develop information for public and decision-makers on future effects of proposed transportation projects and land use policies on the transportation system.
- Continue to develop technical capabilities to address modeling requirements of SB 375 and RTP Guidelines.

Previous and Ongoing Work

- Conducted analyses of greenhouse gas (GHG) emission reduction benefits of various alternative planning scenarios to assist ARB in developing emission reduction targets.
- Coordinated the application of the regional model with the development of Caltrans D5 on North Highway 101 CSMP Santa Maria River Bridge Project.
- Applied the expanded travel model to evaluate various Caltrans corridor transportation alternatives for Highway 101 projects, including U.S. 101 HOV, Corridor Mobility Improvements Account (CMIA), and Corridor Systems Management Plan (CSMP) Projects.
- Modify and update Traffic Analysis Zone boundaries in the current SBCAG Model for submittal to Census Bureau as part of the Master Address File (MAF)-Tiger Partnership Software using new 2010 Census and TIGER/Line file data.
- Coordinate the updated TAZ information with Caltrans D5, County Enterprise eGIS Department and local jurisdictions through TTAC and TPAC for local model consistency and public access.
- Completed Model Upgrade with consultant assistance, incorporating the latest survey data, including the new American Community Survey (ACS) 3-year and 5-year data, and 2010 Census data to calibrate the model.
- Peer review of updated regional travel model. Peer review panel members include staff from FHWA, FTA, Caltrans HQ & D5, and adjoining MPOs.
- Completed alternative land use scenario and RTP project performance evaluations in support of the RTP-SCS to assess implications on future travel demand and emissions.

Tasks

1. Ongoing staff training on the upgraded travel model and the TransCad web-based application.
2. Conduct literature review to remain current on modeling trends and other model software developments.
3. Update Travel Forecast for Santa Barbara County in conjunction with implementation of “TransCAD-for-the-Web” functionality to provide information online to the general public with interactive mapping capabilities on socioeconomic data, trends and travel demands.
4. Identify areas for model improvements to address relative benefits of land use development alternatives on transportation system performance.
5. Continue to maintain and update the TransCAD software.

6. Continue to apply the expanded model to evaluate various capital improvement options and monitor the final consensus packages recommended by the 101-In-Motion project including HOV, commuter rail, express transit, and transportation demand management strategies.
7. Provide model output and technical assistance to Caltrans District 5, as staff time permits, for System Planning documentation, Corridor Studies, and forecasting and traffic analysis for State highway projects. PL funding will not be used for the preparation of Project Initiation Documents (PIDs) or Project Study Reports (PSRs).
8. Provide technical assistance, as time permits, to local agencies and consultants for project specific requests and sub-area modeling.
9. Continue participation in Central Coast Model Users Group and California Inter-Agency Modeling Forums, and local and nationwide modeling focus groups for information sharing and model enhancement.
10. Work with neighboring counties and MPOs (Ventura and San Luis Obispo) to ensure consistency on external travel and long distance trips.

Products

Date

- Updated Travel Forecast 05/2015
- TransCAD updates and maintenance As needed

Budget

Funding

SBCAG	<u>\$ 118,000</u>	FHWA PL*	\$ 19,708
		FHWA PL – Carryover	72,591
		FTA 5303*	5,000
		FTA 5303 – Carryover	10,000
		SBCAG	<u>10,701</u>
			<u>\$ 118,000</u>

*Toll Credits Used: FHWA PL - \$ 2,261
FTA 5303 - \$ 574

WORK ELEMENT 2560 SUSTAINABLE COMMUNITIES STRATEGY

Objective

- Develop and analyze a range of alternative future land use and transportation scenarios capable of achieving State-mandated emission reduction targets while addressing regional growth identified in Regional Growth Forecast Work Element (2530) and housing needs in coordination with the Regional Housing Needs Allocation Work Element (2540).
- Identify measures, policies, and programs to limit the growth of vehicle trips, VMT, and GHG production due to automobiles.
- Identify and assess the implications of existing and alternative Transportation Demand Management (TDM), transportation and land use alternatives on person trips, vehicle trips, VMT and GHG production.
- Assess the regional implications of broad, long-term strategic growth issues, such as changes to urban limit lines, addition of new communities, adjustments in jobs-housing balance, and encouraging land uses to facilitate transit use.

Previous and Ongoing Work

- Inter-Regional Partnership for Jobs Housing and Mobility, 2004
- Regional Transportation Plan, 2009
- Santa Maria Valley Regional Blueprint Planning Study, 2011
- UPlan model development to replicate existing local General Plan land uses and enable modeling across jurisdictions using generalized land use classifications.
- Acquisition and validation of data on farmland, open space, habitat and recreation for Regional Greenprint.
- Prepare draft Regional Greenprint summarizing previously acquired GIS resource overlays, including data on farmland, open space, habitat and recreation.
- Regional Growth Forecast, 2012
- Regional Housing Needs Assessment, 2012
- Developed alternative future land use and transportation SCS scenarios, incorporating 2012 Regional Growth Forecast projections and sub-regional growth allocations consistent with the Regional Housing Needs Allocation.
- Utilized land use model and updated travel model to evaluate alternative scenario performance for SB 375 target years 2020 and 2035, applying Board-adopted performance measures.
- Developed RTP policies consistent with Board-adopted RTP goals and objectives and the Caltrans 2010 Smart Mobility Framework, including qualitative approaches to address equity and environmental justice and health issues.
- Held public workshops and facilitated selection of SCS preferred scenario by SBCAG Board through public process for incorporation into draft SCS-RTP.
- Drafted RTP-SCS
- Adoption of final RTP-SCS by SBCAG Board and certification of environmental document.

Tasks

1. Monitor development of SCSs in compliance with SB 375 throughout the State (consultant and staff).

2. Participate in interagency consultation efforts, including ARB/MPO working group and consultation with neighboring MPOs (consultant and staff).
3. Conduct liaison work with federal and State agencies to improve interagency coordination in regard to the RTP-SCS (consultant and staff).
4. Implement adopted RTP-SCS in coordination with State and local agencies. Assist local agencies with questions on implementation.
5. Research options for upgrading UPlan land use model in light of RTP-SCS modeling experience and lessons learned to enhance land use fidelity and improve visualization and public presentation capability. Begin implementation of land use model upgrade.

Products

Date

- Upgraded land use model 5/2015

Budget

Funding

SBCAG	<u>\$ 110,000</u>	FHWA PL*	<u>\$ 110,000</u>
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Toll Credits Used: FHWA PL - \$ 12,617

WORK ELEMENT 2570

CENTRAL COAST ORIGIN-DESTINATION STUDY

Objective

- Collect currently unavailable data about regional travelers on U.S. 101 at the San Luis Obispo and Ventura county lines.
- Facilitate communication and data sharing between agencies in Ventura County, Santa Barbara County and San Luis Obispo County, and between these agencies and Caltrans Districts 5 and 7.
- Augment California Household Travel Survey with additional survey data.
- Validate SBCAG Travel Model with independent data source.
- Use collected data to design effective rail and interregional transit services and regional highway projects.
- Create data source to assist in development of SBCAG Sustainable Communities Strategy.
- Use Measure A Inter-regional Transit and Passenger Rail Program marketing funds to target likely users of new and enhanced commuter bus and rail services.
- Collect data about successful employer based commuter programs to assist Traffic Solutions work with major employers.

Previous and Ongoing Work

- Interregional Jobs Housing Partnership Report, 2004
- Commuter Profile Survey (2002, 2007)
- Highway 101 Implementation Plan (101 in Motion)
- Regional Growth Forecast 2007.
- Regional Blueprint Pilot Study, Santa Maria Valley
- Joint meetings between VCTC, SBCAG, and SLOCOG.
- SBCAG Travel Model Update

Tasks

1. Outreach to city/county agencies, elected officials, and interested parties regarding project.
 2. Conduct assessment of existing employer commuter programs
 3. Survey employees at several work sites with model employer commuter programs
 4. Prepare report summarizing commuter program survey
 5. Hold a breakfast or lunch awards event that highlights successful commuter programs.
 6. Secure consultant using grant funds
 7. Prepare OD survey instrument (consultant)
 8. Compile survey results and prepare administrative draft report (consultant)
 9. Revise administrative draft
10. Prepare final report and disseminate findings (consultant and staff).

Products

Date

- | | |
|--|---------|
| ▪ Central Coast Origin – Destination Survey Final Report | 5/2015 |
| ▪ Other deliverables as outlined in the scope of work for the Fund Transfer Agreement contract | 12/2014 |

Budget

SBCAG	\$ 70,200
Consultant	<u>205,000</u>
	<u>\$ 275,200</u>

Funding

FTA 5304 – Carryover	\$ 235,000
SBCAG	20,200
SLOCOG	10,000
VCTC	<u>10,000</u>
	<u>\$ 275,200</u>

WORK ELEMENT 2580 NORTH COUNTY TRANSIT PLAN

Objective

- Update the North County Transit Plan to study options for greater collaboration and coordination between North County transit operators, such as consolidation of service provision and joint operation of intercity transit.
- Address opportunities to enhance transit service in North County, especially with respect to intercity transit, through NCTP update.

Previous and Ongoing Work

- North Santa Barbara County Regional Transit Plan 2006
- SMAT Transit Plan, 2009
- SBCAG Transit Needs Assessment 2011
- Transit Resource Guide 2009
- State Triennial Performance Audits, conducted in 2010, of public transit agencies including SMAT
- Completion of consultant RFP, selection and hiring process.
- Completed public outreach in coordination with North County Transit operators to identify needs and opportunities for service enhancement, efficiencies to be achieved through economies of scale, redundant administrative functions, etc.
- Completed Existing Conditions Study
- Identify range of re-organization options to study.

Tasks

1. Draft NCTP update (consultant).
2. Conduct environmental review and prepare environmental document, or determine CEQA exempt status, as applicable. Note that neither FHWA PL nor FTA 5503 funds, nor any Caltrans Transportation Planning Grant funding awarded to SBCAG for this project, will be used to pay for environmental review.
3. Adopt final NCTP (SBCAG Board).
4. Plan implementation as required.

Products

Date

- | | |
|--|---------|
| ▪ Draft updated NCTP and environmental document or exemption | 09/2014 |
| ▪ Final updated NCTP and environmental document or exemption | 11/2014 |
| ▪ Board-adopted NCTP | 02/2015 |
| ▪ Other deliverables as outlined in the scope of work for the Fund Transfer Agreement contract | 03/2015 |

Budget

Funding

SBCAG	\$ 147,000	FHWA PL - Carryover	\$ 49,315
Consultant	<u>50,000</u>	FTA 5303*	5,000
	<u>\$ 197,000</u>	FTA 5303 – Carryover	10,000
		FTA 5311(f) grant	125,000
		SBCAG	<u>7,685</u>
			<u>\$ 197,000</u>

*Toll Credits Used: FTA 5303 - \$ 574

Transportation Planning and Programming

WORK ELEMENT 3510 REGIONAL TRANSPORTATION PLAN (RTP)

Objective

- Maintain a comprehensive, long-range, multi-modal transportation plan for the region consistent with State and federal requirements.
- Complete a timely update of the RTP in compliance with State and federal planning requirements.
- Incorporate an SCS as an element of the RTP as required by SB 375 in coordination with Sustainable Communities Strategy Work Element (2560).

Previous and Ongoing Work

- Adopted Regional Transportation Plan 2008/2009, *VISION 2030*, October 2009
- Amended and Certified Environmental Impact Report 2008/2009, October 2009
- Approved Mitigation Monitoring and Reporting Program 2008/2009, October 2009
- Prepared Highway 101 Implementation Plan (101-In-Motion), July 2006
- Drafted Regional Blueprint Pilot Study, Santa Maria Valley, October 2009
- SBCAG Board adoption of *2040 Regional Transportation Plan & Sustainable Communities Strategy Public Participation Plan*, August 2011.
- Held RTP/SCS outreach meetings with key stakeholders, Fall 2011-Winter 2012, per RTP-SCS Public Participation Plan.
- SBCAG Board adoption of goals, objectives and performance measures for the 2040 RTP and SCS, November 2011.
- Development of updated list of RTP highway and transit projects and fiscal constraints.
- Updated RTP with 2012 Regional Growth Forecast socioeconomic data, updated travel model forecasts and fiscally-constrained project list.
- Developed, modeled, and evaluated a range of transportation and land use scenarios for the RTP-SCS, including land use and residential growth strategies that support infill development near transportation hubs and employment centers, to meet adopted RTP-SCS goals.
- Implement the public participation strategy in accordance with the adopted RTP-SCS Public Participation Plan.
- Incorporated the Sustainable Communities Strategy and preferred transportation and land use scenario into the RTP in coordination with Work Element 2560 (Sustainable Communities Strategy).
- Identify minority and low-income populations and analyze to determine to what extent the current and planned transportation system may inordinately burden these populations. Based on public input, incorporate suitable, financially feasible transportation system project enhancements through the RTP update to meet the needs of these populations.
- Adopt final RTP-SCS and certify environmental document (SBCAG Board).

