

Overall Work Program

Fiscal Year 2003-04



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PROSPECTUS

PROSPECTUS

Overview

The Santa Barbara County Association of Governments (SBCAG), in its capacity as the designated Metropolitan Planning Organization and Regional Transportation Planning Agency for Santa Barbara County, is responsible under federal and state law for developing transportation plans and programs for the region, and to do so through a “continuing, cooperative, and comprehensive” planning process, carried out in cooperation with other state, regional and local agencies.

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

The OWP is designed to comply with the guidelines of both the Region IX Intermodal Planning Group and the California Department of Transportation. The comprehensive program for FY 2003-04 is divided into five subcategories and further subdivided into individual work elements. The subcategories are:

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

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

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

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

The Region

Located on the Central Coast of California, Santa Barbara County encompasses 2,774 square miles and is approximately the size of the State of Delaware. The county is well defined and has unique characteristics that delineate its boundaries. The south and west boundaries are the Pacific Ocean; the Santa Maria and Cuyama Rivers form the north boundary; the east boundary is located in a rugged and sparsely populated mountain area. Included in Santa Barbara County are the four islands comprising 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. The county contains eight incorporated cities: Buellton, Carpinteria, Guadalupe, Lompoc, Santa Barbara, Santa Maria, Solvang, and the newly incorporated city of Goleta (incorporated in 2002). Urban development within Santa Barbara County does not currently cross county boundaries at any point and because of their geographic locations and expected growth, there is a strong indication that urban areas will not impinge upon county boundaries within the foreseeable future.

Prior to the 1980 Census, the only area of the county which was designated as urbanized under the Bureau of Census definition was the Santa Barbara metropolitan area. The urbanized area boundary extends from the Goleta Valley on the west to Carpinteria on the east and had a population in 1990 of approximately 182,200. The 2000 Census population estimate for the Santa Barbara urbanized area was 196,300.

The Santa Maria-Orcutt area was designated as an urbanized area based on data from the 1980 Census. The population of the Santa Maria-Orcutt urbanized area in 1990 was approximately 89,000 and increased in the 2000 Census to 120,300.

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

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

SBCAG Roles and Responsibilities

SBCAG was established (as the Area Planning Council) on October 26, 1966 upon execution of a Joint Powers Agreement by the Cities of Carpinteria, Guadalupe, Lompoc, Santa Barbara, Santa Maria, and the County of Santa Barbara. Authority for creation of SBCAG is contained in Section 65600-65604 of the California Government Code. The cities of Solvang and Buellton joined SBCAG upon their incorporation in 1985 and 1992, respectively. The newly-incorporated City of Goleta became a member of SBCAG in early 2002.

The governing Board of SBCAG consists of the five members of the County Board of Supervisors plus one city council representative from each of the eight cities within the county.

As the recognized council of governments for Santa Barbara County, SBCAG serves in a number of specific capacities for planning and programming purposes. These are described below.

Areawide Planning Organization (APO) - SBCAG has been designated by the U.S. Department of Housing and Urban Development as the APO for Santa Barbara County. This designation carries with it the responsibility to comply with the comprehensive planning responsibilities of Section 701 of the Housing Act of 1954 and subsequent related legislation.

Metropolitan Planning Organization (MPO) - The U.S. Department of Transportation requires that the Governor of each state designate an organization which will be responsible, with the state, for carrying out the urban transportation planning provisions of 23 U.S.C. 134 for each urbanized area. SBCAG has been designated by the Governor as the MPO serving Santa Barbara County including the Santa Barbara, Santa Maria, and Lompoc urbanized areas.

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

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

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

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

Service Authority for Freeway Emergencies (SAFE) - In this capacity SBCAG is responsible for the installation, operation, and maintenance of a system of 346 roadside call boxes on state highways throughout Santa Barbara County.

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

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

program. SBCAG operates the Clean Air Express commuter bus service and in cooperation with the Ventura County Transportation Commission provides the Coastal Express inter-county public transit service.

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

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

Advisory Committees

SBCAG currently has two 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) and the Technical Transportation Advisory Committee (TTAC). All advisory committee meetings are open to the public. Both TPAC and TTAC generally meet monthly in Buellton, which is a central location for member agencies. However, on occasion advisory committees meet in other areas of the County. Membership rosters are provided in Appendices B and C.

The planning committee, TPAC, is comprised of staff representatives of the County, the eight incorporated cities, APCD, and SBCAG. Additional nonvoting, ex-officio members represent Vandenberg AFB, the Local Agency Formation Commission (LAFCO), the County's Housing Program and the University of California at Santa Barbara (UCSB). The transportation committee, TTAC, consists of staff representatives from the County, the eight cities, Caltrans, APCD, SBMTD, and SBCAG. Nonvoting, ex-officio members include FHWA, FTA, Vandenberg AFB, and UCSB.

The two committees are active in regional plan development. The committees review and make policy recommendations on fiscal matters, fund allocations, special studies and planning documents for submittal to SBCAG. In this way, policies, plans and programs are coordinated with the member agencies. The committees serve as staff extensions of SBCAG in terms of participation in the planning process and serve as a communication link to all local governments and departments in the county.

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 subregional areas of the county. The subregional committees allow for more focused discussion and consensus building on these issues than is possible with the full Board.

SBCAG also supports several standing or ad hoc committees which focus on specific issues or topics, including the Santa Barbara County Model Users Group, the South Barbara County Transit Advisory Committee (SBCTAC) and the 101 Implementation Plan Technical Advisory Group.

One entity that has not been directly involved in SBCAG's advisory committee structure is the Santa Ynez Chumash Reservation. There are a number of issues for which improved coordination with Chumash officials might be helpful, and SBCAG will continue exploring with

tribal officials ways in which this might be achieved during the coming year. SBCAG staff consulted with tribal officials in conjunction with Caltrans' development of the SR 246 Transportation Concept Report, intercommunity transit, and Santa Ynez Airport issues. SBCAG has expressed concern over traffic impacts and airport land use compatibility regarding a recent expansion of the Indian Casino. SBCAG will continue the dialogue with the Santa Ynez Tribal Council to address items of mutual interest. During FY 03-04, SBCAG will include the council in its community outreach efforts for the 2004 Regional Transportation Plan update.

Staffing

SBCAG currently has eighteen authorized positions as listed below:

- 1 Executive Director
- 1 Deputy Director – Planning
- 1 Deputy Director – Programming and Project Development
- 1 Administrative Services Officer
- 4 Transportation Planners
- 1 Transportation Program Coordinator
- 1 TDM Program Administrator
- 1 Regional Analyst
- 1 Public Information/Government Affairs Coordinator
- 1 Accounting Officer
- 1 Executive Secretary
- 1 TDM Representative
- 1 TDM Marketing Coordinator
- 1 TDM Transit Coordinator
- 1 Clerk Typist III

SBCAG staff has the experience and knowledge to effectively provide an active comprehensive planning program and to offer technical assistance when requested by local agencies.

Policy Making Process

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

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

Coordination

The need for coordination of planning efforts with adjacent counties has increased over the past several years as the counties became more inter-related from a transportation and socio-economic perspective. In 1974, a MOU on planning and project review was established between the COGs of Santa Barbara and San Luis Obispo. SBCAG had, until recently, participated with San Luis Obispo and Ventura Counties in a major effort to monitor and mitigate socioeconomic impacts from oil development. That ten-year program ended in December 1997.

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 Committee 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 an 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 monitoring the implementation of the Central Coast Intelligent Transportation Systems (ITS) Strategic Plan. SBCAG has also worked with both SLOCOG and the Ventura County Transportation Commission (VCTC) on the provision of transit services crossing county boundaries. The Coastal Express, an intercity bus service connecting Ventura, Carpinteria and Santa Barbara/Goleta, was initiated in August 2001 through a cooperative effort with VCTC. Another example of inter-county cooperation is the Inter-Regional Partnership for Jobs/Housing Balance, a joint effort with Ventura County funded through a grant from the California Department of Housing and Community Development.

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 good coordination between and among these entities on most regional issues. The current process of developing and implementing the Congestion Management Program as discussed in a previous section is a good example of the level of coordination that has been achieved over the years.

SBCAG also coordinates its planning and programming activities with the special districts within the county and with state and federal agencies, as appropriate. In particular, SBCAG works very closely with Caltrans District 5 to plan and program transportation improvements and services. SBCAG also participates in the Tri-Counties GIS group with representatives from Ventura and San Luis Obispo Counties.

Consistency

As new requirements are imposed on SBCAG by statutes or regulations, it becomes increasingly important - and difficult - to ensure that all of the planning products are coordinated

and consistent with each other. Examples include the need to determine conformity between the Regional (Federal) Transportation Improvement Program, Regional Transportation Plan, and the State Implementation Plan for air quality (SIP), and the need to integrate the Congestion Management Program with the Regional Transportation Plan and RTIP. The task of ensuring consistency and/or conformity is made more difficult by the fact that these plans and programs are developed on different schedules. Some are updated annually; others biennially. Certain documents, such as the RTP, are relatively "stable" from year to year while others such as the CMP can be expected to evolve and become more complex and comprehensive over time.

SBCAG will endeavor to ensure that all plans and programs are consistent with each other and that the linkages between and among the documents are explicit and well documented. SBCAG will formally adopt conformity determinations in those cases (such as with the RTP, RTIP and SIP) when such a determination is required. SBCAG will also strive to attain consistency between the RTP and the local General Plans.

Public Participation

SBCAG consistently attempts to involve all elements of the community in the development of its plans and policies. To do this SBCAG relies upon public workshops, public hearings, presentations to civic, business and community-based organizations, news releases, newsletters and public hearing notices to the media, 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.

The SBCAG Board affirmed its commitment to public involvement by creating the position of Public Information/Government Affairs Coordinator in August 2001. With this new position, SBCAG expanded its outreach program to include a general information brochure, quarterly newsletters, and timely news releases. SBCAG also expanded the web site to include meeting schedules, publications and community links.

The SBCAG Board initially adopted its Public Participation Procedures in 1994 as required by the MPO planning regulations. A review of the Public Participation Procedures was initiated in late 2001, and an updated Public Participation Plan was prepared and circulated for public comment. The updated plan was adopted on March 21, 2002 by the SBCAG Board.

SBCAG's Public Participation Plan represents a continuation of SBCAG's policies to integrate public involvement in all of its planning and programming processes. Public information and public involvement have always been fundamental elements of SBCAG's operating policies and procedures and predate any federal or state requirements. Public involvement and participation has traditionally been an integral part of government decision making with public agencies in Santa Barbara County and that has been reflected in the ongoing policies and practices of SBCAG through the years.

The Public Participation Plan outlines procedures that SBCAG utilizes for each OWP element, including outreach procedures for traditionally underserved communities. These procedures include, but are not limited to, mailing of agendas and other information to the Santa Ynez Band of Chumash Indians, community-based organizations in underserved communities, and media serving minority communities.

Equal Opportunity

SBCAG complies with the requirements of Title VI of the Civil Rights Act of 1964. Recent examples of this compliance are the Regional Housing Needs Plan and the Countywide Transit Needs Study for the elderly, the handicapped, youth, and citizens of limited means. The Public Participation Plan also addresses outreach to traditionally underserved communities.

In past years SBCAG has conducted extensive analyses of the social benefit/effectiveness of alternative plans, as well as of the current transportation system. Plans were evaluated to determine the extent to which areas of high concentrations of minority residents were served by existing and proposed public transportation systems. However, in the 2001 update of the RTP, the Plan examined how the project benefits and burdens are distributed throughout low income and minority areas.

SBCAG has reaffirmed its policies to ensure that full and equal opportunity is given to all individuals to apply for and be selected for employment with the organization. The most recent action in September 1990 was the adoption of an updated affirmative action program (Resolution No. 90-20) to establish policies and procedures to actively recruit and consider for employment members of ethnic minorities, women, veterans, and handicapped individuals. SBCAG's affirmative action policy is complemented by a separate resolution (90-18) establishing a discrimination-free workplace for all current and future SBCAG employees.

In summary SBCAG is committed to actively recruiting applicants from all disadvantaged groups and, further, to guarantee to all its employees that the workplace will be free of all forms of discrimination.

