



■ 260 North San Antonio Road., Suite B ■ Santa Barbara, CA ■ 93110
■ Phone: 805/961-8900 ■ Fax: 805/961-8901 ■ www.sbcag.org

STAFF REPORT

SUBJECT: 2007 Clean Air Plan

MEETING DATE: June 7, 2007

AGENDA ITEM: 7

STAFF CONTACT: Andrew Orfila, Michael Powers
APCD Staff: Ron Tan

RECOMMENDATION

Recommend approval of Transportation Control Measures in the Draft 2007 Clean Air Plan.

SUMMARY

SBCAG works closely with the APCD on the mobile source control strategy of the Clean Air Plan. The draft plan has been subject to review by the local APCD Community Advisory Committee and has been open to comment by the general public. The Transportation Control Measures in the Plan result from SBCAG's transportation planning process, such as 101 In Motion, and, the ongoing operations of significant demand management and transit programs. This TCM strategy outlined in the 2007 Plan will assist in fulfilling the applicable state and federal requirements and result in reduced VMT, trips, and ozone emissions.

DISCUSSION

In partnership with SBCAG, the Santa Barbara County Air Pollution Control District (APCD) has prepared a draft 2007 Clean Air Plan and associated Supplemental Environmental Impact Report. Under a current Memorandum of Understanding (MOU), SBCAG is responsible for developing the transportation-related elements of APCD's Clean Air Plans. The 2007 Clean Air Plan outlines measures being taken by APCD and SBCAG to maintain the federal 8-hour ozone standard and to attain the state 1-hour standard. In order to move forward with the Plan, the SBCAG Board must approve the transportation control measures (TCM's) staff has recommended for inclusion in the Plan.

TCM's are programs or activities that states and localities can implement to encourage the traveling public to rely less on the automobile or to use the automobile more efficiently. The influence of motor vehicle emission controls established by federal and state laws and the attrition of older, more polluting vehicles has resulted in significant reductions in ozone emissions over the last 20 years and will continue to do so into the future (over 95% of future

Member Agencies

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

on-road emissions reductions will be attributable to technology improvements to vehicles). While ozone emissions reductions related to TCM's are minor, they are still considered an integral part of air quality plans, given that they help meet multiple objectives (e.g. congestion relief, energy efficiency, etc.).

TCM's are placed within the following categories:

- Adopted: These are measures that have been formally adopted by APCD and incorporated into the State Implementation Plan (SIP).
- Proposed: These are measures that are recommendations of projects and programs to be included in the SIP.
- Contingency: These measures are "in the pocket" and can be implemented should an area experience worsening ozone conditions.
- Further study: These can be projects or programs that are currently planned, but require further analysis or consideration before inclusion in the SIP.
- Deleted: Deleted measures can be projects or programs that have been studied and determined to be inadequate as TCM's.

The TCM's proposed for further study from the 2004 Clean Air Plan and projects included in the 101-In-Motion Implementation Plan form the basis for the 2007 Plan on-road mobile source control strategy. Also included are measures that have been implemented during the reporting period 2004-2006, such as new transit routes (e.g., MTD Valley Express) and traffic flow improvements (e.g., SBCAG Freeway Service Patrol).

Table 1 summarizes the TCM's proposed for adoption in the Plan. As shown, the major elements of the 101-In-Motion Plan that would reduce ozone emissions are recommended for adoption into the 2007 Plan as TCM's. However, some elements are entirely dependent on the Measure D sales tax being renewed, particularly the commuter rail proposal. The timeline on the delivery of these TCM programs and projects will be evaluated as part of the Regional Transportation Plan.

Table 2 lists the further study measures and provides an assessment of the potential effectiveness of each measure for Santa Barbara County. An enhanced inspection and maintenance (Smog Check II) program is also listed as a contingency control measure. Enhanced inspection and maintenance programs have been required for nonattainment areas that have been classified by EPA as serious, severe, or extreme, and the measure has been retained in the 2007 Plan should our County ever be classified as such.

Table 3 lists TCM's that are proposed for rejection in the 2007 Plan. These were proposed for further study in the 2004 Plan. Commuter rail between the north and South County was studied as part of the 101-In-Motion process and was found to be infeasible since rail stations in the North County are distant from North County population centers and existing regional bus service offers more direct and timely alternative transportation to job centers in the South Coast. Also proposed for rejection is the Activity Centers/Indirect Source Review measure. This measure is related to APCD's preparation of land use strategies that local agency planners can implement to address issues of air quality. The 2001 Plan contained a chapter detailing this connection between land use decisions and air quality. APCD staff also prepared a Land Use Strategies chapter for the 2004 Plan, with the support of a majority of the members of the Community Advisory Council (CAC), but the APCD Board ultimately rejected the Land Use Strategies

chapter in the 2004 Plan. Based on these experiences, staff is recommending that the Activity Centers TCM be proposed for rejection at this time.

In conclusion, the TCM strategy outlined in the 2007 Plan will fulfill the applicable state and federal requirements and will assist in reducing VMT, trips, and ozone emissions.