Tasks

1. Review proposed projects and programs for consistency with the adopted 2040 RTP-SCS in support of goals for the continued development of an integrated, multi-modal transportation system.
2. Improve consistency of reporting of RTP, FTIP, and RTIP projects

- 3. Monitor compliance with the Mitigation Monitoring and Reporting Program.
- 4. Improve modeling capability for long-range transit planning. Work with transit operators to develop assumptions. Coordinate with Work Element 2350 (Travel Demand Forecasting).
- 5. Monitor revenue sources and update financial projections as needed.
- 6. Implement RTP-SCS and coordinate with local agencies.

Products

- RTP-SCS implementation

Date

05/02015

Budget

SBCAG \$ 153,400

Funding

FHWA PL*	\$ 80,400
FHWA PL - Carryover	64,627
SBCAG	<u>8,373</u>
	<u>\$ 153,400</u>

*Toll Credits Used: FHWA PL - \$ 9,222

WORK ELEMENT 3520 HIGHWAY PLANNING

Objective

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

Previous and Ongoing Work

- Annual traffic count program.
- Annual Highway Performance Monitoring System program submittals to Caltrans.
- Travel Trends Report, 2007.
- Traffic monitoring program activities in connection with various management systems.
- Participated with Caltrans and SLOCOG in development of Corridor System Management Plan for U.S. 101 North and the Santa Maria River Bridge.

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 improvements identified in the 101-In-Motion plan.
2. Continue traffic count program to monitor change in traffic in Santa Barbara County, particularly on the segment of Route 101 between Milpas Street and the Ventura County line.
3. Coordinate with Caltrans and local jurisdictions in traffic count data acquisition and review. Respond to public requests for traffic count data. Develop capabilities to provide traffic counts on SBCAG website through the use of TransCAD-for-the-Web, which enables public access to travel data.
4. Produce a 2014 State of the Commute Report based on the Census Transportation Planning Package (CTPP) data.
5. Coordinate with local jurisdictions, Caltrans, and FHWA on revisions/additions to functional re-classification of highway system.
6. Participate in Caltrans System Planning efforts, including updates of the Transportation Concept Reports, Transportation System Development Program, District System Management Plan, and Corridor System Management Plan.
7. 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.
8. Collaborate with AMBAG and other Central Coast Coalition members on the preparation of the U.S. 101 Corridor Freight Study, if a Caltrans Transportation Planning Grant is awarded.
9. Monitor application and integration of previous corridor study recommendations.
10. Finalize Park and Ride Plan, identifying priorities for improvement and future development,

to provide more transportation choices.

11. Work with the Plug-In Santa Barbara Coalition and the Santa County APCD on data sharing and attend meetings as necessary to assist in the efficient placement of electric vehicle charging stations parallel to the U.S. 101 corridor and frontage roads. SBCAG can assist by sharing transportation network and modeling information to inform charging station placement location.

Products

Date

- | | |
|--|-------------------------------|
| <ul style="list-style-type: none"> ▪ Park and Ride Plan ▪ 2014 State of the Commute Report | <p>09/2014</p> <p>11/2014</p> |
|--|-------------------------------|

Budget

Funding

<p>SBCAG</p>	<p><u>\$ 118,000</u></p>	<p>FHWA PL*</p> <p>FHWA PL – Carryover</p> <p>SBCAG</p>	<p>\$ 32,000</p> <p>76,136</p> <p><u>9,864</u></p> <p><u>\$ 118,000</u></p>
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*Toll Credits Used: FHWA PL - \$ 3,670

WORK ELEMENT 3530 TRANSIT/PARATRANSIT PLANNING

Objective

- Monitor transit services within the county to ensure that public and transit agencies are in compliance with all federal and State requirements, including the Americans with Disabilities Act, that services are provided efficiently and effectively, and that unmet transit needs are addressed.
- Provide transit planning assistance to local public and transit agencies to include operating, capital and grant planning activities, development of mobility opportunities, and assessment of the relationship between land use and transit.
- Provide transit planning assistance to local and public transit agencies for the provision of transportation opportunities for the transit-dependent and the choice rider, including a focus on the use of transit as a means to reduce vehicle congestion.
- Develop assumptions for long-range transit planning.

Previous and Ongoing Work

- *North Santa Barbara County Regional Transit Plan, 2006*
- *Transportation Connections, Coordinated Public Transit - Human Services Transportation Plan, 2007*
- *Transit Resource Guide, 2009*
- *Countywide transit surveys, 2010*
- *Transit Needs Assessment, 2013*
- *State Triennial Performance Audits of public transit agencies, Consolidated Transportation Service Agencies (CTSAs) and SBCAG, 2013*

Tasks

1. Provide assistance as appropriate, including written review, to assist transit agencies in updating short-range transit plans and in developing other planning documents.
2. Monitor performance under Short-Range Transit Plans (SRTPs) as necessary.
3. Provide technical assistance to transit operators in the areas of planning, marketing, and other issues, upon request.
4. Continue monitoring of all transit operations within the county, including analysis of ridership, farebox recovery ratio, operating, financial, and vehicle fleet data, to ensure effective and efficient use of resources and update of RTP.
5. Attend transit agency board meetings as appropriate.
6. Facilitate new or restructured transit service proposals related to unmet transit needs.
7. Evaluate availability and efficiency of transit services for elderly persons, persons with disabilities, and persons of limited means, as well as for the general public. Coordinate with Work Element 2520 (Census Data Center), review of the American Community Survey (ACS) Countywide results, to develop transit ridership and dependency indicators.
8. Provide staff support to the Santa Barbara County Transit Advisory Committee (SBCTAC).
9. Maintain up-to-date agreements with transit operators.
10. Work with transit agencies, CTSAs (Easy Lift and SMOOTH), social service agencies, and non-profit providers to monitor and update Coordinated Public Transit - Human Services Transportation Plan as appropriate. Coordinate with Work Element 2580 (North County

- Transit Plan Update).
11. Following completion of the North County Transit Plan Update (Work Element 2580) update the 2009 Santa Barbara County Transit Resources Guide.
 12. Review and comment on local agency updates of land use elements, circulation elements, community plans, and land use development proposals to ensure that transit, bicycle, pedestrian, and intermodal connectivity needs have been addressed.
 13. Prepare Section 5511 Program of Projects.
 14. Monitor transit legislation and funding and provide information about the impact of changes in funding on local and regional transit services.
 15. In coordination with Work Element 1540 (TDA Administration), update SBCAG Transportation Development Act (TDA) Claim Manual.
 16. Coordinate with Work Element 2550 (Travel Demand Forecasting) to forecast transit demand.
 17. Conduct annual assessment of unmet transit needs in compliance with statutes.

Products

Date

- | | |
|--|--------------|
| ▪ Section 5511 program of projects | 12/2014 |
| ▪ Section 5510, 5516 (JARC) and 5517 (NF) grant review | 03/2015 |
| ▪ Transit assessments | 01/2015 |
| ▪ Unmet Transit Needs Report | 04/2015 |
| ▪ Update of Transit Resource Guide (English & Spanish) 05/2015 | |
| ▪ Reviews of SRTPs | As necessary |

Budget

Funding

SBCAG	<u>\$ 132,700</u>	FTA 5303*	\$ 132,015
		FTA 5303 – Carryover	606
		SBCAG	<u>79</u>
			<u>\$ 132,700</u>

*Toll Credits Used: FTA 5303 - \$ 15,141

WORK ELEMENT 3540 PASSENGER RAIL SERVICE PLANNING

Objective

- Identify infrastructure improvement projects for the State-supported Pacific Surfliner rail service and pursue local, state, and federal funding to develop the improvements.
- Improve passenger rail services to meet demand for intercity and peak period demand in U.S. 101 corridor.
- Promote intermodal connectivity of the transportation system.
- Facilitate transfer of Pacific Surfliner administration to regional Joint Powers Authority through successful completion of an Interagency Transfer Agreement.

Previous and Ongoing Work

- LOSSAN North Strategic Plan, 2007
- 101-In-Motion Consensus Package, including commuter rail analysis, 2005.
- LOSSAN Corridor Integration MOU, 2009
- Federal ARRA (stimulus) capital project applications, 2009
- Federal Passenger Rail Investment and Improvement Act of 2008 (PRIIA) capital project application, 2010
- Development of Measure A Strategic Plan, including Rail Element, 2010
- CMIA HOV lane project Corridor System Management Plan Rail Element, 2009-10
- Provision of free wireless internet access at Santa Barbara Amtrak station, 2009
- Development of proposal to Union Pacific for commuter rail service (2012)
- Development of revised LOSSAN (Pacific Surfliner) JPA to assume responsibility for managing state-supported rail service in accordance with of SB 1225 (2012)
- Represent LOSSAN North Corridor on advisory committee on development of 2013 State Rail Plan (2012-13)
- Participation in evaluation committee for selection of Managing Agency for Pacific Surfliner service (OCTA selected in November 2013)
- Participation in statewide Intercity Passenger Rail Advocacy Group (2013)

Tasks

1. Work with Amtrak on the refinement of its Strategic Plan for the coast corridor. Refinement of the Strategic Plan facilitates SBCAG's transportation planning activities by helping to plan for eventual commuter rail consistent with the Amtrak Strategic Plan.
2. Monitor passenger use of rail stations to assess adequacy of parking and other services (e.g., transit access, ticket machines, message signs), and identify projects to remedy deficiencies, if any.
3. Evaluate options for siting additional passenger station in Goleta at Los Carneros Industrial Park and expanded Goleta daytime train storage facility to accommodate commuter rail service.
4. Coordinate with District 5 planning staff and other agencies, Caltrans Division of Rail, Amtrak and the railroads to implement rail plans and improve service, assuring consistency with planning for commuter rail improvements and service.
5. Assess and propose passenger rail improvement projects for federal, State, and regional plans and funding programs.

6. Coordinate with LOSSAN, Caltrans Division of Rail, Amtrak, and other agencies in implementing the LOSSAN Strategic Plan for the area north of Los Angeles, including the Ortega and Seacliff siding projects. Monitor performance measures such as on-time performance, ridership, and customer service surveys. Participation in LOSSAN will assist with SBCAG’s planning for commuter rail service on the same rail line as part of SBCAG’s regional transportation planning.
7. Participate with the members of the Coast Rail Coordinating Council in the Coast Rail Improvement Plan and support efforts to implement Coast Daylight train service between San Francisco and Los Angeles. This plan will assist with SBCAG’s own planning for commuter rail service on the same rail line.
8. Work with Caltrans and Amtrak to promote bicycle accommodations on trains and at stations to improve multi-modal connectivity. Promotion of bicycle accommodation links with planning for bicycle connectivity to and from train stations and its effects on demand for other modes.
9. Work with LOSSAN, CRCC and Caltrans Division of Rail to seek funding opportunities through available sources to implement needed capital improvements.
10. Assess vehicle trip reduction potential of enhanced intercity rail service.
11. Participate in efforts to evaluate the feasibility of commuter-friendly intercity rail service.
12. Work with regional partners VCTC, Caltrans, LOSSAN, and Union Pacific to plan for possible enhanced peak hour rail service to better serve Ventura-Santa Barbara commuters who travel the congested 101 freeway. Planning efforts will include examining potential sites to store trainsets during the day and exploring options to serve major employment centers directly to increase ridership and the effectiveness and productivity of future rail service.
13. Provide periodic staff-level meetings to update jurisdictions and coordinate rail service improvement efforts ().
14. Periodically report to interested agencies and organizations on the status of improving passenger rail service in the region, including efforts to plan for commuter rail to ease congestion on the South Coast 101 corridor.
15. Monitor the LOSSAN integration plan, including the early action item to introduce improved rail service between Ventura and Santa Barbara counties to serve the peak hour market.
16. Assist with staffing the intercity passenger rail advocacy group, which includes the chairs and vice chairs of the three state supported rail corridors and the emerging corridors.