As a recipient of funds from the U.S. Department of Transportation, SBCAG is required to adopt a program which will ensure that disadvantaged business enterprises (DBEs) are given the maximum opportunity to participate in all contracts financed with USDOT funds. SBCAG adopted its first DBE program in 1981. New Federal regulations were issued on October 21, 1987 to ensure the participation of disadvantaged business enterprises in USDOT-funded programs. SBCAG adopted an updated Disadvantaged Business Enterprise (DBE) Plan in 2002 in accordance with these requirements, and established a DBE goal for FY 2002-03.

Elements of the Transportation Planning Process

The Transportation Equity Act for the 21st Century (TEA 21) requires that the transportation planning process shall provide for consideration of projects and strategies that will:

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

SBCAG has attempted to integrate those principles and strategies throughout its 2003-04 transportation planning program as described in the following material.

1. Support the economic vitality of the region

The most important contribution that the transportation planning process can make to support the economic vitality of the region is to provide a transportation system that meets current and future needs for the efficient movement of people and goods. The elements in this and previous Overall Work Programs are intended to support that objective by ensuring that all transportation planning and funding activities are based upon a comprehensive analysis of existing and future needs, the land use plans and policies of the local jurisdictions, and a realistic assessment of the financial resources that will be needed to develop, operate, and maintain the transportation system.

The development of the Regional Transportation Plan (WE 3410) and the Transportation Improvement Program (WE 3490) are the primary means by which SBCAG directs strategic transportation investment consistent with regional policies. These documents reflect a regionwide framework that ensures that projects are coordinated across jurisdictional boundaries, and that connectivity between transportation modes is maintained.

2. Increase the safety and security of the transportation system

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

Safety is an important criteria in SBCAG's project selection processes, as reflected in the Transportation Improvement Program (WE 3490). Other work elements with a significant safety component include the regional call box (SAFE) program (WE 5410), the ITS program (WE 3470), and the Airport Land Use Planning program (WE 2410). Transit security is enhanced through various ITS strategies and through the development of transit passenger amenities (WE 3430).

3. Increase accessibility and mobility options for people and freight

A truly effective multimodal transportation system must be planned and designed to be fully accessible to all users and ideally, to offer options for the movement of people and goods. SBCAG conducts its transportation planning process with those principles in mind. Accessibility can be defined in two different ways, both important in terms of providing an adequate transportation system. First, the system and its various modes must be designed to reasonably accommodate the needs of individuals who may be physically disabled and must be in compliance with the requirements of the Americans with Disabilities Act. Accessibility can also be viewed as an attribute of the system that ensures that the transportation facilities and services are provided in a way to allow access to all portions of the region for the movement of people and goods. The transportation planning process and the development of the transportation system should also attempt to provide options for the user in terms of modal choices wherever reasonable. These priorities are reflected in the Regional Transportation Plan development process (WE 3410) as well as various modal planning activities (e.g. Transit/Paratransit Planning (WE 3430), Passenger Rail Service Planning (WE 3440),

Bicycle/Pedestrian Planning (WE 3450), and the Transportation Demand Management/Ridesharing Program (WE 5430). In addition, SBCAG is completing an upgrade of its highway call box system that will include improvements for disabled and hearing impaired individuals (WE 5410).

Freight issues have not historically been a major consideration in Santa Barbara County's transportation planning process, although they have been addressed in conjunction with specific projects in past years. SBCAG incorporated freight considerations more explicitly in the recent update of the Regional Transportation Plan and will continue to view freight as an important element of the planning process. For example, SBCAG is involved in a SR166 Truck Route Study (WE 3420).

4. Protect and enhance the environment, promote energy conservation, and quality of life

The consideration of environmental impacts and quality of life issues have been integral elements of the planning and development of the transportation system in Santa Barbara County. These considerations are embedded in the plans and policies of the SBCAG member jurisdictions and have always played a major role in the development of the long range Regional Transportation Plan (WE 3410) and in the selection of transportation projects that conform to the SIP (WE 4410 and 4420). Quality of life issues have received even greater emphasis in recent years through the discussion and integration of Livable Communities principles in local land use and circulation plans. In particular, SBCAG is involved in the Inter-regional Partnership for Jobs/Housing Balance (WE 2470) which is examining the impacts and causes of existing regional and inter-regional imbalances of jobs and housing and exploring potential solutions in cooperation with other local entities.

5. Enhance the integration and connectivity of the transportation system

The transportation planning process needs to result in a seamless system that truly integrates and provides seamless connectivity between the separate modes and services and allows the system to function as a unified whole, rather than as a collection of discrete and competing modes. This can be a very challenging undertaking for a variety of reasons, not the least of which are the restrictions that have limited the use of certain funds to particular modes. The greater flexibility on the use of certain funds as provided through ISTEA and TEA 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 2440), incorporating the ability to model transit trips as well as highway modes. Travel data derived from the 2000 Census (WE 2420) and Caltrans' Statewide Travel Survey will provide current information on the performance of the region's transportation system, and will enable SBCAG to develop improved performance indicators to guide future investment.

6. Promote efficient system management and operation

The transportation system must be planned, managed, and operated in a efficient manner that will make the most effective use of the available resources. This would include efforts wherever practical to increase the people-carrying capacity of the system to ensure that more needs can be met within the limited resources. This will require attention to alternative modes of transportation that have the ability to serve transportation needs without requiring major capital investments.

Work Elements 3470 (ITS Deployment and Development) and 3480 (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 one significant project was funded through the 2002 RTIP cycle. ITS work in FY 2003-04 will continue to focus on implementation of the approved ITS Strategic Deployment Plan.

7. Emphasize the preservation of the existing system

Huge amounts of public funds have been invested over the years to provide the state and local transportation systems that exist today. No matter what might be planned for the future, the system of roads and highways that we have today will form the foundation of our transportation system. Consequently, the highest priority for the use of our financial resources must be the maintenance and preservation of the existing system. This has been a basic tenet of SBCAG's planning and policies over the years. SBCAG's commitment to this principle is evidenced by its decision to program over \$15 million in 2002 RTIP funding for the rehabilitation and repair of local roads on the federal aid highway system, and through the emphasis placed on highway maintenance in the Measure D program (WE 5420). The Regional Transportation Plan (WE 3410) continues to reflect a "maintenance first" policy framework.

Planning Emphasis Areas

In addition to the TEA-21 planning factors described above, each year the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) provide regional agencies with "Planning Emphasis Areas" (PEA's) for use in the development of the OWP. At the time of development of the draft 2003-04 OWP, no guidance on Planning Emphasis Areas had been issued. It is expected, however, that the PEA's will be largely consistent with those issued for FY 02-03. These emphasis areas include:

1. Incorporation of safety and security within planning processes.
2. Integration of planning and environmental processes.
3. Incorporation of management and operations within planning processes.
4. Consultation with local officials.
5. Enhancing the technical capacity of planning processes to support decision-making.

A summary of how SBCAG has incorporated these issues in the OWP is described below and summarized at the end of this discussion.

1. Incorporation of safety and security within planning processes

Safety concerns are becoming a more integral factor in the SBCAG transportation planning and decision-making process. Staff insures safety benefits are addressed in the purpose and need statements in planning and programming documents. Safety benefits are also highlighted in the long-range plan and short term Congestion Management Plan (WE 3480) and the South Coast 101 Implementation Plan (WE 3481). Projects that address safety concerns are identified in the RTP (W E 3410) and addressed in the TIP documents (WE 3490).

SBCAG's project selection criteria for programming federal flexible funds specifically considers safety benefits. The upgrade to the Call Box system as part of the SAFE (W E 5410) will expand that system's access to more users and make the system more reliable.

2. Integration of planning and environmental processes

To a certain extent the EIR on the long range RTP (W E 3410) functions as a Master EIR to comprehensively identify and address environmental issues. Alleviating traffic congestion, and promoting cleaner air quality are benefits of the CMP Deficiency Plans (WE 3480). Air quality benefits as identified in the SIP (W E 4410) that arise from reduced VMT and fewer trips are used in the project evaluation process in the TIP (W E 3490) to select projects for funding with state and federal transportation funds. Staff also ensures that the environmental documents on proposed projects address the projects purpose and need.

SBCAG has emphasized activities which seek to promote more effective linkages between land use, housing and transportation, and which seek to promote "smart growth". These activities are the focus of the Interregional Partnership for Jobs/Housing Balance (W E 2470).

3. Incorporation of management and operations within planning process

SBCAG has been working cooperatively with other regional agencies and Caltrans on the development and implementation of an Intelligent Transportation Systems (ITS) Strategic Deployment Plan for the Central Coast region (WE 3470) The SDP was adopted in early 2000, following which the focus of the effort shifted toward implementation of high-priority ITS strategies that improve transportation system management and operation. WE 3470 describes these activities, and specifies that all ITS strategies proposed for implementation will be consistent with the ITS National Architecture.

In addition, operational improvements are identified, assessed, and implemented as viable alternatives to capacity increasing projects. The development of CMP deficiency plans under WE 3480 includes evaluation of operational improvements for congestion relief.

4. Consultation with local officials.

Since SBCAG's jurisdiction encompasses both metropolitan and non-metropolitan areas, coordination and consultation with officials who represent both urban and rural areas is built into the agency's board membership, standing committees, and planning processes in general.

5. Enhancing the technical capacity of planning processes to support decision-making.

In FY 2001-02, SBCAG initiated a major project to upgrade our travel demand forecasting capability which continues through WE 2440. These efforts should improve our ability to analyze and display transportation, land use and housing data in order to foster more informed decision-making.

The Regional Growth Forecast (WE 2430) has been updated to extend its planning horizon to 2030 and incorporate the results of the 2000 Census. The RGF is used with the upgraded travel forecasting model to help SBCAG update its Regional Transportation Plan.

SBCAG has coordinated with Caltrans to increase the sample size in Santa Barbara County for the 2001 Statewide Travel Survey. In addition, we have revised the methodology for the annual

commuter survey conducted by Traffic Solutions to ensure that the data derived from the survey is statistically valid (WE 5430). A more comprehensive and statistically valid random telephone survey of commuters was completed in 2002.

Work Elements Addressing Federal/State Planning Emphasis Areas

Planning Emphasis Areas	PEA Addressed in following Work Elements (WE)
1. Incorporation of safety and security within planning processes	WE 3410, 3480, 3481, 5410
2. Integration of planning and environmental processes.	WE, 2470, 3410, 3480, 3490 4410,
3. Incorporation of management and operations within planning process.	WE 3430, 3470, 3480, 5410, 5430
4. Consultation with local officials in metropolitan areas.	WE 1410-1430, 2420, 3430, 3490
5. Enhance the technical capacity of planning processes to support decision making.	WE 2420, 2430, 2440, 5430

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

The OWP for FY 2003-04 includes several activities designed to help inform decision-makers and provide a framework for addressing these issues. These include upgrades to SBCAG's travel forecasting model to improve the land use/transportation linkage (WE 2440) and the establishment of the Inter-Regional Partnership for Jobs/Housing Balance (WE 2470). These activities will build upon the recently completed Regional Growth Forecast, and will provide input to the next update of the Regional Transportation Plan.

Air Quality

Santa Barbara County was originally designated as a “moderate” non-attainment area for ozone under the 1990 Federal Clean Air Act. However, the county did not attain the national ambient air quality standards for ozone by its statutory deadline of December 1996. Hence the county was given a “serious” designation in 1997. With ongoing improvements to air quality, the area achieved compliance with the Federal ozone standard in early 2000. As a result, the Air Pollution Control District, in cooperation with SBCAG, prepared and submitted a 2001 Clean Air Plan as a basis for a “maintenance” area redesignation. However, air quality concerns are expected to continue to have a major influence on transportation decision-making in the county for the foreseeable future. As a result of the adoption of an updated RTP and FTIP, conformity was re-determined in 2002. The new on-road emission budgets established as part of the 2001 Clean Air Plan are anticipated to be found adequate by EPA in mid-2003 and will form the basis for future RTP and FTIP updates.

Traffic Congestion

Traffic congestion continues to be an issue of significant concern to Santa Barbara County residents, particularly in relation to the US 101 corridor from Goleta to the Ventura County line. SBCAG continues to monitor and address congestion problems through the Congestion Management Program (WE 3480) and through ITS development and deployment (WE 3470). One of SBCAG’s major efforts for FY 2003-04 will be the development of the 101 Implementation Plan (WE 3481). The 101 IP was directed by the SBCAG board as part of its adoption of the South Coast Highway 101 Deficiency Plan in 2002 as a means to identify long term strategies for mitigating congestion. The Highway 101 Deficiency Plan identified a list of 36 short-term improvements and a commitment to initiate a more comprehensive effort to identify longer-term solutions to Highway 101 deficiencies. The long-term projects that flow from the Implementation Plan will be proposed as amendments to the Highway 101 Deficiency Plan to fulfill this latter objective. The Highway 101 Deficiency Plan will then provide both a short-term and a long-term blueprint for improving mobility within the Highway 101 corridor within the South Coast. SBCAG, acting as the lead agency, is working in partnership with local agencies in the development of the IP. The plan is expected to be completed in FY 04-05.