COMMITTEE REVIEW

The TCM strategy and recommendations were initially developed by staff and reviewed by TTAC and APCD's CAC in August 2006. The draft Plan and SEIR were released for public comment on February 12, 2007 and a public workshop was held for the Plan on March 14, 2007. APCD and SBCAG staff have addressed all comments that were received and updated the Plan as necessary. As of this writing, the CAC is scheduled to review and approve the Plan and SEIR on June 13. Upon SBCAG Board approval of the TCM's, the Plan will be reviewed by the APCD Board, with approval anticipated in August. The Plan will then be submitted to the California Air Resources Board and EPA for final approval and inclusion in the State Implementation Plan (SIP).

TABLE 1

TCM'S PROPOSED FOR ADOPTION IN THE 2007 CLEAN AIR PLAN

TCM	DESIGNATION	PROJECT SPONSOR	PROJECT	PROCESS
2	Travel Demand Management	Traffic Solutions	Individualized Marketing	101 IM (b) (d)
4	Areawide Ridesharing	Traffic Solutions	Carpool/Vanpool Pricing Incentives	101 IM (b) (d)
5	Public Transportation	SBCAG/Transit Operators	Interregional Bus Service Program (a)	101 IM (b) (d)
		SBCAG/Transit Operators	Local/Regional Bus Service Program	101 IM (b) (d)
		SBCAG/Transit Operators	Bus connections to rail stations and transit hubs	101 IM (b) (d)
		MTD/SBCAG	Bus Service – Carpinteria to Santa Barbara (a)	101 Def (c)
		MTD/SBCAG	Bus Service – UCSB Line 24 Extension (a)	101 Def
		SBCAG/VCTC	Commuter Rail Service (a)	101 IM (b) (d)
		SMAT/COLT/SBCAG	Intercommunity Transit Service (Breeze) (a)	TDA (c)
		MTD	Valley Express	N/A (c)
		MTD	Calle Real/Old Town Shuttle	N/A (c)
		SMAT	New Route 24	N/A (c)
		SMAT	Increased Route 8 service	N/A (c)
SMAT	Extension of Route 3	N/A (c)		
COLT	New Route 5	N/A (c)		
6	High Occupancy Vehicle (HOV) Lanes	Caltrans/SBCAG	HOV Lanes on U.S. 101 (a)	101 IM (b) (d)
7	Traffic Flow Improvements	Caltrans/SBCAG/CHP	South Coast US 101 System Management <ul style="list-style-type: none"> - Regional TMC (SLO) Expansion - CCTV (a) - Loop Detectors (a) - Changeable Message Signs - Smart Call Boxes 	101 Def SHOPP SHOPP SHOPP 101 Def
		MTD	Transit Operations/Traveler Info (a)	101 Def
		MTD/Local Agencies	Bus Priority Treatments	101 IM (b)
		Caltrans/SBCAG	US 101 Operational Improvements – Milpas St. to Fairview Ave.	101 IM (b) (d)
		Caltrans/SBCAG	Ramp Metering	101 IM (d)
		City of Santa Maria	Skyway Dr./Betteravia Rd. Signal Interconnect (10 signals)	Local
SBCAG	Freeway Service Patrol	SBCAG (c)		
8	Parking Management	SBCAG/Cities of Goleta, Santa Barbara; County; UCSB	Variable Parking Rates by Location (voluntary)	101 IM (d)
9	Park-n-Ride Lots	City of Buellton	Lot near south end of Avenue of the Flags	Local (c)
13	Old Car Buyback	APCD	Vehicle Buyback Program	ITG/DMV (c)
18	Alternative Fuel Program	MTD	Purchase of 8 hybrid buses for replacement.	TDA (a)

(a) Measure augments those proposed for further study in the 2004 Clean Air Plan.
 (b) Denotes TCM's for which the timing of implementation is contingent on renewal of Measure D and specific allocation of these revenues to these projects. Lack of these local sales tax funds will impact the feasibility of these projects.
 (c) Denotes projects that are currently operational.
 (d) Denotes projects that will not be completed by 2020. These projects are not included in the quantitative analysis of emissions in the Plan.

TABLE 2
TRANSPORTATION CONTROL MEASURES PROPOSED FOR
FURTHER STUDY AND CONTINGENCY MEASURES

TCM	DESIGNATION	PROJECT SPONSOR	PROJECT/PROGRAM DESCRIPTION	PROCESS
Proposed for Further Study				
8	Parking Management	City of Santa Barbara	Residential Parking Program	-
9	Park-n-Ride Lots	City of Carpinteria	Park-n-Ride Lot – Rte. 101/Bailard Ave. interchange – Contingent on Bailard Ave. interchange improvements	SBCAG OWP
		Caltrans/SBCAG	Countywide – SLO and Ventura County	SBCAG OWP
15	Extended Vehicle Idling	City of Santa Barbara	City Ordinance restricting extended bus idling in the vicinity of the County Courthouse continues. (scale of applicability too small)	N/A
19	Public Education	APCD SBCAG	On-going efforts On-going efforts	APCD SBCAG
Contingency Measure				
21	Inspection and Maintenance	BAR	Enhanced I/M Program	-

TABLE 3
TRANSPORTATION CONTROL MEASURES PROPOSED FOR REJECTION

TCM	DESIGNATION	PROJECT SPONSOR	PROJECT/PROGRAM DESCRIPTION	REASON
5	Public Transportation	SBCAG	Enhanced Commuter Rail Service – North to South County	North County rail stations too distant from population centers; projected low ridership
14	Activity Centers	Local Agencies/ SBCAG	Indirect Source Review/ Land Use Measures	Insufficient support from local agencies at this time.