Products

Date

▪ Staff reports on CRCC and LOSSAN meetings to Subregional Committees and SBCAG Board	Monthly
▪ Continued assessment and action on peak hour rail proposals	06/2015
▪ Monitoring of LOSSAN Strategic Plan for corridor north of Los Angeles (Caltrans Lead agency in cooperation with LOSSAN partners)	Monthly
▪ LOSSAN Policy Board meetings	Monthly
▪ LOSSAN Executive Committee Meetings	Monthly
▪ LOSSAN Technical Committee meetings	Monthly
▪ CRCC Policy Board meetings	Quarterly
▪ CRCC Technical Committee meetings	Bi-monthly
▪ Presentations to agencies and community groups	As needed
▪ State and federal funding applications	As available
▪ Rail Corridor Leadership Group meetings	Quarterly

- California Passenger Rail Summit

Annually

Budget

SBCAG \$ 91,400

Funding

FHWA PL*	\$ 30,000
FHWA PL –Carryover	54,357
SBCAG	<u>7,043</u>
	<u>\$ 91,400</u>

*Toll Credits Used: FHWA PL - \$ 3,441

WORK ELEMENT 3550 BICYCLE/PEDESTRIAN PLANNING

Objectives

- Assist local jurisdictions to complete local bike plans.
- Address inter-jurisdictional issues by encouraging integration of region-wide bikeway policies and standards.

Previous and Ongoing Work

- 1994 Regional Bikeway Study
- Draft 2012 Regional Bikeway Plan

Tasks

1. Review and incorporate, as appropriate, new federal and State policy on bikeway and pedestrian planning.
2. Finalize, adopt and implement Regional Bikeway Plan.
3. 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.
4. Monitor local integration of Regional Bikeway Plan through review of local plans and include any necessary changes or updates to the Regional Bikeway Plan.
5. Review and comment on applications for bicycle and pedestrian project funding grants (e.g., Safe Routes to School, Bicycle Transportation Account, Safe Routes to Schools and Caltrans Community-Based Transportation Planning and Environmental Justice Planning grants).
6. Approve local bicycle plans for State Bicycle Transportation Account eligibility and ensure consistency with the Regional Transportation Plan.
7. 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.
8. 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.
9. Coordinate with San Luis Obispo County and Ventura County on the development of bikeways that extend across County boundaries, and coordinate with Caltrans and local jurisdictions on the development of bikeways that affect state highways.
10. Distribution of the Countywide Bike Map and the Bike Map Smartphone Application.
11. Represent SBCAG at bike advocacy and bike club meetings.
12. Bicycle outreach at bike month activities.
13. Remain informed regarding issues of interest to local bicyclists and pedestrians through forums such as the Santa Barbara Bicycle Coalition. Coordinate with bicycle, transit operators, and pedestrian advisory groups to ensure that planning efforts consider bicycle and pedestrian links to highways and transit facilities. In particular, SBCAG will take the lead in coordinating with the County of Santa Barbara and City of Carpinteria on two regional multi-use trails connecting Santa Claus Lane to the west end of Carpinteria Avenue and connecting the east end of Carpinteria Avenue to Rincon County Beach Park.
14. Work with Caltrans and local agencies to help reduce bicycle and pedestrian fatalities per

the California Strategic Highway Safety Plan (SHSP) strategies for making walking and street crossing safer and improving bicycle safety.

Products

Date

- Regional Bikeway Plan approval by SBCAG Board 07/2014
- Review of bicycle/pedestrian funding applications 03/2015

Budget

Funding

SBCAG	<u>\$ 101,100</u>	FHWA PL*	\$ 34,651
		FHWA PL – Carryover	58,827
		SBCAG	<u>7,622</u>
			<u>\$ 101,100</u>

*Toll Credits Used: FHWA PL - \$ 3,974

WORK ELEMENT 3570 ITS PLANNING

Objective

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

Previous and Ongoing Work

- South Central Coast ITS Strategic Deployment Plan (SDP), 2007
- ITS project proposals funded by RTIP
- ITS Master Plan for South Coast (2009)

Tasks

1. Monitor other transportation planning efforts such that they continue to be in sync with Regional ITS Architecture.
2. Continue to coordinate with Caltrans D7 in improving vehicle detection and monitoring on state highways and identifying methods for making information publicly available.
3. Update the County architecture file following adoption of the RTP-SCS, using the protocols and procedures developed in the Central Coast ITS Strategic Plan, as necessary. Coordinate with SLOCOG and VCTC as necessary.

Products

- ITS Architecture File Update

Date

12/2014

Budget

SBCAG \$ 18,600

Funding

FHWA PL*	\$ 15,000
FHWA PL – Carryover	3,187
SBCAG	<u>413</u>
	<u>\$ 18,600</u>

*Toll Credits Used: FHWA PL - \$ 1,721

WORK ELEMENT 3571 ITS PROJECT DEVELOPMENT

Objective

- To implement projects approved by SBCAG Board in the South Coast ITS Plan of April 2009.
- Seek opportunities to integrate ITS elements in capital improvement projects
- Development of a smart phone application that will make information from the Traveler Information Website easily accessible to mobile devices.

Previous and Ongoing Work

- Approval of South Coast ITS Plan, 2009
- Technical memorandum and screening of ITS projects
- Systems engineering documentation
- Development of technical information to support individual ITS projects such as travel time runs, signal time analysis, revised signal timing plans, etc.
- Development of Memorandums of Understanding with partner agencies
- Development of a Traveler Information Website for the general public that includes real time traffic congestion, incident reports, estimated trip times, and live video camera feeds.

Tasks

1. Closeout projects approved as part of 2009 South Coast ITS Plan. This would include final reports from consultants and communication with local agency partners.
2. Coordinate work products with Caltrans Local Assistance and FHWA.
3. Coordinate with Caltrans on implementation of US 101 corridor detection
4. Redesign of Traffic Solutions Online Commuter and Trip Planner Website

Products

- | <u>Products</u> | <u>Date</u> |
|--|--------------------|
| ▪ Regional ITS Arterial Project – Phase II | 12/2012 |
| ▪ Traveler Information Website | 04/2012 |
| ▪ Traffic Signal Bus Prioritization | 08/2012 |
| ▪ Traffic and Incident Smart Phone application | 04/2014 |

Budget

SBCAG \$ 61,600

Funding

SAFETEA-LU HPP \$ 61,600

WORK ELEMENT 3580 CONGESTION MANAGEMENT PROGRAM

Objective

- Implement and update the State Congestion Management Program and Federal Congestion Management System as one process consistent with the adopted RTP-SCS and SBCAG’s transportation planning activities.

Previous and Ongoing Work

- Highway 101 Deficiency Plan, 2002
- Fifth Biennial Update of the CMP/CMS Plan, 2009
- Biennial Conformity Assessment, 2012
- Sixth Biennial Update of the CMP/CMS Plan, 2012
- Biennial Conformity Assessment, 2014

Tasks

1. In cooperation with local jurisdictions, monitor traffic counts, levels of service, land use impacts, mitigation measures, transportation demand management activities, and capital improvements to evaluate their impact on congestion.
2. Perform floating-car speed surveys, or other measurements, on those segments that exceed the CMP LOS standards to further verify operating conditions on the state highway system.
3. Perform LOS analyses for CMP signalized intersections using the ICU Methodology.
4. Monitor and review CMP/CMS performance measures and data.
5. 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.
6. Work with local jurisdictions to ensure assessment and mitigation of inter-jurisdictional impacts on the CMP system per CMP requirements.
7. Review, comment on, and approve transportation models used by local jurisdictions for traffic analyses. Coordinate this task with Travel Demand Modeling (Work Element 2550).
8. Update the CMP/CMS as necessary to reflect the adopted RTP/SCS, MAP-21 performance measures and changes to traffic mitigation standards as a result of SB 743.

Products

- Updated Congestion Management Program

Date

05/2015

Budget

SBCAG \$ 50,800

Funding

FHWA PL* \$ 50,800

*Toll Credits Used: FHWA PL - \$ 5,827

WORK ELEMENT 3590 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
- Administration of 2013 FTIP
- Amend 2013 FTIP as required
- Development and adoption of the 2015 FTIP
- Amend 2015 FTIP as required
- Amendment of the 2014 RTIP as required
- Federal Compliance of 2013 FTIP
- Monitor availability and deadlines for Prop 1B funding and assist local agencies in competing for 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 2014 RTIP.
2. 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.
3. Monitor progress of projects programmed in the 2012 STIP and 2014 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.
4. Monitor implementation of new federal transportation law, Moving Ahead for Progress in the 21st Century (MAP-21) and provide updates to advisory committees and local agencies.
5. Attend individual Project Development Team meetings.
6. Provide direct assistance as needed to local agencies in development of projects programmed in current STIP and FTIP.
7. 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.
8. Prepare amendments to the adopted FTIP as required consistent with state and federal guidelines, regulations and statutes, including financial constraint analysis, public noticing, and public input.
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 current STIP and

FTIP. Assist local agencies in obtaining grant funds for transportation improvements from various sources including: Proposition 1B, Environmental Enhancement and Mitigation program, Active Transportation Program, and Highway Safety Improvement Program.

10. Ensure that SBCAG's public participation procedures are followed in preparing and amending all programming documents.
11. Provide input and assistance to Caltrans in the development of State administered programs including the State Highway Operation and Protection Plan and Interregional Improvement Program.
12. Administer and allocate State Highway Account funds, which have been received in exchange for federal Regional Surface Transportation Program fund apportionments.
13. Continue to actively participate in the California Federal Programming Group (CFPG).
14. Continue to subscribe to a data base service that allows easier tracking and managing of projects in the FTIP and viewing of the data base via the internet by project sponsor staffs (consultant).

Products

Completion Date

▪ Development of 2015 FTIP	Summer 2014
▪ Final 2015 FTIP	Fall 2014
▪ STIP progress reports	Quarterly
▪ FTIP amendments	Monthly
▪ Obligation plan (AB 1012)	04/2014
▪ STIP amendment requests/Deadline extension requests	Monthly
▪ Annual obligated project list	12/2014
▪ Maintain FTIP database	Ongoing

Budget

Funding

SBCAG	\$ 434,000	FHWA PL*	\$ 147,500
Consultant	<u>26,500</u>	STIP PPM Funds	<u>313,000</u>
	<u>\$ 460,500</u>		<u>\$ 460,500</u>

*Toll Credits Used: FHWA PL - \$ 16,918

AIR QUALITY PLANNING

WORK ELEMENT 4510

FEDERAL SIP AND STATE AIR QUALITY PLAN DEVELOPMENT

Objective

- To prepare federal and State Air Quality Plan submittals, in cooperation with the Santa Barbara County Air Pollution Control District (APCD). Under a Memorandum of Understanding with the APCD, SBCAG is responsible for preparation and approval of Transportation Control Measures included in federal and State Air Quality Plans.
- To assess the air quality impacts of the RTP with adopted SIP.

Previous and Ongoing Work

- Adoption of MOU on Division of Responsibilities for Clean Air Plan submittals pursuant to the federal and California Clean Air Acts.
- Adoption of the 2007 Clean Air Plan (Maintenance Plan) SIP submittal in August 2007.
- 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).
- Adoption of the 2010 Clean Air Plan – Triennial State Clean Air Plan.
- Developed emission factor and emission inventory modeling capability using EMFAC 2011.
- Community Advisory Council review and revisions to mobile source emissions inventory and forecast, 2013
- Draft CAP Chapter on Mobile Source Emissions, 2013
-

Tasks

1. Examine implications of new or revised air quality standards, new state initiatives in climate change, and implications of court decisions on use of 1-hr. and 8-hr. standards.
2. Act as liaison with Caltrans, County, cities, and 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 updated Regional Growth Forecast for incorporation of 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. In cooperation with the APCD, assist in developing the federal Clean Air Plan update (2013 Clean Air Plan). Prepare on-road mobile source emission inventories and forecasts for the 2013 Clean Air Plan. Evaluate TCMs proposed for further study in the 2010 Clean Air Plan for possible application in Santa Barbara County.
7. Outreach to APCD Community Advisory Council and the public on the 2013 Clean Air Plan and mobile source inventory.

Products

Date

- Assistance to APCD on mobile source evaluation of new RGF As needed
- Review and assessment of conformity regulation changes As needed

Budget

Funding

SBCAG \$ 4,900

APCD \$ 4,900

Program Delivery/Services

WORK ELEMENT 5510

SERVICE AUTHORITY FOR FREEWAY EMERGENCIES

Objective

- To provide and maintain a system of motorist-aid call boxes on Santa Barbara County highways as a top priority
- To provide a towing service on identified highways during peak commute hours with the goal of congestion-relief.