Maintenance/Rehabilitation Needs

The condition of Santa Barbara County’s highways, roads and bridges continues to be a major issue effecting SBCAG’s transportation plans and program. While significant funding has been earmarked for this purpose through Measure D and the STIP, available funds still fall far short of the projected need. In the near-term, the state budget deficit is expected to significantly impact STIP funding and state funds for local road maintenance and rehabilitation. In the long term, the expiration of Measure D in 2010 will profoundly reduce funding for local roads. SBCAG will be working to protect and enhance revenues for system preservation through activities associated with the TIP development (WE 3490) and through monitoring of legislative initiatives during FY 2003-04.

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 increase in long-

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

Staff worked with local elected officials, transit operators, and local agencies of Santa Barbara and Ventura Counties to respond to the need for intercommunity transit. The Coastal Express bus service was initiated in August 2001 and is providing frequent daily service between Ventura and Santa Barbara/Goleta. In addition, the policy boards of SBCAG and APCD agreed to transfer responsibility for administering the Clean Air Express Intercommunity subscription bus service to SBCAG. This transition was completed in late 2001 when SBCAG assumed operating responsibility for this service.

SBCAG programmed funds in 2002 to implement regularly scheduled public transit service between the Santa Ynez Valley and the South Coast area. This service will be provided by the SBMTD.

Finally, SBCAG is working with its Santa Barbara County Transit Advisory Committee to explore options for implementing a demonstration project to provide inter-community public transit service connecting communities in the North County (WE 3430).

Transportation Project Delivery

In recent years a great deal of attention was focused statewide on the issue of project delivery, owing to the large fund balance that had accumulated in the State Highway Account and large balances of regional TEA 21 funding apportionments. Under SB 45 and AB 1012, SBCAG has significant responsibility for ensuring that available funds are programmed and expended in a timely fashion. A new staff position was authorized with major responsibility for monitoring the status of STIP, RSTP, CMAQ and TE projects, and to assist local governments in project delivery. A monitoring program was initiated in FY 2000-01, and the effort will be continued in the coming fiscal year as part of WE 3490.

Transportation Funding

The Regional Transportation Plan updated in 2001 contains a financial analysis that demonstrated that sufficient funds will be available for plan implementation only if the Measure D ½ cent sales tax is extended beyond its current sunset in 2009, or some equivalent funding source is secured. Local governments have come to rely heavily on Measure D as a primary source of funding for highway maintenance and rehabilitation. Under current state law, extension of the sales tax would require a 2/3 majority vote countywide, which would be difficult to achieve at best. SBCAG will continue to monitor legislative proposals to provide additional transportation funding, and to explore all available funding options to address the region's pressing transportation needs.

The Governor's proposed budget for FY 03-04 contains significant reductions in funding for transportation. Proposition 42, which passed in March 2002, dedicated sales taxes on gasoline sales to transportation purposes and provided a significant source of new funding for transportation. The budget proposes to suspend transfers of general fund revenues to the State Highway Account and shift responsibility for funding of projects identified in the Governor's Traffic Congestion Relief Program to the STIP. The measures will have significant impacts on

delivery of existing and new STIP and TCRP commitments and potentially reduce funding for local street and road maintenance. Proposition 42 provided much needed stability for transportation funding that will be largely undone if the budget proposal is enacted.

The potential loss of state transportation funding, makes it especially important that increases in federal highway and transit funding be provided in the reauthorization of TEA 21. Congress will enact a new federal transportation bill in 2003 which will establish federal transportation program authorization level for the next 6 years.

Significant FY 2002-03 Accomplishments

SBCAG achieved several major milestones during FY 2002-03, as highlighted below and further discussed under each Work Element of the OWP. Significant accomplishments during the past year include the following:

Regional Transportation Plan Update

A scope of work to update the 2001 RTP was approved by the SBCAG board in December, 2002. The update calls for enhanced public participation and development of alternatives for north county and coordination with the Highway 101 Implementation Plan in the South Coast. The update will be completed in the Fall of 2004.

South Coast 101 Implementation Plan

A Deficiency Plan for the South Coast 101 Corridor was adopted by SBCAG, the County and the cities of Carpinteria and Santa Barbara in June 2002 pursuant to CMP requirements. The plan calls for the development of the 101 Implementation Plan which will serve as a long term strategy for addressing congestion in the corridor. In Fall 2002, SBCAG entered into an MOU with Caltrans, the County, the cities of Carpinteria, Santa Barbara and Goleta, the SBMTD and the Air Pollution Control District committing the agencies to work together in developing the IP. The 101 IP will consider all options that may contribute to a long-term congestion relief strategy and will rely on an extensive community outreach program to achieve consensus. SBCAG has been working through FY 02-03 to identify funding for completion of the IP and selecting a consultant team to assist in preparing the plan. Work on the plan will begin in FY 03-04 (WE 3481) and will take approximately 2 years to complete.

2004 RTIP/FTIP Development

SBCAG designed and implemented an extensive process for developing the 2002 Regional Transportation Improvement Program (RTIP) and Federal Transportation Improvement Program (FTIP). This process involved priority-setting and project selection for approximately \$80 million in federal and state transportation funds. Final action on the 2002 RTIP was taken in December of 2001. The 2002 FTIP was approved in June 2002. Work on developing the 2004 RTIP and 2004 FTIP has been hampered by uncertainty regarding availability of future funding. Significant shortfalls in STIP funding are expected to result from spending cuts proposed to address a projected \$34 billion state budget deficit for FY 03-04. In addition, the expiration of TEA 21 in September 2003 creates uncertainty regarding federal transportation program funding levels. The development of the new RTIP and FTIP will proceed as more information regarding the 2004 STIP Fund Estimate and reauthorization of TEA 21 becomes available.

Transit Needs Assessment

SBCAG will complete the 2003 unmet transit needs process in April. The 2003 unmet transit needs public hearings will be held in January and February of this year, and will provide the basis for developing the 2003 Transit Needs Assessment. This year staff has worked with its transit advisory committees to develop a needs survey that was widely distributed to community groups, social service agencies and individuals.

Each year intercommunity transit service is identified as a need by a significant number of individuals and organizations. Based on the SBCAG board's direction in 2002, SBCAG has been working with its North County Transit Advisory Council, city, county and transit operator staff as well as officials at the Vandenberg Air Force Base to develop a pilot project for intercommunity transit services in northern Santa Barbara County. While significant progress is being made on the project, several challenges remain including long-term funding sources, feasibility and cost-effectiveness and institutional arrangements.

In FY 2002-03, SBCAG revised and expanded the composition of its transit advisory committees. A single, county-wide Santa Barbara County Transit Advisory Council was created according to the requirements of the Transportation Development Act to advise the board on the existence of unmet transit needs. In addition, sub-area committees of the council were formed to focus on transit issues in the North County and South Coast areas.

Intercommunity Transit Services Development

Staff worked with local elected officials, transit operators, and local agencies of Santa Barbara and Ventura Counties to respond to the need for intercommunity transit. In September, 2000 an MOU between SBCAG and VCTC was signed committing both agencies to furthering its development. The service, known as the Coastal Express, was initiated in August 2001.

In addition, the transfer of the responsibilities for administering the Clean Air Express intercommunity subscription bus service from APCD to SBCAG has been completed, and SBCAG is preparing to award a new contract for continued operation of the service.

SBCAG has committed funding for an expansion of the Clean Air Express service, and an extension of SBMTD bus service to the Santa Ynez Valley.

Project Monitoring

SBCAG has continued to monitor the development of projects programmed in the 2002 FTIP and 2002 STIP, to ensure that the timely use of funds requirements under SB 45 and AB 1012 are met. In addition, to providing information on the requirements and upcoming deadlines, staff assists project sponsors with submitting required documents such as allocation or STIP amendment requests. The success of these efforts are evidenced in the fact that no funds lapsed due to failure to meet timely use of funds deadlines.

Year 2000 Census

Staff continues to monitor and distribute results from the Year 2000 census as they become available. Staff also prepared summary reports to respond to public interest in census results.

Regional Housing Needs Assessment

Following acceptance of the county-wide allocation of housing need by HCD, staff worked with TPAC in allocating the regional need to local agencies. Staff produced a draft of the report in May, 2002, and conducted workshops and hearings in July and September on the draft report. The SBCAG board directed staff to prepare alternative scenarios and a revised report was approved in October. Appeals of the allocations were submitted by three cities. Following a hearing in December, the board made minor modifications to the allocations and adopted the final RHNA Plan.

Travel Model Upgrade

A project to upgrade SBCAG's travel forecasting model was initiated in 2001 and a consultant contract was awarded. It is expected that the travel model upgrade will be completed in FY 2002-03 and that SBCAG will begin using the model for specific travel forecast applications such as the Route 101 Implementation Plan and the Route 166 Truck Route Study.

Clean Air Plan

SBCAG staff assisted the Air Pollution Control District in the development of the County's Air Quality Maintenance Plan, which was completed in December 2002. SBCAG was specifically charged with developing the mobile source emissions analysis and the Transportation Control Measure package.

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 a recently created position of Public Information/Government Affairs Coordinator position. During FY 2002-03, SBCAG has expanded its website, created summaries of key documents, increased the number of speaking engagements with community groups and expanded the use of free media through press releases.

COMPREHENSIVE PLANNING PROGRAM

Program Administration

WORK ELEMENT 1410 ADMINISTRATION

Objective

- To manage, support, coordinate and implement SBCAG programs consistent with good management practices and in compliance with appropriate state and federal regulations

Previous and Ongoing Work

- This is a continuing activity of SBCAG

Tasks

1. Prepare agendas, minutes, staff reports, and follow-up action log for SBCAG board meetings.
2. Prepare agendas, minutes, staff reports for TTAC and TPAC meetings.
3. Provide staff training.
4. Provide program and fiscal management.
5. Prepare quarterly progress and financial reports.
6. Conduct liaison with federal and state agencies.
7. Develop, present and monitor annual budget.
8. Prepare 2004-05 Overall Work Program.
9. Review and monitor program as appropriate to conduct annual MPO certification.
10. Review and update existing interagency agreements.
11. Maintain and administer office computer network.
12. Monitor and evaluate legislative proposals on issues of regional and local impact. Formulate and communicate positions on legislative proposals when appropriate. Note: State and federal funds will not be used for contracted lobbying efforts.
13. Conduct ongoing administration of state and federal grants
14. Prepare applications for grants.
15. Review and comment on matters of regional interest.
16. Update, monitor, and evaluate DBE performance and establish annual DBE goals.

Products

- Agendas, minutes, staff reports
- Progress and financial reports
- Grant Applications
- Grant Administration
- Unified program audit
- Draft OWP
- Final OWP
- Grant Closeout Reports
- DBE Plan Goal

Date

As needed
 Quarterly
 As available
 Ongoing
 12/03
 1/04
 4/04
 9/03
 9/03

Budget

SBCAG \$108,600

Funding

FHWA PL \$80,000
FTA 5303 16,100
SBCAG 12,500
\$108,600

WORK ELEMENT 1420 REGIONAL/SUBREGIONAL COORDINATION

Objective

- To improve coordination among local jurisdictions on issues of common concern
- To provide leadership and staff support on special studies and efforts to resolve issues of a regional or subregional nature

Previous and Ongoing Work

This is an ongoing activity of SBCAG. Previous activities have involved planning support to North County jurisdictions to resolve issues related to growth at Vandenberg AFB and development of a program to monitor and mitigate the socioeconomic impacts of OCS oil and gas development. Other activities, 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.

Tasks

1. Participate on regional coordinating committees that affect the interests of SBCAG.
2. Assist local agencies in housing element preparation
3. Monitor LAFCO annexation/incorporation proposals for impacts on RHNA and potential redistribution of need.
4. Liaison with local advisory boards and chambers of commerce on regional issues.
5. Provide ongoing staff support to subregional planning committees of the SBCAG Board.
6. Monitor planning and development of major facilities, e.g. Federal Correctional Institute.

Products

Date

- | | |
|--|---------|
| ▪ Local assistance in housing element updates | 12/03 |
| ▪ Incorporation of regional housing needs estimate in local housing elements | 12/03 |
| ▪ Improved coordination on issues of regional or subregional concern | Ongoing |

Budget

SBCAG \$28,300

Funding

FHWA PL	\$20,000
FTA 5303	5,000
SBCAG	<u>3,300</u>
	<u>\$28,300</u>

WORK ELEMENT 1430 PUBLIC PARTICIPATION AND INFORMATION

Objective

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

Previous and Ongoing Work

- Public Participation Procedures adopted by SBCAG in November 1994
- Public Participation Plan adopted in March 2002
- Establishment of SBCAG website in 1998, re-designed in 2001 with further updates ongoing
- General Informational Brochure published in late 2001
- Quarterly newsletter initiated in late 2001
- Initiation and ongoing development of web site (www.sbcag.org)

Tasks

1. Provide information dissemination services such as an updated website with SBCAG informational brochures and newsletters, TTAC and TPAC meeting schedules, agendas and staff reports, Regional Measure D project status, informational reports and presentations to increase public awareness of regional issues and SBCAG activities. The website will include a section with the major publications and reports produced by SBCAG (e.g. the Regional Transportation Plan), and links to all jurisdictions, agencies and organizations (e.g. SBMTD, Caltrans, Traffic Solutions, UCSB, etc.)
2. Seek out opportunities to speak before public groups and interested organizations to provide information on regional issues.
3. Prepare news releases for the media on projects, issues and decisions.
4. Provide technical data to interested citizens and organizations on regional issues. This would cover a variety of requests for technical data and assistance regarding federal and state programs, traffic volumes, census and financial data.
5. Prepare executive summary documents on the major reports issued by SBCAG.
6. Provide Spanish translation of public outreach materials where appropriate, and a Spanish language interpreter upon request for workshops and hearings.
7. Provide for early and continuous public input consistent with provisions of the TEA-21's and SBCAG's adopted Public Participation Plan.
8. Conduct separate outreach process to engage and involve Chumash Tribal Council.
9. Coordinate with local agencies, transit providers, Caltrans District 5, e.g., Community Planning Branch, and others in public participation program implementation.
10. Prepare and disseminate an annual report on SBCAG activities.
11. Review options for improving information dissemination to minority, low-income and Native American communities, in compliance with federal Title VI and Environmental Justice requirements. Work with community-based organizations to facilitate outreach to traditionally underrepresented populations.
12. Evaluate possible development of integrated local/regional road construction information web site.

- 13. Create and distribute a monthly, electronic update to all interested parties (elected officials, stakeholders, community members) with results of SBCAG activities, Board decisions and other timely news.

Products

Date

- An effective public participation and public information process consistent with TEA-21 requirements Ongoing
- SBCAG Website Ongoing
- Executive Summaries Ongoing
- Community Presentations Ongoing
- Electronic Briefing Report Monthly
- Newsletters Quarterly
- Annual Report 11/03

Budget

Funding

SBCAG	\$93,400	FHWA PL	\$80,000
Consultant	<u>10,000</u>	FTA 5303	11,500
	<u>\$103,400</u>	SBCAG	<u>11,900</u>
			<u>\$103,400</u>

WORK ELEMENT 1440 TRANSPORTATION DEVELOPMENT ACT (TDA) ADMINISTRATION

Objective

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

Previous and Ongoing Work

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

Tasks

1. Update Transportation Development Act (TDA) claim manual as necessary. Assist local agencies in preparing claims.
2. Apportion and allocate TDA funds in a manner consistent with state regulations, SBCAG policies and local claims.
3. Complete fiscal and compliance audits for all claimants.
4. Complete triennial performance audits for transit operators and SBCAG covering FY 2000-01 through 2002-03 and monitor implementation of prior audit recommendations.
5. Monitor proposed changes in TDA statutes and regulations. Advise claimants regarding the implications of significant changes.
6. Conduct annual assessment of unmet transit needs in compliance with statutes.

Products

<u>Products</u>	<u>Date</u>
▪ Fiscal and compliance audits of all claimants	12/03
▪ Triennial Performance Audits	1/04
▪ TDA Claim Manual	2/04
▪ Report on Unmet Transit Needs Findings	4/04

Budget

SBCAG	\$ 26,100
Consultant	<u>\$60,000</u>
	<u>\$86,100</u>

Funding

SBCAG	<u>\$86,100</u>
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Comprehensive Planning and Analysis

WORK ELEMENT 2410 AIRPORT LAND USE PLANNING

Objective

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

Previous and Ongoing Work

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

Tasks

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

Products

Date

- | | |
|--|----------------------------|
| <ul style="list-style-type: none"> ▪ Compatible land uses on vacant lands in the vicinity of public use airports within the County ▪ Staff reports, letters of comment | <p>Ongoing
Ongoing</p> |
|--|----------------------------|

- Supplemental amendments of the 1993 ALUP 12/03
- Graphics updates for each county airport Ongoing
- Full ALUP Update and approval by the Board
(Contingent on supplemental funding) 6/04

Budget

SBCAG \$20,200

Funding

Santa Barbara County	\$15,000
SBCAG	<u>5,200</u>
	<u>\$20,200</u>

WORK ELEMENT 2420 CENSUS DATA CENTER

Objective

- To function as the Census Data Center for Santa Barbara County for the compilation, analysis and dissemination of 1990 and year 2000 Census data

Previous and Ongoing Work

- Local Updated Census Addresses (LUCA) Program Coordination, 1998-99
- Coordination of Technical Planning Advisory Committee review of census tract and place delineation for the Statistical Areas Program
- Edit the workplace database in preparation for the Census Transportation Planning Package
- Formation and operation of Year 2000 Census Complete Count Committee and outreach activities to undercounted segments of the population
- Dissemination and analysis of the Summary Tape File 1 to local jurisdictions, agencies and the general public
- Integration of new census data into SBCAG forecasting model and other transportation planning applications such as environmental justice and the transportation model update
- Coordination with local jurisdictions general plan and housing element updates use of census data
- Development of census overview and summary on the SBCAG website
- Inform local jurisdictions of new and ongoing census programs such as the Geographically Updated Population Certification Program (GUPCP)

Tasks

1. Develop requests, in cooperation with other jurisdictions, for electronic and/or print versions of data from State Census Data Center and U.S. Census Bureau.
2. Develop cost sharing arrangements, as necessary, to obtain and process data.
3. Procure, process, prepare, and distribute census data and census maps to interested parties.
4. Respond to extensive public requests for census data and interpretation of data as appropriate. Coordinate data collection and distribution with cities, county, and libraries.
5. Liaison with Census Bureau and State Census Data Center on census training, meetings, etc.
6. Integrate Census Tiger files and data into Geographic Information System developing maps portraying census and other demographic data.
7. Coordinate review of Year 2000 Census data.
8. Apply census and socioeconomic data to network travel model.
9. Produce Census 2000 reports for use by general public as the data becomes available.
10. Coordinate the review and development of the Journey to Work File.

Products

Date

- Dissemination of 2000 Census data to cities, county, libraries, and interested parties Ongoing
- Year 2000 Census product review As released
- Technical assistance on the use of census data Ongoing
- Review and analysis of census journey to work file 9/03
- Special reports analyzing available 2000 Census data And those trends evident from evaluating changes between 1990 and 2000 12/03
- Develop updated 2000 Census geographic boundary files and maps 9/03
- Compare available Census 2000 information with other data sources, such as Dept. of Finance 4/04

Budget

Funding

SBCAG	<u>\$65,200</u>	FHWA PL	\$45,000
		FTA 5303	12,700
		SBCAG	<u>7,500</u>
			<u>\$65,200</u>

WORK ELEMENT 2430 REGIONAL GROWTH FORECAST

Objective

- To disseminate updated Regional Growth Forecast 2000, develop data records, and respond to public requests for information on forecast

Previous and Ongoing Work

- Jobs Housing Study, 1995
- Interregional Jobs Housing Partnership Grant Application, 2001
- Analysis of Home Mortgage Disclosure Act (HMDA) Database and Report, September 1997
- Analysis of Congestion Management Program (CMP) Land Use Data Submittals
- Regional Growth Forecast 2000, Adopted March 2002

Tasks

1. Make presentations to city/county agencies and interested parties upon request.
2. Assist in data base preparation for Interregional Jobs-Housing Partnership Project and Highway 101 Implementation Plan.
3. Prepare socioeconomic data base for travel model forecasts.
4. Provide forecasts for RTP and assist in evaluation of alternative RTP scenarios.
5. Prepare special forecasts for transportation modeling and air quality planning as necessary for SIP update.
6. Continue development of GIS mapping capability and coverage.
7. Monitor and evaluate HMDA and CMP housing and land use data. Track performance of growth forecast.
8. Coordinate with development of other growth models and forecasts in the county.
7. In cooperation with local jurisdictions develop and test alternative land use and growth scenarios (see WE 2470).
10. Compile ongoing data base of births, deaths, school enrollment, ethnic change, land use, local General Plan build out estimates, and other pertinent parameters related to growth forecast.

Products

Date

- | | |
|--|----------------|
| ▪ Maps of forecast demographic and other variables | Ongoing |
| ▪ Outreach to interested agencies and organizations | Ongoing |
| ▪ Analysis of Congestion Management Program data submittals | 12/03 |
| ▪ Analysis of State DOF population estimates | 5/04 |
| ▪ Alternative Lane Use Scenarios | 6/04 |
| ▪ Updated land use, economic, and demographic data files | As appropriate |
| ▪ Procurement and development of GIS based employment database | 12/04 |

Budget

SBCAG \$65,200

Funding

FHWA PL \$47,000
FTA 5303 10,700
SBCAG 7,500
\$65,200

WORK ELEMENT 2440 TRAVEL DEMAND FORECASTING

Objective

- Refine and expand SBCAG's countywide travel forecasting model using the new model software
- Apply travel model in cooperation with local agencies to forecast traffic growth, assess demand for roadway and intersection improvements, evaluate land use alternatives, evaluate transportation control measures (TCMs) and determine conformity between transportation and air quality plans
- Use GIS capability to develop highway, bikeway, transit and other networks on model to assess characteristics of the network, e.g. miles of roads or bikeways by functional class

Previous and Ongoing Work

- Initiate update of the existing travel forecasting model with the latest windows-based software and apply model for transportation planning and air quality conformity analyses and sub-area studies
- Apply newly developed model to forecast traffic growth and assess transit impacts and other land use growth scenarios

Tasks

1. Prepare short-term (2005, 2010) and long-term (2030) forecasts in three time periods (AM, PM, and Off-Peak) for highway and transit models.
2. Explore new travel forecasting techniques, and fine-tune model parameters for countywide application. This includes refining the model network and inter-city traffic forecasts among sub-regions, and incorporation of additional HPMS/local county program data into model database.
3. Continue refining TAZs in the model in conjunction with the CTPP 2000 Project. Coordinate with Ventura and San Luis Obispo Counties to better model external trips. Coordinate activities with Work Element 2420 (Census Data Center).
4. Apply the model's expanded employment database for all future forecasts. Incorporate results from the 2000 Caltrans Statewide Travel Survey data.
5. Work with the 101 Implementation Plan project consultant to evaluate and test 101 Implementation Plan alternatives including base case and various project scenario combinations.
6. Revise countywide travel forecasts using the updated Regional Growth Forecast 2000 and regionally significant projects in FTIP and RTP.
7. Prepare summaries of model results in graphical presentations including highway forecasts and traffic assignments, Census 2000 Journey to Work (JTW) data, Caltrans Household Travel Survey data, O&D travel patterns, external travel and transit ridership and forecasts, etc.
8. Explore and implement TransCAD on the Web to provide interactive access to maps and data on SBCAG website.
9. Provide model output and technical assistance to Caltrans District 5, as staff time permits, for System Planning documentation, Corridor Studies, Project Initiation Documents, and

- project level modeling and forecasting and traffic analysis for state highway projects. Provide technical assistance, as time permits, to local agencies for sub-area modeling.
10. Incorporate the regional bikeway network as part of the model network database. Develop GIS capabilities to map bikeways and roadway parameters.
 11. Fine-tune mode choice module to incorporate other modes of transportation including bike, and pedestrians as appropriate. Evaluate travel model software TCM analysis capability and incorporate into Transportation-Conformity Modeling Protocol as appropriate.
 12. Coordinate and expand use of travel demand forecasting model in conjunction with Work Element 3480 (Congestion Management).
 13. Integrate travel model software and intersection LOS software (Traffix) with CMP reporting. Assist local agencies with standardizing intersection LOS analysis and reporting using LOS software.
 14. Develop standards and guidelines for local jurisdictions to provide future socioeconomic data updates for incorporation into the model. Develop equivalency tables to convert land use data to employment data to achieve model database consistency for all local jurisdictions.
 15. Continue to provide staff training on travel forecasting. Conduct literature review to remain aware of latest modeling trends and other model software developments including traffic simulation and the ongoing FHWA Transportation Model Improvement Program (TMIP).
 16. Conduct project-specific pilot simulation project to test the “TransModeler” software, the traffic simulation module of the in-house TransCAD model software. Potential candidates for pilot project include new freeway interchange, a segment of freeway widening, acceleration lane, intersection improvements, and specific elements of the 101 Implementation Plan and ITS.
 17. Explore the new model’s graphic capabilities using aerial photos and ArcView GIS for public display and examination.
 18. Continue Countywide and Central Coast Transportation Model Users Groups meetings to share technical information and achieve better coordination among regional agencies, local jurisdictions and private party participants.
 19. Continue participation in the California Inter-Agency Forums in Transportation Modeling for information sharing and model enhancement.