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, including extended service during the construction of the Hwy 101 widening from Mussel Shoals to Carpinteria.
- Conducted public education on call box system with SLOCOG for North County
- Assumed responsibility from SLOCOG for phone service on Highway 166
- Implemented Smart Call Box for Regional Travel Times on traveler Information Website
- Installed call boxes on Highway 33 in remote corner of county in 2012

Tasks

1. Provide staff support to SAFE Board; prepare reports, agenda and minutes for board meetings.
2. Monitor vendor contracts and agency agreements and coordinate the activities of the call box vendor, cellular service provider, private call answering center, California Highway Patrol, Caltrans, and technical consultant.
3. Participate in statewide SAFE committee to share pertinent information and ideas and to monitor legislation related to call box service.
4. Ensure that call boxes are maintained and in proper working order (contractor).
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 (contractor).
9. Determine feasibility of using the digital technology of the upgraded call boxes to transmit motorist aid information to SBCAG and/or Caltrans websites or operations centers.
10. Administer Freeway Service Patrol towing company contract for the 101 South Coast Corridor.
11. Monitor performance of Freeway Service Patrol, provide annual status reports, secure state grant funding to continue program.
12. Monitor interface of private call center dispatching services and CHP dispatching and facilitate periodic meetings to address issues and concerns.
13. Monitor operation and performance of Freeway Service Patrol program on south coast 101 corridor and evaluate feasibility of expansion of FSP services on Highway 101.

14. Implement FSP service during construction of 101 Widening and administer contract.

Products

- Private call center/CHP dispatch meetings
- FSP meetings w/CHP & tow contractor

Completion Date

As Needed
Quarterly

Budget

SBCAG	\$ 174,400
Consultant	<u>541,000</u>
	<u>\$ 715,400</u>

Funding

FSP Grant	\$ 243,300
CMIA Federal Grant	237,100
SBCAG (Motor Vehicle Fees)	<u>235,000</u>
	<u>\$ 715,400</u>

WORK ELEMENT 5520 LOCAL TRANSPORTATION AUTHORITY - 1% Admin

Objective

- To effectively and efficiently administer Measure D and Measure A funds.
- Ensure that all requirements specified in Measure A ordinance and investment plan are met.
- Ensure oversight and transparency is provided in expending local sales tax revenues and implement the transportation projects and programs specified under the Measure D and Measure A local transportation sales tax.

Previous and Ongoing Work

- Measure A Program of Projects
- Development of guidelines and specifications for Measure A Project Signage
- Development of guidelines and scoring criteria for Measure A North County and South Coast Safe Routes to School, Bicycle and Pedestrian Programs
- Preparation of Investment Plan and Ordinance for Measure A on the November 2008 Ballot Execution of Agreement with the Board of Equalization to collect Measure A Revenues
- Formation of Measure A Citizens Oversight Committee
- Preparation of 2010 Measure A Strategic Plan
- Preparation of 2013 Measure A Strategic Plan Update

Tasks

1. Prepare Measure D close-out audit report.
2. Administer local allocation of Measure A funds; prepare estimates and apportionments, evaluate local programs of projects, allocate funds, conduct annual fiscal/compliance audits.
3. Conduct outreach program to inform public about the benefits and successes of the Measure A program.
4. Distribute paratransit funds to transit operators consistent with Measure A ordinance and LTA policies.
5. Provide staff support to LTA Board. Prepare and administer LTA budget.
6. Participate in Self-Help Counties Coalition including monitoring and commenting on state legislation and policies affecting local transportation sales tax measures.
7. Monitor legislation affecting local sales tax measures including legislative proposals authorizing establishment or extension of local transportation sales tax measures.
8. Prepare annual report, summarizing progress to date on Measure A program and outlining financial condition of program.
9. Update of LTA Ordinance #3 including Rules and Regulations for Administration of Measure A Sales Tax Revenues.
10. Provide staff support for the Measure A Citizens Oversight Committee.
11. Prepare Measure A program of projects for non-local projects and programs in Measure A.
12. Approve cooperative agreements for Measure A Safe Routes to School, Bicycle and pedestrian programs.

13. Implement adopted Measure A Strategic Plan and prepare updates to reflect changes project costs and revenue estimates since adoption
14. Administer State-Local Partnership Program funds as matching funds for Measure A.

Products

Completion Date

- | | |
|--|--|
| <ul style="list-style-type: none"> ▪ Measure D close-out audit report ▪ Measure A Program of Projects ▪ Update Measure A Strategic Plan | <p>06/2013
06/2013
12/2014</p> |
|--|--|

Budget

Funding

SBCAG	<u>\$ 173,600</u>	Measure A Funds	<u>\$ 173,600</u>
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WORK ELEMENT 5521 LTA PROGRAM & PROJECTS DELIVERY (MEASURE D)

Objective

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

Previous and Ongoing Work

Previous

- Measure D ordinance and expenditure plan
- Measure D 10-Year Progress Report
- Measure D Local Program of Projects (Previous Years)
- Measure D Regional Program of Projects (Previous Years)
- SCA 3 and Transportation Priorities Voter Opinion Survey
- 2005/06 Voter Opinion Surveys on Measure D Renewal
- Preparation of 2006 Measure D Strategic Plan
- Bond Issuances and Refinancing

Ongoing

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

Tasks

1. Continue to review on a regular basis the Measure D fund balance, monthly and projected ending balance based on forecast expenditures.
2. Coordinate with SBCAG auditors in preparing a final close out audit of Measure D at the completion of obligations.

Products

- Measure D Closeout Report

Completion Date

6/2015

Budget

SBCAG \$ 89,300

Funding

LTA Capital Projects \$ 89,300

WORK ELEMENT 5524 LTA PROGRAM & PROJECT DELIVERY

Objective

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

Previous and Ongoing Work

- Measure A Investment Plan
- 2010 Measure A Strategic Plan and Amendment
- Measure A Program of Projects
- Project identification for SR 166 Safety and Operational Improvements project
- Highway 101 South Coast HOV Public Information
- Oversight of North County and South Coast Interregional Transit Program funded services
Passenger\commuter rail service planning

Tasks

1. Award and administer professional service contracts for Measure A-funded projects.
2. Oversee consultant work related to the SR 166 Safety and Operational Improvements project.
3. Negotiate and execute cooperative agreements with Caltrans and other agencies on projects receiving Measure A funds.
4. Administer contracts with private consultants to assist Caltrans in delivering U.S. 101 measure funded projects.
5. Participate in Project Development team meetings for highway and rail track projects.
6. Review project development documents (e.g., environmental documents, permits, construction plans, appraisal reports, etc.) prepared by local agencies, agency consultants and Caltrans.
7. Develop annual Program of Projects for those programs and projects assigned to LTA to implement.
8. Administer Measure A funded interregional transit programs, including the Clean Air Express and Coastal Express bus services.

Products

Completion Date

- | | |
|--|---------|
| ▪ Measure A Program of Projects (also in WE 5520) | 06/2012 |
| ▪ Measure A cooperative agreements with funding recipients | 09/2011 |

Budget

Funding

SBCAG	\$ 542,100		
Consultant	<u>4,069,000</u>	LTA Program/Project	<u>\$ 4,611,100</u>
	<u>\$ 4,611,100</u>		

**WORK ELEMENT 5530
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 who are the local business points of contact for information on employee alternative commute options and available employer benefits for commuters.
3. Wholesale, distribute and promote the new Countywide Bike Map and free Bike Map smartphone application.
4. Provide commuter benefit consulting for employers, including conducting commuter surveys and assisting in employee outreach.
5. Develop and provide information and promotional materials regarding carpooling, vanpooling, transit, rail, bicycling, compressed work hours, telecommuting, tax programs and other TDM/ridesharing activities.
6. Work with employers to establish employer portals to the Traffic Solutions Online commuter matching system.
7. Implement and administer the new JARC-funded the Emergency Ride Home program, New Rider Rebate and Quickstart Program.
8. Serve on the CalVans TAC, coordinate with the SBCAG CalVans Board Representative and local CalVans Ventura/Santa Barbara staff representative.
9. Distribute, process and follow-up applications for carpool match lists. Maintain an updated rideshare database (partially conducted using consulting services).
10. Upgrade and expand the Traffic Solutions Online one-stop-shop commuter system as part of the Phase II Highway 101 ITS Grant Project.
11. Assist in the organization and placement of vanpools. Provide incentives to stimulate vanpool formation.
12. Manage bicycle lockers at park and rides as needed and facilitate the purchase and distribution of bicycle parking at regionally significant facilities.
13. Assist schools and the South Coast Safe Routes to School program to implement the Walk and Roll program, School Pool, Bicycle Safety Rodeos and Walk and Bike to School Days.
14. Promote TDM/Rideshare education and events.
15. Coordinate an annual rideshare promotion and Bike Challenge.

16. Provide bicycle safety workshops, bicycle commuting assistance and promote bicycling as part of the South Coast CycleMAYnia events (May).
17. Provide technical and marketing assistance for Open Streets events Countywide.
18. Work with the Community Environmental Council and the APCD on join Earth Day promotions.
19. Assist in defining and implementing TDM mitigation measures associated with EIR and Negative Declarations.
20. Assist in the marketing and outreach of Open Street events countywide.
21. Implement TDM programs recommended in the SBCAG Sustainable Community Strategy required under SB 375.
22. Coordinate with multi-agency consortium on the Green Business Certification Program.
23. Market the CalVAN program to employers and commuters.
24. Implement Curb Your Commuter phase 2 – Traffic Mitigation TDM measures for the CMIA Hwy 101 HOV Project, including SmartRide, employer outreach, and marketing of vanpool and enhanced transit in the construction corridor.
25. Conduct an Employer Commuter Benefits Assessment in coordination with an Origin-Destination Survey funded with a Caltrans Transportation Planning Grant.
26. Conduct employer outreach to Santa Maria employers.

Products

Date

- | | |
|---|---|
| <ul style="list-style-type: none"> ▪ Green Business Program Luncheon. ▪ CycleMAYnia events (Measure A Bicycle Program Funded) ▪ CycleMAYnia distribution of TDM promotional materials, including countywide bike map, countywide transit map, and regional transit, vanpool and Traffic Solutions brochures. (Measure A Bicycle Program Funded) ▪ Annual progress reports. (Measure A Funded) ▪ Employer Commuter Benefits Assessment (CalTrans Planning Grant) ▪ Launch new Traffic Solutions Online website | <p>02/2014</p> <p>05/2014</p> <p>05/2014</p> <p>08/2014</p> <p>08/2014</p> <p>01/2015</p> |
|---|---|

Budget

Funding

<p>Consultant</p>	<p><u>\$ 125,000</u></p>	<p>Federal JARC</p>	<p><u>\$ 125,000</u></p>
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FY 2014-15 OVERALL WORK PROGRAM
FUNDING SOURCES

	Work Element	FTA 5303			FHWA PL			Other Federal	State	Other Local	SBCAG Non Federal*	Total	FTA 5303 Toll Credit**	FHWA PL Toll Credit**
		Federal Share**	Federal Carryover	Local Match Non-Federal *	Federal Share**	Federal Carryover	Local Match Non-Federal *							
1000	Program Administration													
1510	OWP Development and Monitoring	19,000	10,000	1,296	33,870	16,497	2,137	0	0	0	0	82,800	2,179	3,885
1520	Regional/Subregional Coordination	0	0	0	39,200	0	0	0	0	0	0	39,200	0	4,496
1530	Public Participation and Information	18,000	10,000	1,296	174,000	1,597	207	0	0	0	0	205,100	2,064	19,957
1540	TDA Administration	0	0	0	0	0	0	0	0	0	74,300	74,300	0	0
2000	Comprehensive Planning/Analysis													
2510	Airport Land Use Planning	0	0	0	0	0	0	0	0	15,000	11,200	26,200	0	0
2520	Census Data Center	5,000	10,000	1,296	30,904	0	0	0	0	0	0	47,200	574	3,545
2530	Regional Growth Forecast	5,000	10,000	1,296	30,904	0	0	0	0	0	0	47,200	574	3,545
2540	Regional Housing Needs Allocation	0	0	0	0	0	0	0	0	0	41,300	41,300	0	0
2550	Travel Demand Forecasting	5,000	10,000	1,296	19,708	72,591	9,405	0	0	0	0	118,000	574	2,261
2560	Sustainable Communities Strategy	0	0	0	110,000	0	0	0	0	0	0	110,000	0	12,617
2570	Central Coast Origin-Destination Survey	0	0	0	0	0	0	0	235,000	20,000	20,200	275,200	0	0
2580	North County Transit Plan Update	5,000	10,000	1,296	0	49,315	6,389	125,000	0	0	0	197,000	574	0
3000	Transportation Planning and Programming													
3510	Regional Transportation Plan	0	0	0	80,400	64,627	8,373	0	0	0	0	153,400	0	9,222
3520	Highway Planning	0	0	0	32,000	76,136	9,864	0	0	0	0	118,000	0	3,670
3530	Transit/Paratransit Planning	132,015	606	79	0	0	0	0	0	0	0	132,700	15,141	0
3540	Passenger Rail Service Planning	0	0	0	30,000	54,357	7,043	0	0	0	0	91,400	0	3,441
3550	Bicycle/Pedestrian Planning	0	0	0	34,651	58,827	7,622	0	0	0	0	101,100	0	3,974
3570	ITS Planning	0	0	0	15,000	3,187	413	0	0	0	0	18,600	0	1,721
3571	ITS Project Development	0	0	0	0	0	0	61,600	0	0	0	61,600	0	0
3580	Congestion Management Program	0	0	0	50,800	0	0	0	0	0	0	50,800	0	5,827
3590	Transportation Improvement Program	0	0	0	147,500	0	0	0	313,000	0	0	460,500	0	16,918
4000	Air Quality Planning													
4510	SIP Development	0	0	0	0	0	0	0	0	4,900	0	4,900	0	0
5000	Program Delivery/Services													
5510	Service Authority for Freeway Emergencies	0	0	0	0	0	0	0	472,100	0	243,300	715,400	0	0
5520	Local Transportation Authority - 1% Admin	0	0	0	0	0	0	0	0	0	173,600	173,600	0	0
5521	LTA Program & Project Delivery Measure D	0	0	0	0	0	0	0	0	0	89,300	89,300	0	0
5524	LTA Program & Project Delivery Measure A	0	0	0	0	0	0	0	0	0	4,611,100	4,611,100	0	0
5530	Traffic Solutions Program	0	0	0	0	0	0	125,000	0	0	0	125,000	0	0
	Total	189,015	60,606	7,855	828,937	397,134	51,453	311,600	1,020,100	39,900	5,264,300	8,170,900	21,680	95,079

	5303	PL
FY 14-15 Allocation	189,015	828,937
Carryover	60,606	397,134
Toll Credits	<u>249,621</u>	<u>1,226,071</u>

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

** Toll Credits of \$21,680 (FTA 5303) and \$95,079 (FHWA PL) have been used in lieu of agency local match

FY 2014-15 OWP STAFF RESOURCES - FTE BY MONTHS						
		Staff FTE	Administration	Planning Division	Programming Division	Traffic Solutions
1000	Program Administration					
1510	OWP Development and Monitoring	3.5	2.0	1.5	0.0	0.0
1520	Regional/Subregional Coordination	1.5	1.0	0.5	0.0	0.0
1530	Public Participation and Information	12.5	5.0	3.5	1.0	3.0
1540	TDA Administration	3.7	3.5	0.2	0.0	0.0
2000	Comprehensive Planning/Analysis					
2510	Airport Land Use Planning	1.5	0.0	1.5	0.0	0.0
2520	Census Data Center	3.0	0.0	3.0	0.0	0.0
2530	Regional Growth Forecast	3.0	0.0	3.0	0.0	0.0
2540	Regional Housing Needs Allocation	2.5	0.0	2.5	0.0	0.0
2550	Travel Demand Forecasting	7.0	0.0	7.0	0.0	0.0
2560	Sustainable Communities Strategy	6.5	0.0	6.5	0.0	0.0
2570	Central Coast Origin-Destination Survey	4.0	0.0	0.0	2.5	1.5
2580	North County Transit Plan Update	8.0	0.5	4.5	3.0	0.0
3000	Transportation Planning and Programming					
3510	Regional Transportation Plan	9.2	0.0	8.7	0.5	0.0
3520	Highway Planning	6.3	1.0	5.3	0.0	0.0
3530	Transit/Paratransit Planning	7.5	0.5	6.0	1.0	0.0
3540	Passenger Rail Service Planning	4.5	1.0	0.0	3.5	0.0
3550	Bicycle/Pedestrian Planning	6.5	0.0	2.0	0.5	4.0
3470	ITS Planning	1.0	0.0	0.0	1.0	0.0
3571	ITS Project Development	3.5	0.0	0.0	2.5	1.0
3580	Congestion Management Program	3.0	0.0	3.0	0.0	0.0
3590	Transportation Improvement Program	24.0	4.5	1.0	18.5	0.0
4000	Air Quality Planning					
4510	SIP Development	0.3	0.0	0.3	0.0	0.0
5000	Program Delivery/Services					
5510	Service Authority for Freeway Emergencies	10.5	0.5	0.0	5.0	5.0
5520	Local Transportation Authority - 1% Admin	9.0	5.0	0.0	4.0	0.0
5521	LTA Program & Project Delivery - Measure D	4.5	0.5	0.0	4.0	0.0
5524*	LTA Program & Project Delivery - Measure A	32.5	3.5	0.0	13.0	16.0
5530	Traffic Solutions Program	0.0	0.0	0.0	0.0	0.0

APPENDICES

APPENDIX A
2014
SANTA BARBARA COUNTY
ASSOCIATION OF GOVERNMENTS
BOARD OF DIRECTORS

<u>Jurisdiction</u>	<u>Directors</u>	<u>Alternate</u>
1 st DISTRICT SUPERVISOR	SALUD CARBAJAL	
2 nd DISTRICT SUPERVISOR	JANET WOLF	
3 rd DISTRICT SUPERVISOR	DOREEN FARR	
4 th DISTRICT SUPERVISOR	PETER ADAM	
5 th DISTRICT SUPERVISOR	STEVE LAVAGNINO (Chair)	
BUELLTON	HOLLY SIERRA Councilmember	JUDITH DALE Mayor
CARPINTERIA	AL CLARK Councilmember	WADE NOMURA Councilmember
GOLETA	MICHAEL BENNETT Mayor	ROGER ACEVES Councilmember
GUADALUPE	FRANCES ROMERO Mayor	JERRY TUCKER Councilmember
LOMPOC	JOHN LINN Mayor	BOB LINGL Councilmember
SANTA BARBARA	HELENE SCHNEIDER Mayor (Vice-Chair)	BENDY WHITE Councilmember
SANTA MARIA	ALICE PATINO Mayor	JACK BOYSEN Councilmember
SOLVANG	JIM RICHARDSON Mayor	ED SKYTT Councilmember

2014 SBCAG Board of Directors Roster (cont.)

Ex-officio Members

Members of State Senate

Hannah Beth Jackson
19th Senate District

Members of State Assembly

Katcho Achadjian
35th Assembly District

Das Williams
37th Assembly District

California Department of Transportation (CALTRANS) District 5

Tim Gubbins
District Director, District 5

APPENDIX B**2014 TECHNICAL PLANNING ADVISORY COMMITTEE
ROSTER**

<u>City</u>	<u>Member</u>	<u>Alternate</u>
BUELLTON	MARC BIERDZINSKI (Chair) Planning Director	ANGELA PEREZ Assistant Planner
CARPINTERIA	JACKIE CAMPBELL Community Development Director	DAVE DURFLINGER City Manager
GOLETA	ANNE WELLS Advanced Planning Manager	NONE AT THIS TIME
GUADALUPE	RICHARD DALTON Consultant Planner Rincon Consultants	ANDREW CARTER City Administrator
LOMPOC	LUCILLE BREESE Planning Manager	KEITH NEUBERT Associate Planner
SANTA BARBARA	JOHN LEDBETTER (Vice Chair) Principal Planner Community Development Department	BETTIE WEISS City Planner
SANTA MARIA	LARRY APPEL Director Community Development Department	BILL SHIPSEY Advance Planner Community Development Department
SOLVANG	ARLEEN PELSTER Planning & Community Development Director	LISA MARTIN Associate Planner
COUNTY OF SANTA BARBARA	JEFF HUNT Deputy Director Planning & Development	ALLEN BELL Supervising Planner Planning & Development

2014 TPAC Membership Roster (cont)

SPECIAL DISTRICT REPRESENTATIVES

MEMBER

ALTERNATE

AIR POLLUTION CONTROL DISTRICT

MOLLY PEARSON
Air Quality Specialist

ERIC GAGE
Air Quality Specialist

APPENDIX C**2014 TECHNICAL TRANSPORTATION ADVISORY COMMITTEE
ROSTER (Page 1 of 3)**

<u>JURISDICTION</u>	<u>MEMBER</u>	<u>ALTERNATE</u>
BUELLTON Engineering Department P.O. Box 1819 Buellton, CA 93427 Phone: 686-0137 FAX: 686-0086	ROSE HESS City Engineer	JEFF EDWARDS Deputy City Engineer Engineering Department
CARPINTERIA Public Works Department 5775 Carpinteria Avenue Carpinteria, CA 93013 Phone: 684-5405 FAX: 684-5304	CHARLIE EBELING Public Works Director	STEVE OROSZ Contract Civil Engineer
GOLETA 130 Cremona Drive Goleta, CA 93117 Phone: 961-7500 FAX: 685-2635	STEVE WAGNER Public Works Director	ROSEMARIE GAGLIONE Assistant City Engineer
GUADALUPE Public Works Department 918 Obispo Street Guadalupe, CA 93434-0898 Phone: 343-1340 FAX: 343-5512	DENNIS DELZEIT (Vice-Chair) City Engineer	ANDREW CARTER City Administrator

2014 TTAC Membership Roster (page 2 of 3)

<u>CITY</u>	<u>MEMBER</u>	<u>ALTERNATE</u>
LOMPOC Engineering Department P.O. Box 8001 Lompoc, CA 93438-8001 Phone: 736-1261 FAX: 736-5347	MICHAEL LUTHER Assistant Public Works Director/City Engineer	CRAIG DIERLING Civil Engineer Associate III
SANTA BARBARA Public Works Department P.O. Box 1900 Santa Barbara, CA 93102 Phone: 564-5390 FAX: 564-5467	BROWNING ALLEN (Chair) Transportation Planning Manager	ROB DAYTON Principal Transportation Planner
SANTA MARIA Engineering Division 110 South Pine Street, Suite 101 Santa Maria, CA 93454-5082 Phone: 925-0951 Ext. 225 FAX: 928-4995	SHAD SPRINGER Principal Civil Engineer	DAVID WHITEHEAD Director of Public Works
SOLVANG Public Works Department 1644 Oak Street Solvang, CA 93463 Phone: 688-5575 FAX: 686-2049	MATT VAN DER LINDEN 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	BRITTANY HEATON Engineer	CHRIS SNEDDON Deputy Director Transportation

2014 TTAC Membership Roster (page 3 of 3)

SPECIAL DISTRICT REPRESENTATIVES

MEMBER

ALTERNATE

SANTA BARBARA METROPOLITAN DISTRICT

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

STEVE MAAS
Manager of Strategic
Planning & Compliance

JERRY ESTRADA
Assistant General
Manager/Controller

AIR POLLUTION CONTROL DISTRICT

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

MOLLY PEARSON
Air Quality Specialist

ERIC GAGE
Air Quality Specialist

STATE REPRESENTATIVE

CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) DISTRICT V

50 South Higuera Street
San Luis Obispo, CA
93401-5415
Phone: 549-3800
FAX: 549-3077

HANA MENGSTEAB
Regional Planner

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

LARRY NEWLAND
Branch Chief, D5
Transportation Planning
South

APPENDIX D

**Santa Barbara County Transit Advisory Council
Membership Attendance
2014**

LOCAL SOCIAL SERVICE PROVIDERS FOR PERSONS WITH DISABILITIES Children and Families Commission	Bleavins, Polly (NC)
TRANSIT USERS FROM NORTHERN SANTA BARBARA COUNTY	Farrar, Cathy (NC)
LOCAL SOCIAL SERVICE PROVIDERS FOR PERSONS OF LIMITED MEANS LOVARC	Vacant (NC)
AGRICULTURAL WORKERS Acquistapace Farms	Keller, Fred (NC)
TRANSIT USERS FROM SOUTHERN SANTA BARBARA COUNTY	Kraus, Howard (SC)
LOCAL SOCIAL SERVICE PROVIDERS FOR SENIORS Independent Living Resource Center	Löwen, Petra (SC)
CITY OF LOMPOC TRANSIT (COLT)	Luther, Michael (NC)
SANTA BARBARA METROPOLITAN TRANSIT DISTRICT (MTD)	Maas, Steve (SC)
SANTA MARIA AREA TRANSIT (SMAT)	Nunes, Sally (NC)
LOCAL CTSA Easy Lift	Campos, Nicole (SC)
LOCAL SOCIAL SERVICE PROVIDERS FOR SENIORS Community Partners in Caring	Payne, Ashley (NC)
LOCAL CTSA SMOOTH	Simas, Fil (NC)
COUNTY TRANSIT	Sneddon, Chris (NC)
POTENTIAL TRANSIT USERS WHO HAS A DISABILITY	Stotts, Barry (NC)
LOCAL SOCIAL SERVICE PROVIDERS FOR PERSONS WITH DISABILITIES Housing Authority of the City of Santa Barbara	Suhr, Victor (SC)
GUADALUPE TRANSIT	Talbott, Jim (NC)
SANTA YNEZ VALLEY TRANSIT (SYVT)	van der Linden, Matt (NC)
POTENTIAL TRANSIT USERS WHO IS 60 YEARS OF AGE OR OLDER	Shaw, Rita (NC)