Products

Date

- | | |
|---|----------------|
| ▪ New SBCAG travel model with calibrated base years and 2020/2030 forecasts | 9/03 |
| ▪ New model development report | 10/03 |
| ▪ Development of peak hour, emissions, and TCM analysis capabilities | Ongoing |
| ▪ Bikeway and roadway network parameters | 12/03 |
| ▪ Technical memos and reports | As appropriate |
| ▪ Maintenance of database | Ongoing |
| ▪ Pilot Traffic Simulation Project Report | 4/04 |
| ▪ Revised short- and long-term travel forecasts | Ongoing |

Budget

SBCAG	\$110,300
Consultant	<u>2,000</u>
	<u>\$112,300</u>

Funding

FHWA PL	\$93,000
FTA 5303	6,400
SBCAG	<u>12,900</u>
	<u>\$112,300</u>

WORK ELEMENT 2470 INTER-REGIONAL PARTNERSHIP FOR JOBS/HOUSING BALANCE

Objective

- To identify and develop strategies for addressing imbalances between the locations of jobs and housing through a two-year cooperative effort involving Santa Barbara and Ventura county leaders

Previous and Ongoing Work

- Jobs/Housing Study – SBCAG, 1985
- Interregional Jobs Housing Partnership Grant Application, 2001
- Regional Growth Forecast 2000-2030
- Traffic Solutions commuter survey in the tri-counties, 2002
- Regional Housing Needs Plan, 2002
- Report on public involvement process, 3/03
- Report on jobs/housing problem, 6/03

Tasks

1. Conduct public workshops in both counties to inform public on the problem and to solicit input on possible strategies.
2. Develop and/or extend comprehensive GIS analysis tools for study area to display land use, housing, employment, and transportation data.
3. Assemble/review available data.
4. Develop list of potential strategies/policy options.
5. Couple GIS with simulation model to enable IRP participants to test various policy options.
6. Analyze/evaluate candidate policy options.
7. Through facilitated public input, identify and screen possible strategies for addressing current imbalance between jobs and housing.
8. Develop policy recommendations. Prepare an implementation plan that identifies lead agency and documents the commitment of each agency in implementing specific strategies.
9. Prepare/submit final report.

Products

Date

- | | |
|---|-------|
| ▪ Working Paper – Strategies and Options | 12/03 |
| ▪ Working Paper – Toward an Action Plan (Note: This is a two-year plan) | 5/04 |
| ▪ Final Report/Recommendations | 8/04 |

Budget

SBCAG	\$38,900
Consultant	<u>136,100</u>
	<u>\$175,000</u>

Funding

State HCD Grant	\$131,300
Santa Barbara County	32,775
SBCAG	<u>10,925</u>
	<u>\$175,000</u>

Transportation Planning and Programming

WORK ELEMENT 3410 REGIONAL TRANSPORTATION PLAN (RTP)

Objective

- Implement the RTP 2004 Update strategy addressing increased Transportation Improvement Alternatives and an enhanced public participation process.
- Monitor implementation of 2001 RTP to ensure continued compliance

Previous and Ongoing Work

- Regional Transportation Plan 2000 – 2020, 2001
- RTP 2004 Update Scope of Work, 12/02
- Highway 101 Implementation Plan RFP, 1/03
- RTP Update Working Paper, 4/03

Tasks

1. Review and assess updates to planning documents prepared by other agencies (e.g., the California State Transportation Plan, the Caltrans Interregional Transportation Strategic Plan, and Caltrans District 5 System Planning documents) for impacts on the 2004 RTP.
2. Review updated Growth Forecast 2020-2030
3. Review and incorporate updated Travel Forecast 2020-2030
4. Integrate the aviation issues discussed in the Systems Requirements and Policy Elements of the Interregional California Aviation System Plan into the RTP 2004 as appropriate.
5. Ensure consistency of the RTP 2004 with other regional planning and programming documents (e.g., the RTIP, the CMP, and the Clean Air Plan).
6. Review proposed projects and programs for consistency with the adopted RTP 2001.
7. Refine methods for analyzing the distribution of benefits and impacts of the RTP 2004 in reference to addressing Civil Rights and Environmental Justice issues.
8. Integrate an enhanced public participation process in the planning and preparation of the RTP 2004.
9. Consult with TTAC in identifying RTP projects, and focus on the importance of addressing safety and security measures in project planning and development.
10. Review and respond to comments on the draft 2004 RTP and EIR from oversight agencies (e.g., the CTC, Caltrans, FTA, FHWA, and EPA), SBCAG advisory committees (e.g. SBCTAC and TTAC) and the public.
11. Meet with County Emergency Services Coordinator to discuss SBCAG role in emergency services planning.

Products

Date

- | | |
|--|---|
| <ul style="list-style-type: none"> ▪ RTP 2001 Update Implementation ▪ Public meetings/planning process ▪ NOP/EIR ▪ Transportation modeling ▪ Initial draft RTP 2004 | <p>Ongoing</p> <p>Ongoing</p> <p>8/03</p> <p>10/03</p> <p>11/03</p> |
|--|---|

- Transportation Conformity analysis 4/04
- Draft RTP/EIR 5/04
- Public meetings/review draft RTP 6/04

Budget

SBCAG	\$104,900
Consultant EIR/RTP	42,500
Consultant Financial	<u>10,000</u>
	<u>157,400</u>

Funding

FHWA PL	\$130,000
FTA 5303	9,300
SBCAG	<u>18,100</u>
	<u>157,400</u>

WORK ELEMENT 3420 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.
- 101 Operational Improvements Project Development Team participation
- Travel Trends Report
- Roadway reclassification and National Highway System designation.
- Traffic monitoring program activities in connection with various management systems
- SR 166 Truck Study

Tasks

1. Continue to work with Caltrans, the community, and advisory committees on planning, environmental, and transportation impacts of different alternatives on the Route 101 Corridor from Milpas Street in Santa Barbara to the Ventura County line. (These projects were funded in the 1996 STIP.)
2. Continue ongoing traffic count program to monitor traffic growth in Santa Barbara County, particularly on the segment of Route 101 between Milpas Street and the Ventura County line.
3. Coordinated with Caltrans and local jurisdictions in traffic count data acquisition and review. Integrate the traffic count program as part of the Travel Demand Model database. Respond to public requests for traffic count data
4. Produce a traffic count and monitoring report focusing on user-friendly traffic count data and graphical information on trends for the general public.
5. Incorporate transit ridership data by route from transit agencies as part of the travel trends data collection effort to facilitate the development of the transit model.
6. Assist the City of Santa Maria, the County, and Caltrans in examining alternative truck routes to West Main Street (SR 166) in Santa Maria.
7. Coordinate with the county in the planning of the County's Traffic Management Center to improve traffic data collection and traffic monitoring system for county roadways.
8. Coordinate the traffic monitoring activities with Highway Performance Monitoring System requirements. Submit annual HPMS sample site report to Caltrans.
9. Participate in the Southern California Association of Governments (SCAG)'s light duty vehicle survey with respect to Route 101 between Ventura and Santa Barbara County line. Analyze the heavy duty truck survey data provided by SCAG on Route 101.
10. Develop a traffic monitoring brochure/article for public information.
11. Coordinate with local jurisdictions, Caltrans, and FHWA on revisions/additions to functional reclassification of highway system.
12. Participate in Caltrans System Planning efforts including updates of the Transportation Concept Reports, Transportation System Development Program and the District System Management Plan.

13. Monitor ground access to primary air carrier airports at Santa Barbara and Santa Maria and assess freight movements.
14. Monitor implementation of previous corridor study recommendations.

Products

Date

- | | |
|---|----------------|
| ▪ Annual HPMS report | 2/04 |
| ▪ Implementation of corridor study recommendations | Ongoing |
| ▪ Functional reclassification changes/additions submitted | As appropriate |
| ▪ National Highway System designation changes/additions submitted | As appropriate |
| ▪ Provision of data to public upon request | As appropriate |
| ▪ Technical memos on trucks/light duty vehicle surveys on Route 101 | As appropriate |
| ▪ Development of public information brochure on traffic trends | 3/04 |
| ▪ Travel trends and monitoring report | 9/04 |
| ▪ Truck Route Study | 12/03 |

Budget

Funding

SBCAG	<u>\$58,300</u>	FHWA PL	\$51,600
		SBCAG	<u>6,700</u>
			<u>\$58,300</u>

WORK ELEMENT 3421 SR 246/CENTRAL/PURISIMA TRAVEL FORECAST

Objective

- Develop SR 246/Central/Purisima Travel Forecast

Previous and Ongoing Work

- Lompoc Traffic modeling for General Plan Update
- Update of travel model, 2003

Tasks

1. Continue to meet with Steering Committee consisting of representatives from City Public Works and Planning, County Public Works and Planning, Caltrans and SBCAG.
2. Compile information on existing conditions, particularly traffic data.
3. Study team assists SBCAG in preparing project roadway options and intersection modifications.
4. SBCAG prepares traffic forecast based on SBCAG regional forecast supplemented by input from local agencies.
5. SBCAG prepares draft report
6. Report reviewed by study team, revised and distributed for formal agency review.
7. Public workshops held on report
8. Report revised and presented to city council, County Board of Supervisors, and SBCAG Board.

Products

- | <u>Products</u> | <u>Date</u> |
|--------------------------------------|-------------|
| ▪ Study team formed | 6/03 |
| ▪ Project and alternatives selected. | 10/03 |
| ▪ Travel Modeling complete. | 3/04 |
| ▪ Draft report for agency review | 5/04 |
| ▪ Final Report | 6/04 |

Budget

SBCAG \$6,900

Funding

FHWA PL	\$6,100
SBCAG	<u>\$800</u>
	<u>\$6,900</u>

WORK ELEMENT 3430 TRANSIT/PARATRANSIT PLANNING

Objective

- Monitor transit services within the county, to ensure that the agencies are in compliance with all federal and state requirements and that the services are provided efficiently and effectively
- Monitor compliance with the requirements of the Americans with Disabilities Act, and assist transit operators as appropriate in meeting the requirements
- Provide local staff and elected officials with information documenting the relationship between land use and effective and efficient public transit service

Previous and Ongoing Work

- North County Intercommunity Transit Exploratory Service Proposal (2003)
- Social Services Transportation Coordination and Consolidation Action Plan and Inventory Update (2004)
- Transit Needs Assessment (2004)
- Transit Resource Guide (2003)
- Triennial Performance Audits (2001) of local public transit agencies (COLT, SBMTD, SMAT and SYVT), Easy Lift Transportation and SBCAG

Tasks

1. Develop countywide transit policies that examine long range transit issues such as regional services, alternative fuels, connectivity, Section 5307 apportionments, and intermodal connections. Develop policies with input from providers and users. Ensure output is linked to future update of RTP.
2. Provide assistance as appropriate, including written review, to assist transit agencies in updating SRTPs and in developing other planning documents.
3. Monitor implementation of SBMTD's South Coast Transit Plan, and of SRTPs for COLT, SBMTD, SMAT, and SYVT.
4. Attend transit agency board meetings as appropriate.
5. Continue ongoing monitoring of all transit operations within the county, including analysis of ridership, operating, financial, and vehicle fleet data, to ensure effective and efficient use of resources and update of RTP.
6. Review 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.
8. Provide staff support to the Santa Barbara County Transit Advisory Council and its regional committees, the South Coast Transit Advisory Committee (SCTAC) and the North County Transit Advisory Committee (NCTAC).
9. Coordinate transit planning with appropriate groups, such as bicycle and pedestrian advisory groups, to ensure that plans consider bicycle and pedestrian links to transit facilities.
10. Maintain up to date agreements with transit operators.