APPENDIX E

MEASURE A CITIZENS OVERSIGHT COMMITTEE

Measure A Citizens Oversight Committee Roster 2014

At Large Members:

Hamid Bahadori
Phillip Greene
David Lawrence

North County Subregional Committee Nominees:

Andy Caldwell
Mark Cheli
Robin Hayhurst
Tessi Martinez

South County Subregional Committee Nominees:

Mark Bradley
Michael Chiacos
Alissa Hummer
Pat Saley

APPENDIX F

**CERTIFICATIONS AND ASSURANCES
FOR FTA ASSISTANCE PROGRAMS**

FEDERAL FISCAL YEAR 2014 CERTIFICATIONS AND ASSURANCES FOR FEDERAL TRANSIT ADMINISTRATION ASSISTANCE PROGRAMS

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

Name of Applicant: _____

**The Applicant agrees to comply with applicable provisions of Groups 01 – 24. _____ OR
The Applicant agrees to comply with applicable provisions of the Groups it has selected:**

<u>Group</u>	<u>Description</u>
01.	Required Certifications and Assurances for Each Applicant.
02.	Lobbying.
03.	Private Sector Protections.
04.	Procurement and Procurement System.
05.	Rolling Stock Reviews and Bus Testing.
06.	Demand Responsive Service.
07.	Intelligent Transportation Systems.
08.	Interest and Finance Costs and Leasing Costs.
09.	Transit Asset Management and Agency Safety Plans.
10.	Alcohol and Controlled Substances Testing.
11.	Fixed Guideway Capital Investment Program (New Starts, Small Starts, and Core Capacity) and Capital Investment Program in Effect before MAP-21.
12.	State of Good Repair Program.
13.	Fixed Guideway Modernization Grant Program.
14.	Bus/Bus Facilities Programs.
15.	Urbanized Area Formula Programs and Job Access and Reverse Commute (JARC) Program.
16.	Seniors/Elderly/Individuals with Disabilities Programs and New Freedom Program.
17.	Rural/Other Than Urbanized Areas/Appalachian Development/Over-the-Road Bus Accessibility Programs.
18.	Public Transportation on Indian Reservations and "Tribal Transit Programs.
19.	Low or No Emission/Clean Fuels Grant Programs.
20.	Paul S Sarbanes Transit in Parks Program.
21.	State Safety Oversight Program.
22.	Public Transportation Emergency Relief Program.
23.	Expedited Project Delivery Pilot Program.
24.	Infrastructure Finance Programs.

FEDERAL FISCAL YEAR 2014 FTA CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE

(Required of all Applicants for FTA funding 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 and regulations, and follow applicable Federal guidance, and comply with the Certifications and Assurances as indicated on the foregoing page applicable to each application its authorized representative makes to the Federal Transit Administration (FTA) in Federal Fiscal Year 2014, irrespective of whether the individual that acted on its Applicant's behalf continues to represent the Applicant.

FTA intends that the Certifications and Assurances the Applicant selects on the other side of this document should apply, as provided, to each Project for which the Applicant seeks now, or may later seek FTA funding during Federal Fiscal Year 2014.

The Applicant affirms the truthfulness and accuracy of the Certifications and Assurances it has selected in the statements submitted 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 provisions of 18 U.S.C. 1001 apply to any certification, assurance, or submission made in connection with a Federal public transportation program authorized by 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 accurate.

Signature _____

Date: ____

Name: James Kemp, Executive Director

Authorized

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, local, or tribal government law, as applicable, 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 its FTA Project or Projects.

Signature _____

Date: ____

Name: William M. Dillon, Senior Deputy County Counsel

Attorney for Applicant

Each Applicant for FTA funding 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.

**Fiscal Year 2014/2015 California Department of Transportation
Debarment and Suspension Certification**

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

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

**DEPARTMENT OF TRANSPORTATION
DEBARMENT AND SUSPENSION CERTIFICATION
FISCAL YEAR 2014/2015
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, Executive Director

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 _____ (Name of Applicant)

Signature _____ Date _____

Printed Name William M. Dillon, Senior Deputy County Counsel of Applicant's Attorney

Signature _____ Date _____

FY 2014/2015 FHWA Metropolitan Transportation Planning Process Certification

In accordance with 23 CFR 450.334 and 450.220, Caltrans and _____, Metropolitan Planning Organization for the _____ 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, 49 U.S.C. 5303, and this subpart;
- II. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- 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 1003(b) of the Intermodal Surface Transportation Efficiency Act of 1991 (Pub. L. 102-240) regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded planning projects (sec. 105(f), Pub. L. 97-424, 96 Stat. 2100; 49 CFR part 23);
- V. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- VI. 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);
- VII. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- VIII. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- IX. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- X. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;

- XI. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- XII. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

MPO Authorizing Signature

Caltrans District Approval Signature

Title Executive Director

Title

APPENDIX G: Strategic Plan Implementation**GOAL 1: TRANSPORTATION**

Enhance mobility throughout Santa Barbara County through the implementation of transportation programs, projects and funding.

Strategy 1A: <i>Implement the Measure A Plan</i>				
Implementation Measure/ OWP Work Element			Description	Status
5524	LTA Program & Project Delivery Measure A	This Work Element strives to deliver Measure A-funded projects in a timely and cost-effective manner consistent with the Measure A Strategic Plan.	Ongoing	

Strategy 1B: <i>Provide an array of traffic solutions and alternatives to transportation to reduce congestion (including widening 101, implementing Measure A promises and other methods), that meet the needs of sub-regional and inter-regional communities.</i>			
Implementation Measure/ OWP Work Element		Description	Status
2580	North County Transit Plan Update	SBCAG has begun update of the North County Transit Plan. The update will study options to enhance and integrate transit provision in the North County and offer better transportation alternatives.	Update in progress
3510	Regional Transportation Plan	The 2040 RTP prioritizes funding for transportation projects, including a variety of alternatives, in conjunction with the Measure A Strategic Plan and STIP. The adopted RTP evaluates transportation patterns against the backdrop of regional land use in the context of the SCS.	Update completed FY 13/14
3520	Highway Planning	This work element monitors transportation system performance through traffic counts and studies, which help to identify program needs.	Ongoing
3530	Transit/Para-transit Planning	Transit planning assistance provided by this Work Element helps to ensure that residents' transit needs are met and works to provide important transportation alternatives.	Ongoing

3540	Passenger Rail Service Planning	SBCAG is aggressively pursuing the possibility of a commuter rail linkage between Ventura/Oxnard and Santa Barbara/Goleta as contemplated by the 101-In-Motion study. Negotiations are progressing with UPRR, Caltrans and VCTC on multiple, interrelated issues, such as needed rail infrastructure improvements. SBCAG is also a member of LOSSAN, a Joint Powers Agency which is seeking to improve intercity passenger rail service in the Amtrak Pacific Surfliner corridor.	In progress
3550	Bicycle/Pedestrian Planning	In coordination with member agencies, SBCAG is completing a regional bicycle plan cataloguing the already extensive regional bikeways network and identifying future enhancement opportunities.	Completion expected FY 14-15
5521	LTA Program & Project Delivery Measure D	Remaining Measure D funds are being programmed consistent with ordinance requirements to meet important regional transportation objectives, including the U.S. 101 HOV lane project. Measure D funding is anticipated to wind down in FY 13/14.	Program closure in FY 14/15
5524 *	LTA Program & Project Delivery Measure A	Measure A provides an important source of funding for an array of transportation projects and alternatives as outlined in the Measure A Strategic Plan.	Underway
5530	Traffic Solutions Program	Focusing on transportation alternatives, this program promotes bicycling, TDM, transit, carpooling and other options for alternative commuting, seeking to raise awareness of existing alternatives and create new ones.	Ongoing
Strategy 1C: <i>Aggressively pursue State and federal funding for identified transportation projects.</i>			
Implementation Measure/ OWP Work Element		Description	Status
3510	Regional Transportation Plan	The RTP plans for transportation projects in a long-term planning horizon, identifying and programming available State and federal funding for this purpose.	Update completed FY 13/14
3590	Transportation Improvement Program	Fundamental to obtaining federal and State transportation project funding are the FTIP, RTIP and STIP processes, the central mechanisms by which such funding is allocated to projects in the Santa Barbara region.	Ongoing

Strategy 1D: Regularly assess regional and sub-regional transportation needs.			
Implementation Measure/ OWP Work Element		Description	Status
2550	Travel Demand Forecasting	The updated travel model will be an important tool for assessing regional and sub-regional transportation needs, which the RTP-SCS relies on.	New model completed
2570	Central Coast Origin-Destination Survey	This survey project will provide updated information on travel patterns and demand, which will help in assessing future demands and needs.	Planned FY 14/15
2580	North County Transit Plan Update	This project will revisit transit needs in the North County and evaluate opportunities for greater operational efficiencies, especially as regards inter-city service.	Update in progress
3510	Regional Transportation Plan	The RTP identifies future programmed, planned and illustrative projects based on identified needs and transportation modeling.	Update completed FY 13/14
3530	Transit/Para-transit Planning	In conjunction with Work Element 1540 (TDA administration), SBCAG performs an annual review of transit needs.	Ongoing
3540	Passenger Rail Service Planning	In coordination with Caltrans and LOSSAN members, SBCAG assesses the need for rail system improvements and seeks to augment passenger rail services to meet regional needs.	In progress
3550	Bicycle/Pedestrian Planning	This Work Element seeks to coordinate regional bikeways to promote biking as an effective transportation mode and meet needs.	Ongoing

Strategy 1E: Collaborate with member agencies to reach consensus on priorities and funding allocations.			
Implementation Measure/ OWP Work Element		Description	Status
1520	Regional/Sub regional Coordination	Collaboration with member agency staff on priorities and funding allocation happens directly through discussions between agency staff through the technical advisory committees and ultimately between Board members, beginning at the sub regional level.	Ongoing

1540	TDA Administration	TDA administration determines the prioritization of TDA funds for transit and other purposes in cooperation with member agencies and transit operators.	Ongoing
3510	Regional Transportation Plan	RTP development requires dialogue and collaboration between SBCAG and member agency staff to identify and program available federal, State and local transportation funding.	Update completed FY 13/14
3590	Transportation Improvement Program	The FTIP, RTIP and STIP processes require discussion and consensus at the local level so that the region can act in unison in pursuing finite State and federal funding. SBCAG and member agency staffs coordinate on identifying funding priorities.	Ongoing
5520	Local Transportation Authority Measure A Admin.	In managing and allocating local Measure A sales tax revenues, SBCAG works closely with member agency staff and decision-makers to understand local funding priorities and facilitate collaboration between local governments on spending decisions.	Measure A plan adopted

Strategy 1F: <i>Build positive working relationships with other local, State, and regional transportation agencies.</i>			
Implementation Measure/ OWP Work Element	Description	Status	
1510	OWP Development and Monitoring	The OWP development process involves direct interaction with transportation agencies at all levels and is a key opportunity to review and discuss SBCAG’s work, progress and priorities. It is accordingly an important avenue for building and maintaining positive working relationships with these agencies.	FY 14/15 OWP in progress
1520	Regional/Sub-regional Coordination	Regular interaction between SBCAG, Caltrans and local agency public works staff through the TTAC helps to maintain an open dialogue and improve communication between staff in these agencies.	Ongoing
1540	TDA Administration	TDA administration provides a link between SBCAG staff, responsible State agencies and local transit operators that allows for dialogue about local and regional transit needs and priorities.	Ongoing
3510	Regional Transportation Plan	In articulating project programming priorities for the region, the RTP process involves opportunities for identification of priorities and interests and direct collaboration between transportation agency staff at all levels.	Update completed FY 13/14

3530	Transit/Para-transit Planning	Regular meetings between SBCAG staff and transit users and operators through SBCTAC offer a forum for regular dialogue on transit-related issues and assist in building and maintaining relationships.	Ongoing
3590	Transportation Improvement Program	In conjunction with the RTP process, TIP development shapes the programming of transportation projects and requires communication between transportation agency staff at all levels.	Ongoing

Strategy 1G: Collaborate with agencies responsible for disaster planning to maintain mobility in the event of natural or manmade disasters.			
Implementation Measure/ OWP Work Element		Description	Status
1520	Regional/Sub-regional Coordination	Coordination with member agencies includes communication of local law enforcement and safety personnel on issues as required.	Ongoing
3570	ITS Development & Deployment	ITS development is designed to improve vehicle detection and monitoring to improve the flow of traffic. ITS can provide valuable information to disaster planning agencies. SBCAG will coordinate with such agencies during ITS development.	Ongoing
3571	ITS Project Development	This Work Element implements approved ITS projects.	Ongoing
3580	Congestion Management Program	SBCAG cooperates with local jurisdictions in the preparation of the CMP and service deficiency plans intended to identify and remedy congestion that could affect system performance in emergencies.	Biennial update FY 13/14
5510	Service Authority for Freeway Emergencies	SBCAG maintains a system of motorist aid call boxes on Santa Barbara highways and Freeway Service Patrol on South Coast 101 to help in cases of emergency. SBCAG collaborates with CHP and local law enforcement and safety agencies.	Ongoing

GOAL 2: HOUSING

Reduce jobs and housing imbalance by facilitating consensus among member agencies regarding housing production goals.

Strategy 2A: <i>Develop robust data collection and modeling tools to aid SBCAG and member agencies in analyzing housing trends and future needs.</i>			
Implementation Measure/ OWP Work Element		Description	Status
2520	Census Data Center	Gathering and analyzing Census data and population, employment and housing information are the first steps in addressing regional issues related to jobs-housing balance. The U.S. Census Bureau is still releasing detailed Census 2010 data, which SBCAG will use as the basis for to establish current year model baselines and populate computer models.	Ongoing
2530	Regional Growth Forecast	The Regional Growth Forecast projects future growth in the region and lays the groundwork for determining future population, employment and housing demand as well as other modeling inputs.	Completed 12/2012
2540	Regional Housing Needs Allocation	Relying on the updated modeling tools, allocation of the State-mandated RHNA took place in concert with the RGF and SCS planning, with which it must be consistent. The final RHNA plan describes the methodology and approach.	Completed 7/2013
2550	Travel Demand Forecasting	Funded by a Prop. 84 grant, SBCAG completed an upgraded travel demand model and new land use model, which together allow robust modeling of future land use, housing and transportation scenarios in support of the SCS. The new models consider multiple transportation modes and allow consideration of a range of policy options.	New model completed in FY 11/12
2560	Sustainable Communities Strategy	Consistent with SB 375 mandates, the SCS analyzes alternative future land use and transportation scenarios that model the relationship between jobs, housing and transportation patterns.	Completed FY 13/14

Strategy 2B: *Engage the State of California Department of Housing and Community Development (HCD) in ongoing dialogue focused on establishing housing goals that are acceptable to local agencies.*

Implementation Measure/ OWP Work Element	Description	Status
2530	Regional Growth Forecast The updated RGF employs a two-step, “top-down, bottom-up” methodology accepted by State HCD that establishes region-wide population and employment totals and then allocates growth sub-regionally consistent with housing needs allocation policy decisions.	Completed 12/2012
2540	Regional Housing Needs Allocation SBCAG adopted a final 2014-2022 RHNA Plan for allocating housing need to member jurisdictions consistent with RTP-SCS planning.	Completed 7/2014

Strategy 2C: *Implement effective public participation plans in concert with member agencies and other stakeholders, designed to facilitate a consensus about housing goals for the region.*

Implementation Measure/ OWP Work Element	Description	Status
1520	Regional/Sub-regional Coordination Through TPAC, TTAC and the combined Joint Technical Advisory Committee (JTAC) and the Board-adopted Public Participation Plan, SBCAG worked with SBCAG member agencies, stakeholders and the public in planning the next RHNA cycle.	Ongoing
1530	Public Participation and Information The agency-wide Public Participation Plan will be updated next fiscal year to reflect the public participation program already adopted by the Board in 2011 to guide the SCS process and address environmental justice issues consistent with federal requirements.	Update in 2014
2540	Regional Housing Needs Allocation Planning for the next RHNA cycle proceeded in coordination with the SCS planning process, which involved extensive public and stakeholder input designed to share information and build consensus around difficult policy issues. SBCAG adopted a final 2014-2022 RHNA Plan for allocating housing need to member jurisdictions consistent with RTP-SCS planning.	Completed 7/2013

2560	Sustainable Communities Strategy	In August 2011, the Board adopted a three-phase Public Participation Plan to guide the SCS process. The plan assigns the JTAC responsibility for guiding this planning process, which dovetails with the housing needs allocation process in accord with SB 375. Extensive public outreach and engagement are at the heart of the plan.	Completed FY 13/14
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GOAL 3: SUSTAINABLE COMMUNITIES

Meet greenhouse gas targets by facilitating consensus among member agencies in promoting sustainable communities.

Strategy 3A: <i>Develop a Sustainable Communities Strategy through collaboration with local agencies that integrates planning processes for transportation, land use, and housing.</i>			
	Implementation Measure/ OWP Work Element	Description	Status
1520	Regional/Sub-regional Coordination	JTAC has guided the development of the RTP, SCS and RHNA plan, ensuring communication and collaboration with SBCAG member agencies on important policy discussions and recommendations.	Completed FY 13/14
2540	Regional Housing Needs Allocation	Since the land use patterns in the SCS must be consistent with the RHNA allocation, regional housing policy discussion occurred as an integral part of the SCS.	Completed 7/2013
2550	Travel Demand Forecasting	The SCS planning process relies heavily on modeling tools to determine how future scenarios perform and State-mandated GHG reduction targets are met.	New models completed
2560	Sustainable Communities Strategy	The SCS accommodates forecast growth and addresses its effect on transportation patterns and vehicle emissions consistent with SB 375 requirements.	Completed FY 13/14
2560A	SCS Regional Greenprint Grant	In addition to transportation, land use and housing, the SCS considers open space and agricultural resources in modeling future scenarios.	Completed FY 13/14
3510	Regional Transportation Plan	Similar to RHNA planning, RTP development happened in conjunction with SCS development. The SCS is included as part of RTP.	Completed FY 13/14

Strategy 3B: Engage the State of California Air Resources Board (ARB) to establish greenhouse gas reduction goals that are acceptable to local agencies to ensure the Sustainable Communities Strategy meets the requirement of SB 375.

Implementation Measure/ OWP Work Element	Description	Status
2560	Sustainable Communities Strategy SBCAG involved ARB staff in SCS development, sharing scenario modeling results from land use and travel models and the regional growth forecast. ARB accepted the adopted RTP-SCS as adequate to meet regional GHG targets in November 2013. SBCAG staff will continue to engage ARB staff I the next target-setting cycle.	Completed FY 13/14

Strategy 3C: Implement effective public participation plans and public relations strategies in concert with member agencies and other stakeholders, designed to facilitate a consensus about greenhouse gas emission goals for the region.

Implementation Measure/ OWP Work Element	Description	Status
1520	Regional/Sub-regional Coordination JTAC has been a primary forum for public participation and an important mechanism for coordination with member agencies. Following the Board-adopted Public Participation Plan, SBCAG worked with SBCAG member agencies, stakeholders and the public in planning of the 2040 RTP-SCS and 2014-2022 RHNA cycle.	Completed FY 13/14
1530	Public Participation and Information The agency-wide Public Participation Plan will be updated next fiscal year to reflect the public participation program already adopted by the Board in 2011 to guide the SCS process, including the housing policy discussion that will happen in concert with the housing needs allocation process.	Update in 2014
2560	Sustainable Communities Strategy In August 2011, the Board adopted a three-phase Public Participation Plan to guide the SCS process. The plan assigns the JTAC responsibility for guiding this planning process, which dovetails with the housing needs allocation process in accord with SB 375. Extensive public outreach and engagement are at the heart of the plan.	Completed FY 13/14

Strategy 3D: Pursue local and State policies to create incentives for the reduction of greenhouse gases.			
Implementation Measure/ OWP Work Element	Description	Status	
2560	Sustainable Communities Strategy	Development of the SCS entailed study and evaluation of a range of approaches to meet vehicle emission and GHG reduction targets, including incentive-based approaches.	Completed FY 13/14
5530	Traffic Solutions Program	SBCAG’s Traffic Solutions Program is one example of a successful, incentive-based program to promote commute alternatives through employer-based Transportation Demand Management programs, alternative commute competitions and other, similar measures.	Ongoing

GOAL 4: MEMBER AND COMMUNITY SERVICES

Serve as a source of expertise, information and facilitation to aid member agencies in meeting their transportation and land use objectives and other regional interests requiring strong collaboration among the partners.

Strategy 4A: Engage with member agencies and the community to aid member agencies in meeting their transportation and land use objectives and other regional interests requiring strong collaboration among the partners.			
Implementation Measure/ OWP Work Element	Description	Status	
1520	Regional/Sub-regional Coordination	Through the technical advisory committees and sub-regional committees, SBCAG engages member agencies to understand and address member agency objectives in a collaborative process.	Ongoing
1530	Public Participation and Information	SBCAG’s public information program provides a regular process for public participation in agency decision making through open meetings, notice of pending decisions and outreach to interested community groups.	Ongoing
2540	Regional Housing Needs Allocation	The RHNA process offers another opportunity for collaboration to address important regional land use objectives. For the first time, in response to SB 375, the RHNA allocation occurred in conjunction with the Regional Transportation Plan update and the associated Sustainable Communities Strategy. The Board adopted the final 2014-2022 RHNA Plan in July 2013.	Completed FY 13/14

3510	Regional Transportation Plan	The RTP is one important mechanism by which SBCAG is able to collaborate with member agencies and the community on the programming of transportation projects and funding to meet member agency objectives. Through the incorporation of the SCS, the RTP considers the effects of project programming decisions on overall transportation patterns in the region.	Completed FY 13/14
5520	Local Transportation Authority Measure A Admin.	In managing and allocating local Measure A sales tax revenues, SBCAG works closely with member agency staff and decision-makers to understand local funding priorities and facilitate collaboration between local governments on spending decisions.	Ongoing

Strategy 4B: Implement formal and informal methods for obtaining feedback from member agencies, including Board members and staff of those agencies, about their satisfaction with SBCAG's services.

Implementation Measure/ OWP Work Element	Description	Status	
1520	Regional/Sub-regional Coordination	Using the vehicles of the technical advisory committees and sub-regional committees, as well as informal agency staff and Board contacts, SBCAG staff will regularly solicit feedback from member agencies on SBCAG performance.	Ongoing

Strategy 4C: Implement public relations strategies to increase public awareness of SBCAG, its role, challenges and accomplishments.

Implementation Measure/ OWP Work Element	Description	Status	
1530	Public Participation and Information	As part of the update of SBCAG's public participation plan, SBCAG will include a new public relations component laying out marketing strategies to increase public awareness of SBCAG. As one recent measure, SBCAG has agreed with member agencies on a plan for placing signs on all Measure A projects to raise awareness of the use of Measure A funding and SBCAG's role.	Update expected in 2014
2560	Sustainable Communities Strategy	As part of SCS development, SBCAG staff undertook an extensive public outreach effort to engage the public and stakeholder groups. This public outreach effort helped to raise public awareness of SBCAG.	Completed FY 13/14
5530	Traffic Solutions Program	The Traffic Solutions Program engages directly with the public across the region to promote alternative commuting options and in so doing increases awareness of SBCAG's important role in this area.	Ongoing

Strategy 4D: *At least twice yearly, facilitate a process with the county and city managers to hear their feedback about goal achievement and to obtain suggestions for changes to better meet member agencies' interests.*

Implementation Measure/ OWP Work Element		Description	Status
1520	Regional/Sub-regional Coordination	The SBCAG Executive Director meets monthly with County and City managers to discuss issues of regional importance. At least every 6 months, feedback about goal achievement and suggestions for changes will be sought through the managers' meetings.	Ongoing

Strategy 4E: *Ensure issues and projects are fully vetted by technical advisory committees and sub-regional committees before review by the board.*

Implementation Measure/ OWP Work Element		Description	Status
1520	Regional/Sub-regional Coordination	SBCAG staff is committed to working closely with local agency staff through the technical advisory committees to vet issues and projects fully before bring them to the Board. Before hearing by the full Board, projects and issues are brought to the sub regional committees as appropriate.	Ongoing

Strategy 4F: *Ensure that all SBCAG Board members are well-informed.*

Implementation Measure/ OWP Work Element		Description	Status
1520	Regional/Sub-regional Coordination	Through regular and informal contacts with Board members and local agency staff, SBCAG will update Board members on important projects and issues.	Ongoing

GOAL 5: ORGANIZATIONAL EXCELLENCE

Be the standard bearer of excellence for regional agencies.