11. Work with transit agencies, CTSA's, social service agencies, and non-profit providers to implement recommendations in the Social Services Transportation Coordination and Consolidation Action Plan Update.
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. Fulfill all responsibilities as the designated recipient for FTA Section 5307 funds attributable to the Santa Barbara County Transportation Management Area.
14. Review and evaluate FTA Section 5310, 5311 and 5313(b) applications. Prepare Section 5311 Program of Projects.
15. Develop RFP and solicit consulting assistance for triennial performance audits.
16. Provide technical assistance to transit operators in the areas of planning, marketing, and other issues, upon request. Monitor and report on transit legislation.
17. Continue to monitor fixed route transit systems' implementation of their Paratransit Plan Updates to ensure that they comply with requirements of Americans with Disabilities Act.
18. Monitor transportation issues associated with implementation of the provisions of the Welfare to Work initiative.
19. Coordinate with SLOCOG to implement intercommunity transportation for Welfare to Work clients in the SLO/northern Santa Barbara County commute shed as delineated in SLOCOG's FTA grant application.
20. Continue to promote and support efforts to establish a regional transportation system that provides intercommunity service.

Products

Date

- | | |
|--|--|
| <ul style="list-style-type: none"> ▪ Section 5307 grant application reviews ▪ Section 5310 grant review ▪ Section 5311 program of projects ▪ Triennial Performance Audits for TDA claimants ▪ Staff reports on transit issues ▪ Long Range Transit Policies in concert with RTP Update | <p>As appropriate
5/04
10/03
12/04
As appropriate
7/04</p> |
|--|--|

Budget

Funding

<p>SBCAG</p>	<p><u>\$63,800</u></p>	<p>FTA 5303</p> <p>SBCAG</p>	<p>\$56,400</p> <p><u>7,400</u></p> <p><u>\$63,800</u></p>
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WORK ELEMENT 3440 PASSENGER RAIL SERVICE PLANNING

Objective

- Assess need for improvements to the rail system
- Assist in the provision of facilities to meet expanded passenger rail service to the county
- Promote intermodal connectivity of the transportation system

Previous and Ongoing Work

- Ventura County Comprehensive Rail Study 1995
- Formation of Coast Rail Coordinating Council and development of Coast Rail Improvement Study and Action Plan 1994
- Formation of LOSSAN (Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency), 2002
- Construction of stations at Guadalupe, Carpinteria, Goleta and Surf
- Draft PSR on new Coast Daylight train

Tasks

1. Work with Amtrak on the refinement and implementation of its strategic plan for the coast corridor.
2. Monitor passenger use of rail stations to assess adequacy of parking and other services (e.g. transit access, ticket machines, message signs), and identify projects to remedy deficiencies, if any.
3. Coordinate with other agencies, Caltrans Division of Rail, Amtrak and the railroads to implement rail plans and improve service. Propose and assess rail mainline improvement projects for federal, state, and regional programs.
4. Work with other member agencies of LOSSAN to assess regional rail service and recommend projects of mutual benefit.
5. Participate with the members of the Coast Rail Coordinating Council in the implementation of the Coast Rail Improvement Plan. Propose and assess rail mainline improvement projects for federal, state, and regional programs.
6. As a member of the Coast Rail Coordinating Council, support efforts to add daylight train service between San Francisco and Los Angeles.
7. Assess vehicle trip reduction potential of rail alternatives examined in Highway 101 Implementation Plan.
8. Monitor California's State Rail Plan to ensure that coastal concerns and improvements are considered and that incremental higher speed improvements along the coast are included in state's passenger rail planning process.

Products

- Coast Rail Improvement Plan/Financing Plan
- Staff reports on rail passenger plans to Board
- Proposed rail projects for STIP
- CRCC and LOSSAN board and TAC meetings

Date

1/04
Ongoing
12/03
Quarterly

Budget

SBCAG \$17,200
Agency Contributions \$10,000
\$27,200

Funding

SBCAG \$27,200

WORK ELEMENT 3450 BICYCLE/PEDESTRIAN PLANNING

Objectives

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

Previous and Ongoing Work

- 1994 Regional Bikeway Study

Tasks

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

Products

- Regional Bikeway Plan
- Regional Bikeway Plan approved by local jurisdictions and SBCAG Board.
- Technical assistance to jurisdictions in updating bicycle elements in planning documents
- Review of bicycle funding applications

Date

5/04
 6/04
 Ongoing
 As appropriate

Budget

SBCAG \$33,100

Funding

FHWA PL \$29,200
 SBCAG 3,900
 \$33,100

WORK ELEMENT 3470 ITS DEVELOPMENT AND DEPLOYMENT

Objective

- Optimize application of new technology and information to improve efficiency of transportation systems
- Implement ITS Strategic Deployment Plan
- Insure projects conform to regional architecture portrayed in ITS Strategic Plan

Previous and Ongoing Work

- South Central Coast ITS Strategic Development Plan (SDP), May 2000
- ITS video, February, 2001
- ITS project proposals funded by RTIP

Tasks

1. As part of the Steering Committee for the development of the Central Coast ITS Strategic Development Plan, staff will continue to meet on a quarterly basis to review Central Coast ITS deployment, and insure the viability of the Strategic Plan by promoting its ongoing maintenance. SBCAG will work with other central coast MPO representatives in implementing and updating the ITS Architecture, developing inter-agency agreements, and fulfilling other requirements as time and resources permit.
2. Staff will coordinate input from TTAC and others on ITS applications within Santa Barbara County.
3. In coordination with Work Element 3480 (Congestion Management Program) staff will continue to identify potential ITS applications, which address existing and future congestion and other transportation related problems.
4. In coordination with Work Element 2440 (Travel Demand Forecasting) staff will investigate utilizing the IDAS (ITS Deployment Analysis System) software in coordination with the regional travel model for evaluating the cost effectiveness of ITS projects.
5. In cooperation with the City of Santa Barbara, evaluate the effectiveness of the City's Smart Corridor project and evaluate other potential signalized arterial locations that could benefit from such ITS strategies.
6. Work with SBMTD and other transit agencies in planning and developing ITS projects.
7. Evaluate the need for additional Route 101 system monitoring at various locations within the county by assessing the potential to upgrade call boxes to include surveillance devices.
8. Review and comment on materials and information produced by FHWA, Californian Alliance for Advanced Transportation Systems (CAATS), state agencies, and other parties proposing ITS plans, programs and projects.
9. Promote projects consistent with the Santa Barbara ITS Regional architecture, a requirement for federally-funded ITS projects.
10. Assess need to update Strategic Plan to meet the deadline in 23 CFR Section 940.9 (b) or (c).

11. Staff will work to integrate the ITS Strategic Plan and regional architecture into the RTP and, as appropriate, coordinate the implementation of ITS activities in the FTIP and RTIP.
12. Work with Caltrans D5 to facilitate planning for TMC, electronic message signs, and, enhanced surveillance of highway system in the SHOPP.
13. Develop working group of local and state traffic signal technicians to develop regional ITS signal architecture.

Products

- Review of ITS Projects
- Central Coast ITS Committee Meetings
- ITS Architecture Conformity assessments
- Working Group Recommendations on Integration

Date

Ongoing
As needed
As needed
Ongoing

Budget

SBCAG \$15,100

Funding

FHWA PL \$13,300
SBCAG 1,800
 \$15,100

WORK ELEMENT 3480 CONGESTION MANAGEMENT PROGRAM

Objective

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

Previous Work

- Ninth Annual Conformity Assessment in 2002
- Fourth Biennial Update of the CMP/CMS in 2003
- Highway 101 Deficiency Plan, 2002
- Technical Assessment, Intersection Level of Service Traffic Analysis Evaluation, Fall 2002

Tasks

1. In cooperation with local jurisdictions, monitor traffic counts, levels of service, land use impacts, mitigation measures, transportation demand management activities, and capital improvements to evaluate their impact on congestion.
2. Perform LOS analyses for all state highway segments using the Highway Capacity Manual 2000. Perform floating-car speed surveys on those segments that exceed the CMP LOS standards to further verify operating conditions on the state highway system. Perform LOS analyses for CMP signalized intersections using the ICU Methodology.
3. Evaluate the application and integration of simulation modeling software for CMP analysis.
4. Inventory and assess freight and truck movements.
5. Evaluate local jurisdictions conformance to CMP/CMS by assessing traffic count data, implementation of amended CEQA review process, and implementation of approved deficiency plan action lists and adopted TDM programs, monitor adequacy of CMP/CMS system impact assessment and mitigation as part of the determination of the jurisdiction's conformance with the CMP.
6. Monitor and review CMP/CMS performance measures and data.
7. Prepare annual conformance assessment and report to SBCAG Board. Conduct follow-up as needed.
8. Work with jurisdiction(s) and APCD in the preparation and analysis of individual deficiency plans. As required by statute, hold noticed public hearing within 60 days of the receipt of the deficiency plan.
9. Work with local jurisdictions to ensure assessment and mitigation of interjurisdictional impacts on the CMP system per CMP requirements. Review environmental documents prepared for projects that might affect CMP system.
10. Review, comment on, and approve transportation models used by local jurisdictions for traffic analyses. Coordinate this task with Work Element 2440.

Products

- Annual Conformance assessment.
- Review of environmental documents
- Deficiency Plans
- Consistency with other transportation planning programs.

Date

3/04
 Ongoing
 4/04
 Ongoing

Budget

SBCAG \$31,900

Funding

FHWA PL \$28,200
 SBCAG 3,700
 \$31,900

WORK ELEMENT 3481 HIGHWAY 101 IMPLEMENTATION PLAN

Objective

The purpose of the Highway 101 Implementation Plan (IP) is to identify long-term projects to address traffic congestion on the most heavily traveled portion of the Highway 101 corridor. The process for developing the plan will rely extensively on public education and outreach to identify possible congestion relieving alternatives and community values that will be used to evaluate the alternatives.

The 101 IP will examine highway widening, demand management and alternative forms of regional transit. The plan will assess market demand, cost and feasibility of alternative regional transit measures including intercity and commuter rail, subscription and regular express bus, and BRT. The plan will recommend roadway and highway system improvements, such as express transit freeway stops to make roadways more transit friendly. Other traffic operations and management improvements will be examined including Intelligent Transportation Systems and improved emergency/incident response. The plan will identify supporting regional policies and actions such as land use strategies. The plan will demonstrate the degree to which regional strategies can accommodate, shift or reduce vehicular travel.

The 101 IP is a two-year project. The result of this process is a set of preferred projects that have widespread community support and are ready for implementation. Identified long-term improvements will be amended into the Highway 101 Deficiency Plan and the RTP.

Previous Work

- Regional Growth Forecast 2000-2030, 2002
- Highway 101 Deficiency Plan, 2002
- Regional Transportation Plan, 2001
- Highway 101 Alternatives Analysis, 1995
- Regional Travel Forecast, 1999
- MOU for 101 IP, 10/02
- Request For Proposals, Highway 101 IP, 01/03

Tasks

1. Negotiate and execute agreement with top-ranked firm
2. SBCAG Board approves contract with consulting firm
3. Develop a project specific public participation plan.
4. Conduct outreach to articulate community values, problem understanding, and potential solutions.
5. Provide initial order-of-magnitude assessments of auto trip reduction potential of each alternative transportation measures.

6. Scope packages of measures, inclusive of capital and operating improvements for highway widening, intercity and commuter rail, subscription and regular express bus, and BRT, etc.
7. Conduct analysis and estimate trip reduction potential associated with each package of measures.
8. Obtain public input on performance measures.
9. Estimate facility needs, capital and annual operating costs associated with each package of measures.
10. Estimate facility needs, capital and annual operating costs associated with each alternative.
11. Develop proposed short and long-term program of alternative projects including potential funding sources.
12. Obtain public input on proposed measures and projects.
13. Identify policies or practices to overcome barriers to alternative modes such as transit or rail and which support regional transit policies.
14. Select priority projects
15. Develop implementation schedule and secure funding.

Note: This is a two year project.

Products

Date

▪ Consultant Contract	07/03
▪ Public Participation Plan	9/03
▪ Existing Conditions Report	10/04
▪ Public Outreach	Ongoing
▪ Screening Criteria developed and reviewed	11/04
▪ Alternatives developed	1/04
▪ Alternatives screened	4/04
Other products to be completed in FY 2004-05:	
▪ Performance measures developed and reviewed	7/04
▪ Alternatives Evaluated	10/04
▪ Action Plan	12/04

Expenditures

Funding

SBCAG	\$145,200
Consultant	<u>\$350,000</u>
	<u>\$495,200</u>

FHWA PL	\$ 84,200
FTA 5313(b)	\$132,795
Federal RSTP	\$200,000
City and Co. SB	\$50,000
SBCAG	<u>\$28,205</u>
Total	<u>\$495,200</u>

WORK ELEMENT 3490 TRANSPORTATION IMPROVEMENT PROGRAM

Objective

- To maintain a coordinated, multi-modal, multi-year program of transportation projects consistent with anticipated local, state and federal revenues and in compliance with state and federal requirements

Previous and Ongoing Work

- Preparation of annual AB 1012 Obligation Plans
- Development of procedures and a schedule for a consolidated 2002 RTIP/FTIP funding cycle, and initiated the solicitation of projects
- Development of 2002 RTIP and 2002 Federal TIP and Financial Plan

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 2004 or 2006 RTIP.
2. Monitor progress of projects programmed in the 2002 STIP to ensure SB 45 timely use of funds requirements are met. Attend quarterly status meetings with Caltrans and local agencies. Prepare quarterly progress reports on STIP projects and present to SBCAG board. Attend individual Project Development Team meetings.
3. Provide direct assistance as needed to local agencies in development and implementation of projects programmed in current STIP and FTIP.
4. Work with Caltrans and local agencies to monitor progress and provide support for the timely delivery of projects in the current Federal TIP. Monitor obligations of federal funds by project sponsors and ensure expeditious implementation of transportation control measures. Prepare RSTP, TE and CMAQ annual funding obligation plan and submit to Caltrans and CTC pursuant to AB 1012.
5. Prepare amendments to the adopted FTIP as required consistent with state and federal guidelines, regulations and statutes.
6. Explore web based project listing options and develop if feasible.
7. Prepare and adopt 2004 RTIP consistent with Fund Estimate for 2004 STIP and CTC STIP Guidelines.
8. Prepare an updated financial plan for development of the 2004 FTIP.
9. Prepare and adopt updated 2004 FTIP using revenues expected to be available from federal transportation reauthorization legislation (TEA 3). Identify process and criteria for selection of new projects and completion of previously programmed projects.
10. Attend CTC and RTPA group meetings to monitor and provide input on state and federal legislation, program guidelines, and other policy matters related to the implementation of the current STIP and FTIP.

11. Assist local agencies in obtaining grant funds for transportation improvements from various sources including Environmental Enhancement and Mitigation program, Safe Routes to School, Caltrans minor program and federal TEA 21 discretionary programs.
12. Ensure that SBCAG's public participation procedures are followed in preparing and amending all programming documents.
13. Compile project information to assist in evaluating TIP for conformity to federal State Implementation Plan, consistency with current Regional Transportation Plan and Congestion Management Program and to develop CMAQ annual report prepared by Caltrans.
14. Provide input and assistance to Caltrans in the development and implementation of state administered programs including State Highway Operation and Protection Plan and Interregional Improvement Program.
15. Administer and allocate State Highway Account funds, which have been received in exchange for federal Regional Surface Transportation Program fund apportionments. .
16. Work with Caltrans and other regional agencies toward full integration of local, state and federal programming documents through the development of the California Transportation Improvement Program System (CTIPS). Continue to actively participate in the Caltrans Data Base Users Group (DBUG)\ and the California Federal Programming Group (CPFG).
17. Develop a simplified data base for projects in the FTIP that provides information accessible through SBCAG's website.

Products

Date

- | | |
|---|-------------|
| ▪ STIP Quarterly Progress Reports | Quarterly |
| ▪ FTIP Amendments | As required |
| ▪ RSTP/CMAQ/TE Fund Obligation Plan (AB 1012) | 4/03 |
| ▪ STIP amendment requests/Deadline extension requests | As required |
| ▪ 2004 RTIP | 12/03 |
| ▪ Annual project listing | Annually |
| ▪ Financial Plan for 2004 FTIP | 4/04 |
| ▪ 2004 FTIP | 6/04 |
| ▪ On-line FTIP database | 12/03 |

Budget

Funding

SBCAG	\$236,600	FHWA PL	\$100,000
Consultant	<u>\$30,200</u>	FTA 5303	16,600
	<u>\$266,800</u>	RIP Funds	135,000
		SBCAG	<u>15,200</u>
			<u>\$266,800</u>

AIR QUALITY PLANNING

WORK ELEMENT 4410 FEDERAL SIP AND STATE AIR QUALITY PLAN DEVELOPMENT

Objective

- To prepare and submit Federal and State Air Quality Plan submittals, in cooperation with the Santa Barbara County Air Pollution Control District (APCD). Under a Memorandum of Understanding with the APCD, SBCAG is responsible for preparation and approval of Transportation Control Measures included in Federal and State Air Quality Plans

Previous Work

- Adoption of MOU on Division of Responsibilities for Clean Air Plan submittals pursuant to the Federal and California Clean Air Acts
- Adoption of the 2001 Clean Air Plan (Maintenance Plan) SIP submittal in December 2002
- Adoption of the Clean Air Plan (Attainment Demonstration) SIP submittal in December 1998

Tasks

1. In cooperation with APCD, pursue amendments to the interagency consultation portions of APCD Rule 701 and formally submit for EPA review and approval.
2. In cooperation with APCD, prepare State Triennial Clean Air Plan update submittal for 2003. Continue to work with the APCD and VAFB in developing consistent socio-economic data bases and forecasts.
3. Examine implications of newly proposed federal 8-hour ozone and fine Particulate Matter standards.
4. Liaison with Caltrans, County, cities, transit providers on TCMs and TCM implementation.
5. 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.
6. Evaluate TCMs proposed for further study in the 2001 Clean Air Plan for possible application in Santa Barbara County.
7. Obtain new emissions model. Perform sensitivity analysis of ARB's EMFAC2002 on-road mobile source emissions model relative to MVEI7G1.0c. Assess the implications of using the new model on Santa Barbara County's emission budgets and conformity status.
8. Coordination with Work Element 4420 on conformity assessment of RTP and FTIP.
9. Coordination with Work Element 2440 on the development of a peak-hour/period traffic model and/or post processing software to better address modeled vehicle speeds and induced travel.
10. Track socio-economic and VMT projections used as inputs to the emission forecasts of the 2001 Clean Air Plan.
11. Assist the APCD in the development of a comprehensive Air Quality Attainment Plan that addresses the State Ozone Standard, including: on-road mobile source emission inventories and TCM development.
12. Provide data and technical support to APCD for the Southern California Ozone Study attainment modeling development and transport studies.

Products

- State Air Quality Plan submittals and reports
- EMFAC 2002 Acquisition and Sensitivity Analysis
- TCM monitoring
- Particulate Matter standard evaluation

Date

As Needed
 7/03
 Ongoing
 12/03

Budget

SBCAG \$20,200

Funding

APCD \$20,000
 SBCAG 200
 \$20,200

WORK ELEMENT 4420

TRANSPORTATION/AIR QUALITY CONFORMITY

Objective

- To determine the conformity of plans, programs, and projects with adopted SIP

Previous Work

- TCM and air quality analyses
- Conformity assessment and findings between adopted SIP and amendments to the 2001 RTP and 2002 FTIP
- Developed emission factor and emission inventory modeling capability using EMFAC 2002
- Finding of conformity of the 1999 RTP and 1999 FTIP with the SIP under the final conformity regulation
- Re-determination of conformity of the 1999 RTP and 2000 FTIP with the 1998 SIP (1998 emission budgets) under the final conformity regulation.
- Determination of conformity of the 2001 RTP and 2002 FTIP with the 1998 SIP (1998 emission budgets) under the final conformity regulation.

Tasks

1. Evaluate conformity of proposed amendments to plans, programs and projects with SIP as required by USDOT/EPA regulations.
2. Conduct conformity assessment of RTP using 2030 growth forecast.
3. Adopt a formal determination of conformity of amended plans and programs in compliance with USDOT/EPA requirements.
4. Continue development of quantitative capability for air quality conformity analysis and coordinate activities with Work Element 2440 and Work Element 4410.
5. Continue to analyze and review EPA/USDOT regulations and guidelines on conformity.
6. Participate in statewide air quality/conformity committee to address matters of statewide interest, e.g., emission models, statewide control measures, etc.
7. Manage interagency consultation committee, consisting of SBCAG, SBAPCD, Caltrans, ARB, EPA, and FHWA. Host bi-monthly committee meetings.
8. As appropriate, evaluate conformity of TIP amendments and regional projects with SIP and comment and assist on conformity determinations of local projects.
9. Coordination with Work Element 2440 on the development of a peak hour/period traffic model, and/or post processing software to better address modeled vehicle speeds and induced travel.
10. Develop and maintain on-road activity data input files for use in DTIM. Review interim products and technical reports produced as part of the South Coast Ozone Study.

Products

- Conformity assessment and findings for amendments to the 2004 RTP
- Conformity assessment and findings for 2004 FTIP

Date

4/04
As Needed

- Interagency consultation meetings

Bimonthly

Budget

SBCAG \$40,500

Funding

FHWA PL	\$30,300
FTA 5303	5,500
SBCAG	<u>4,700</u>
	<u>\$40,500</u>

Program Delivery/Services

WORK ELEMENT 5410 SERVICE AUTHORITY FOR FREEWAY EMERGENCIES

Objective

- To provide and maintain a system of motorist-aid call boxes on Santa Barbara County highways

Previous and Ongoing Work

- Installation of call boxes and initiation of call box service in February 1991
- Completed Callbox Capital Improvement Plan in 2001
- Prepare Capital Replacement and Upgrade Plan

Tasks

1. Provide staff support to SAFE Board; prepare reports, agenda and minutes for board meetings.
2. Monitor vendor contracts and agency agreements and coordinate the activities of the call box vendor, cellular service provider, California Highway Patrol, Caltrans, and technical consultant.
3. Participate in statewide SAFE committee to share pertinent information and ideas and to monitor legislation related to call box service.
4. Ensure that call boxes are maintained and in proper working order.
5. Develop and administer a SAFE budget.
6. Monitor use of call boxes to determine if changes are warranted in CHP dispatch protocol, system hardware, public education, etc.
7. Update call box system implementation plan consistent with CHP/Caltrans guidelines.
8. Complete Callbox Capital Replacement and Upgrade Plan which identifies needed improvements to the call box units and accessibility needs for callbox sites.
9. Conduct public hearing to solicit testimony regarding how current call box device technology meets needs of the hearing impaired community
10. Complete Call Box Capital Replacement and Upgrade.

Products

Date

- | | |
|--|-------|
| ▪ Call Box Capital Replacement Plan | 7/03 |
| ▪ Complete Call Box System Upgrade/Replacement | 11/03 |

Budget

Funding

SBCAG	<u>\$60,200</u>	SAFE	<u>\$60,200</u>
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WORK ELEMENT 5420 LOCAL TRANSPORTATION AUTHORITY

Objective

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

Previous and Ongoing Work

- Local Allocation Rules
- Measure D ordinance and expenditure plan
- State and Regional Highway Cost Estimate and Scoping Study
- 2001 Measure D Strategic Plan
- Measure D 10-Year Progress Report
- Measure D Local Program of Projects
- SCA 3 and Transportation Priorities Voter Opinion Survey

Tasks

1. Administer Local Allocation of funds; prepare estimates and apportionments, evaluate local Measure D programs of projects, allocate funds, conduct annual fiscal/compliance audits.
2. Prepare annual Measure D Regional program of projects for approval by SBCAG Board and incorporate into the Federal TIP.
3. Update Measure D Highway Program Strategic Plan annually including project costs, schedules and scopes, financing plan and LTA policies. Prepare quarterly progress reports on progress and implementation of Strategic Plan.
4. Work with program management consultant to implement Strategic Plan. Initiate agreements with Caltrans, local agencies and private firms to complete project development work. Award and administer construction contracts.
5. Work with financial advisor to refine financing needs and implement bonding program consistent with strategic plan.
6. Maintain a public information program to advise residents and travelers on progress in implementing projects and provide information regarding impacts of construction on traffic.
7. Distribute paratransit funds to transit operators consistent with Measure D ordinance and LTA policies.
8. Provide staff support to LTA Board; prepare staff reports, agendas, minutes for meetings. Prepare and administer LTA budget.
9. Participate in Self-Help Counties Coalition including monitoring and commenting on state legislation and policies affecting local transportation sales tax measures.
10. Monitor legislation affecting local sales tax measures including legislative proposals authorizing establishment or extension of local transportation sales tax measures (e.g., SCA 3). Compile information as needed for development of new transportation expenditure plan.
11. Prepare annual report, summarizing progress to date on Measure D Regional Program, and outlining financial condition of program.