Strategy 5A: <i>Create a workplace that attracts and retains highly competent professionals with a commitment to excellence in achieving SBCAG’s mission, vision, values and goals and the ability to work collaboratively with member agencies.</i>			
Implementation Measure/ OWP Work Element	Description	Status	
1510	OWP preparation, implementation and regulatory compliance	<ul style="list-style-type: none"> • Ensure SBCAG’s mission, vision, values and goals maintain a prominent status within the organization. • Create a fun, safe and inspiring workplace that fosters loyalty and dedication to public service and SBCAG. • Provide leadership development opportunities via Leadership Santa Barbara and memberships in professional and community organizations. • Support and fund membership in professional associations that relate to the work of SBCAG. • Promote a customer-service culture of collaboration and mutual respect both within SBCAG and with external partners, Board members and member agencies. 	On-going

Strategy 5B: <i>Implement best practices for accountability, performance management, efficiency and effectiveness.</i>			
Implementation Measure/ OWP Work Element	Description	Status	
1510	OWP preparation, implementation and regulatory compliance	<ul style="list-style-type: none"> • Review and revise existing performance evaluation system and metrics in order to ensure Strategic Plan and OWP goals and objectives are met or exceeded. • Benchmark agency performance against similar organizations with an eye toward opportunities to increase effectiveness and reduce expenses. • Work toward building an adequate General Fund balance and a Reserve Fund. 	On-going

Strategy 5C: <i>Ensure that staff has the resources and skills necessary to do their jobs well.</i>			
Implementation Measure/ OWP Work Element	Description	Status	
1510	OWP preparation, implementation and regulatory compliance	<ul style="list-style-type: none"> • Identify skill development, training opportunities, and needs through the annual performance review process. • Ensure adequate funding for training and tools necessary for employees to perform to SBCAG’s standards of excellence. • Coordinate with APCD to provide an IT platform and services that enhance and facilitate the work of SBCAG and its employees. 	On-going

Strategy 5D: Foster a work environment that values collaboration, communication and quality public service.			
Implementation Measure/ OWP Work Element	Description	Status	
1510	OWP preparation, implementation and regulatory compliance	<ul style="list-style-type: none"> • Create an environment that fosters commitment to collaboration, on-going communication and quality service to the public. • Provide regular opportunities for staff to interact with member agencies; ensuring quality communication and relationships. 	On-going

Strategy 5E: Develop confidence and trust in SBCAG's staff at all levels.			
Implementation Measure/ OWP Work Element	Description	Status	
1510	OWP preparation, implementation and regulatory compliance	<ul style="list-style-type: none"> • Improve and increase communication with member agencies and board members. • Practice “no surprises” when dealing with member agencies and Board members; provide adequate time to review data and ask questions. • Provide opportunities for social interaction with member agency staffs and Board members to foster better relationships. • Anticipate needs of others while providing consistent, quality support, and customer service without being asked to do so. 	On-going

Strategy 5F: Implement best practices for continuous process improvement.			
Implementation Measure/ OWP Work Element	Description	Status	
1310	OWP preparation, implementation and regulatory compliance	<ul style="list-style-type: none"> • Continue to network with other agencies and professional associations to ensure SBCAG is employing best practices • Actively solicit new ideas and suggestions from staff • Continuously evaluate policies and procedures for opportunities for improvement. • Foster an environment that rewards and recognizes continuous process improvement. 	On-going

APPENDIX H

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.
- DOF** **California State Department of Finance**
- 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.
- JTAC** **Joint Technical Advisory Committee** – A committee composed of members of both the TPAC and TTAC, formed by the SBCAG Board in August 2010 to guide the development of the RTP-SCS.
- Km** **Kilometer** - Unit of distance, metric system. One mile = 1.6093 km.
- LCP** **Local Coastal Plan** - Guides the development of land within the coastal areas of California. The zoning ordinances of the jurisdictions within the region implement provisions of the LCP.
- LOS** **Level of Service** - A measure of congestion on a highway facility or intersection based primarily on the comparison between the facility's capacity and the speed and density of its traffic volume. Levels of congestion are designated along a scale from "A" to "F", with "A" indicating free flow conditions and "F" indicating severe congestion.
- LOSSAN** **Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency** – Agencies, including SBCAG, from San Diego in the south to San Luis Obispo in the north have joined together to promote passenger rail service and capital investment in the Amtrak Pacific Surfliner rail corridor.
- LTA** **Local Transportation Authority** - In its role as the LTA for the region, SBCAG is responsible for implementing and administering the ½% sales tax authorized by Measure D in November 1989.

- LTF** **Local Transportation Fund** – A county fund derived from the ¼% statewide sales tax established by the Transportation Development Act for public transportation. LTF funds are administered and allocated to local governments, transit operators and CTSA's by SBCAG. LTF revenues must be used for public transit purposes as a first priority, but may be used for street and road purposes if SBCAG finds that there are no unmet transit needs that can reasonably be met.
- Measure A** A countywide ½ sales tax measure for transportation approved by County voters in November 2008. Measure A replaces Measure D and takes effect for a term of 30 years beginning April 1, 2010.
- Measure D** A 1/2 cent sales tax referendum approved by the voters in 1989 to fund local and regional transportation facility maintenance and improvements in Santa Barbara County over the next 20 years.
- MPO** **Metropolitan Planning Organization** - Under federal law, the organization designated by the governor as responsible for transportation planning and programming activities required under federal law in an urbanized area. It serves as the forum for cooperative decision making by a regional board made up of local elected officials. As the region's 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.
RGF	Regional Growth Forecast – A 30-year projection of population, jobs and housing prepared by SBCAG.
RIP	Regional Improvement Program – One of the two broad programs that make up the STIP. The RIP is funded from 75% of new STIP funds and further subdivided by formula into county shares. Regional agencies program RIP funds to projects through the RTIP process.
RSTP	Regional Surface Transportation Program – The portion of the federal Surface Transportation Program that is directly allocated to regions. RSTP funds are programmed by SBCAG in the FTIP.
RTIP	Regional Transportation Improvement Program - Prepared and adopted biennially by SBCAG, the RTIP includes projects from the Regional Transportation Plan (RTP) Action Element nominated for state highway, transit and rail funds. The RTIP when adopted is submitted to the California Transportation Commission (CTC) for inclusion in the State Transportation Improvement Program (STIP).
RTP	Regional Transportation Plan - The RTP is a long range plan (covering a twenty year planning period) to improve our region's state highways; local streets, roads, and bikeways; airports and marine facilities; transit, paratransit, and passenger rail services. A guide for the development of these facilities, the RTP describes the priorities for making investments in our region's transportation system.
RTPA	Regional Transportation Planning Agency - The multi-county or county-level agency responsible under state law for the preparation of RTPs and allocation of funds. RTPAs can be local transportation commissions, Councils of Governments, MPOs, or statutorily created agencies. SBCAG is the designated RTPA for the Santa Barbara County region.
SB 45	Senate Bill 45 – State legislation enacted in 1997 that substantially changed the process for allocating state and federal transportation funds through the STIP. The major changes include consolidation of several STIP funding programs into two broad programs, increased programming flexibility, authority, and accountability for regional agencies and full accounting of all project costs in the STIP. SB-45 shortened the STIP period from 7 years to 4 years; however, it was changed to a five-year program beginning with the 2002 STIP under AB 2928.
SBAPCD	Santa Barbara County Air Pollution Control District - The local agency that governs air quality issues, proposes and adopts local air pollution rules, enforces those rules, responds to air pollution related complaints, issues permits to polluting sources, and inventories sources of air pollution emissions

- SBCAG** **Santa Barbara County Association of Governments** - SBCAG is a voluntary council of governments formed under a joint powers agreement executed by each of the general-purpose local governments in Santa Barbara County. SBCAG is an independent entity governed by a thirteen-member board consisting of a city council representative from each of the eight cities in the county and the five members of the county board of supervisors. The city representatives are appointed by their respective city councils. SBCAG is the designated Regional Transportation Planning Agency (RTPA) and the Metropolitan Planning Organization (MPO) for Santa Barbara County.
- SAFE** **Service Authority for Freeway Emergencies** – State legislation (SB 1199) enacted in 1985 authorized the establishment of local SAFEs for purposes of installing, maintaining and operating a network of motorist aid call boxes. The program is funded by a \$1 per year fee on all registered motor vehicles within the county.
- SAFETEA-LU** The **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)** was enacted August 10, 2005, as Public Law 109-59. SAFETEA-LU authorizes the federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009. SAFETEA-LU replaces TEA 21, the former federal surface transportation authorizing legislation which expired in October 2003.
- SBCAPCD** **Santa Barbara Air Pollution Control District** – The local agency that governs air quality issues, proposes and adopts local air pollution rules, enforces those rules, responds to air pollution related complaints, issues permits to polluting sources, and inventories sources of air pollution emissions.
- SBMTD** **Santa Barbara Metropolitan Transit District** - SBMTD (also abbreviated MTD) is the provider of public transit services on the South Coast.
- SCS** **Sustainable Communities Strategy** – A regional plan required by SB 375 to be incorporated into the RTP that integrates population, housing and land use into regional transportation planning.
- SCTAC** **South Coast Transportation Advisory Committee** - An advisory committee to SBCAG formed to provide input on unmet transit needs of the transit disadvantaged and disabled members of the population on the South Coast.
- SCTP** **South Coast Transit Plan** – A transit plan prepared by Santa Barbara MTD that describes extensive improvements to transit service throughout the South Coast.
- SHOPP** **State Highway Operation and Protection Program** – A program of projects adopted biennially by Caltrans to preserve and protect the state highway system and provide for its safe operation. SHOPP projects include traffic safety, pavement and bridge rehabilitation, seismic retrofit, earthquake and storm damage repair and traffic operational improvements.

- SIP** **State Implementation Plan** - A document prepared by each state, with input from local Air Pollution Control Districts, describing the existing air quality conditions and measures which will be taken to attain and maintain national ambient air quality standards (NAAQS). In California, the SIP is prepared by the California Air Resources Board (CARB or ARB).
- SMAT** **Santa Maria Area Transit** - SMAT is the transit provider in the Santa Maria/Orcutt Area.
- SMOOTH** **Santa Maria Organization of Transportation Helpers** – SMOOTH is designated as the CTSA for the Santa Maria-Guadalupe-Orcutt region.
- SRTP** **Short Range Transit Plan** - SRTP is a five-year comprehensive plan required of all public transit operators by federal and regional transportation funding agencies.
- STA** **State Transit Assistance** - Funds allocated to the county and administered by SBCAG pursuant to the Transportation Development Act (TDA), which are designated for transportation planning and mass transportation purposes specified by the legislature.
- STIP** **State Transportation Improvement Program** - A statewide program of transportation projects adopted biennially by the CTC which governs the expenditure of state revenues for transportation over the succeeding five year period.
- STP** **Surface Transportation Program** - A flexible funding program established under ISTEA and continued under TEA-21, which may be used for a broad range of transportation improvements.
- STRAHNET** The federal Strategic Highway Network, or STRAHNET, is the federal designation system of highways providing access to major U.S. military installations.
- TAZ** **Traffic Analysis Zone** - A geographical area delineated for the purpose of transportation modeling. TAZs are the major units of transportation modeling analysis and are delimited on the basis of socio-economic, topographic, political, and transportation facilities information.
- TCM** **Transportation Control Measure** - Any strategy to reduce vehicle trips, vehicle use, vehicle miles traveled, vehicle idling, or traffic congestion for the purpose of reducing motor vehicle emissions.

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

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