Products

- Measure D Program of Projects
- Updated Local Allocation rules
- Measure D Highway Program Strategic Plan
- Highway project public information materials

Date

6/04
As needed
10/03
As needed

Budget

SBCAG \$272,000

Funding

Measure D Funds \$272,000

WORK ELEMENT 5430 TRANSPORTATION DEMAND MANAGEMENT (TDM)/ RIDESHARING PROGRAM

Objective

- To promote and encourage alternatives to driving alone, with the goals of reducing traffic congestion, air pollution and vehicle miles driven as well as to improve the quality of life for employees, visitors, and residents of Santa Barbara County.

Previous and Ongoing Work

- Continuation of the voluntary TDM Program for Santa Barbara County
- Continuation of the services of the County Ridesharing Office
- Continuation of the Clean Air Express commuter bus service

Tasks

1. Provide centralized administration and implementation of voluntary TDM Program directed at employers and the general public.
2. Provide training and furnish promotional materials, support and activities for employer transportation coordinators.
3. Provide incentives for the development of employer implemented TDM programs.
4. Publish and distribute a bimonthly newsletter, *Changing Gears*.
5. Administer a biannual commuter profile survey.
6. Develop and provide information and promotional materials regarding carpooling, vanpooling, transit, rail, bicycling, compressed work hours, telecommuting, tax programs and other TDM/ridesharing activities.
7. Administer an Emergency Ride Home program with participating employers.
8. Distribute, process and follow-up applications for carpool match lists. Maintain an updated rideshare database.
9. Administer the Clean Air Express subscription commuter bus service, including route and schedule planning, fare collection, marketing and customer service.
10. Expand the Clean Air Express service by acquiring new vehicles and adding four more routes.
11. Develop a Clean Air Express Transit Plan. Assist with the planning of expansion or modification of complementary commuter bus service.
12. Assist in the organization and ongoing placement of vanpools. Provide incentives to stimulate vanpool formation.
13. Promote TDM/Rideshare Education and events.
14. Assist in defining and implementing TDM mitigation measures associated with EIR and Negative Declarations.
15. Participate in regional land use / transportation planning process.
16. Coordinate with multi agency consortium on Annual Green Awards

Products

Date

- Quality customer service ride-matching and transportation referral services Ongoing
- Production and distribution of TDM promotional materials, including countywide bike map, countywide transit map and transit users guide Ongoing
- Production of *Changing Gears*, bimonthly newsletter Bimonthly
- Kids Care for Clean Air 2003 Calendar 12/03
- Development of a Clean Air Express Transit Plan 4/04
- Procurement of seven new Clean Air Express vehicles 8/03
- Modify Clean Air Express Operator Contract to reflect new service 9/03
- Quarterly and annual progress reports Ongoing
- Expand and improve TDM website Ongoing

Budget

Funding

SBCAG	<u>\$274,300</u>	Clean Air Express Revenue	\$75,900
		RIP / STIP	\$71,400
		CMAQ (FHWA)	<u>\$127,000</u>
			<u>\$274,300</u>

FY 2003-2004 OVERALL WORK PROGRAM
FUNDING SOURCES

Work Element	FTA 5303		FHWA PL		FTA 5313(b)		State	Other Local	SBCAG	Total
	Federal Share	Local Match	Federal Share	Local Match	Federal Share	Local Match				
1000 Program Administration										
1410 Administration	16,100	2,086	80,000	10,365	0	0	0	0	49	108,600
1420 Regional/Subregional Coordination	5,000	648	20,000	2,591	0	0	0	0	0	28,300
1430 Public Participation and Information	11,500	1,490	80,000	10,365	0	0	0	0	45	103,400
1440 TDA Administration	0	0	0	0	0	0	0	0	86,100	86,100
2000 Comprehensive Planning/Analysis										
2410 Airport Land Use Planning	0	0	0	0	0	0	0	15,000	5,200	20,200
2420 Census Data Center	12,700	1,645	45,000	5,830	0	0	0	0	24	65,200
2430 Regional Growth Forecast	10,700	1,386	47,000	6,089	0	0	0	0	24	65,200
2440 Travel Demand Forecasting	6,400	829	93,000	12,049	0	0	0	0	22	112,300
2470 Inter-Regional Partnership Project	0	0	0	0	0	0	131,300	32,775	10,925	175,000
3000 Transportation Planning and Programming										
3410 Regional Transportation Plan	9,300	1,205	130,000	16,843	0	0	0	0	52	157,400
3420 Highway Planning	0	0	51,600	6,695	0	0	0	0	15	58,300
3421 SR 246/Central/Purissima Forecast	0	0	6,100	790	0	0	0	0	10	6,900
3430 Transit/Paratransit Planning	56,400	7,307	0	0	0	0	0	0	93	63,800
3440 Passenger Rail Service Planning	0	0	0	0	0	0	0	0	27,200	27,200
3450 Bicycle/Pedestrian Planning	0	0	29,200	3,783	0	0	0	0	117	33,100
3470 ITS Development & Deployment	0	0	13,300	1,723	0	0	0	0	77	15,100
3480 Congestion Management Program	0	0	28,200	3,654	0	0	0	0	46	31,900
3481 Highway 101 Implementation Plan	0	0	84,200	10,909	132,795	17,205	200,000	50,000	91	495,200
3490 Transportation Improvement Program	16,600	2,151	100,000	12,956	0	0	135,000	0	93	266,800
4000 Air Quality Planning										
4410 SIP Development	0	0	0	0	0	0	0	20,000	200	20,200
4420 Transportation/Air Quality Conformity	5,500	713	30,300	3,926	0	0	0	0	62	40,500
5000 Program Delivery/Services										
5410 Service Authority for Freeway Emergencies	0	0	0	0	0	0	0	0	60,200	60,200
5420 Local Transportation Authority	0	0	0	0	0	0	0	0	272,000	272,000
5430 TDM/Ridesharing Program	0	0	0	0	0	0	127,000	71,400	75,900	274,300
Total	150,200	19,460	837,900	108,559	132,795	17,205	337,700	117,775	538,606	2,587,200

FY 03-04 Allocation 130,700
 Carryover 19,500
 Total Funding 150,200

587,600
 240,300
 837,900

APPENDICES

APPENDIX A
2003
SANTA BARBARA COUNTY
ASSOCIATION OF GOVERNMENTS
BOARD OF DIRECTORS

<u>Supervisors</u>	<u>Member</u>	<u>Supervisorial District</u>
	NAOMI SCHWARTZ	FIRST DISTRICT
	SUSAN ROSE (Vice-Chair)	SECOND DISTRICT
	GAIL MARSHALL	THIRD DISTRICT
	JONI GRAY	FOURTH DISTRICT
	JOE CENTENO	FIFTH DISTRICT

<u>Jurisdiction</u>	<u>Member</u>	<u>Alternate</u>
BUELLTON	VICTORIA POINTER Mayor	BILL TRAYLOR Mayor Pro Tem
CARPINTERIA	RICHARD WEINBERG Mayor	DONNA JORDAN Councilwoman
GOLETA	JACK HAWXHURST Mayor	CYNTHIA BROCK Councilwoman
GUADALUPE	Sam Arca Mayor	Lupe Alvarez Councilman
LOMPOC	DICK DEWEES Mayor	JANICE KELLER Councilwoman
SANTA BARBARA	GREGG HART Councilman	MARTY BLUM Mayor
SANTA MARIA	LAURENCE LAVAGNINO (Chair) Mayor	BOB ORACH Councilman
SOLVANG	DAVID SMYSER Councilman	BRIAN BACA Councilman

Ex-officio Members

Members of State Senate

Bruce McPherson
15th Senate District

Tom McClintock
19th Senate District

Members of State Assembly

Abel Maldonado
33rd Assembly District

Hannah-Beth Jackson
35th Assembly District

California Department of Transportation (CALTRANS) District 5

Gregg Albright
Director, District 5

APPENDIX B**2003 TECHNICAL PLANNING ADVISORY COMMITTEE
ROSTER**

<u>Jurisdiction</u>	<u>Member</u>	<u>Alternate</u>
BUELLTON	RAY SEVERN Director Planning Department	LINDA REID Planning Technician
CARPINTERIA	PAUL KERMOYAN Director Community Development	DAVE DURFLINGER City Manager
GOLETA	FREDRICK STOUDE City Administrator	
GUADALUPE	SAM ANGULO Director Public Works Department	JEREMY KROUT Planner Planning Department
LOMPOC	ARLEEN T. PELSTER Director Community Development	PEGGY WOODS Associate Planner
SANTA BARBARA	LIZ LIMON – (Chair) Senior Planner II Community Development Department	JOHN LEDBETTER Principal Planner Community Development Department
SANTA MARIA	BILL SHIPSEY – (Vice-Chair) Planner III Community Development Department	MARC BIERDZINSKI Planning Division Manager
SOLVANG	SHELLEY STAHL Director Community Development	
COUNTY OF SANTA BARBARA	LISA PLOWMAN Supervisor Comprehensive Planning	

SPECIAL DISTRICT REPRESENTATIVES

MEMBER

ALTERNATE

AIR POLLUTION CONTROL DISTRICT

RON TAN
Air Quality Engineer

BOBBIE BRATZ
Air Quality Specialist,
Supervisor

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS

MICHAEL G. POWERS
Deputy Director, Planning

JAMES M. KEMP
Executive Director

APPENDIX C**2003 TECHNICAL TRANSPORTATION ADVISORY COMMITTEE
ROSTER****2003 MEMBERSHIP ROSTER**

<u>CITY</u>	<u>MEMBER</u>	<u>ALTERNATE</u>
BUELLTON Engineering Department P.O. Box 1819 Buellton, CA 93427 Phone: 686-0137 FAX: 686-0086	JEFF EDWARDS Deputy City Engineer Engineering Department	MARY WELSH Planning Technician
CARPINTERIA Public Works Department 5775 Carpinteria Avenue Carpinteria, CA 93013 Phone: 684-5405 FAX: 684-5304	RICK FULMER Interim Public Works Manager	DAVE DURFLINGER City Manager
GOLETA P.O. Box 250 Goleta, CA 93116 Phone: 650-7719 FAX: 650-7719	STEVE WAGNER (Chair) Planning Director	FREDRICK STOUDE City Administrator
GUADALUPE Public Works Department 918 Obispo Street Guadalupe, CA 93434-0898 Phone: 343-1340 FAX: 343-5512		SAM ANGULO Public Works Director

CITY

MEMBER

ALTERNATE

LOMPOC

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

KEVIN McCUNE
 Civil Engineer

RICHARD FERNBAUGH
 Aviation/Transportation
 Administrator

SANTA BARBARA

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

ROB DAYTON
 Supervising Transportation
 Planner

BROWNING ALLEN
 Transportation Planning
 Manager

SANTA MARIA

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

BRUCE NYBO
 Senior Civil Engineer

DAVID BEAS
 Senior Civil Engineer

SOLVANG

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

TOM ROWE
 Public Works Director

MARLENE DEMERY
 City Manager

COUNTY OF SANTA BARBARA

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

SCOTT McGOLPIN
 Deputy Director
 Public Works

BRET STEWART
 Traffic Section Manager
(Vice-Chair)

SPECIAL DISTRICT REPRESENTATIVES

MEMBER

ALTERNATE

SANTA BARBARA METROPOLITAN DISTRICT

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

STEVE MAAS
Senior Planner

MARK THOMSEN

AIR POLLUTION CONTROL DISTRICT

26 Castilian Drive, Suite B-23
Goleta, CA 93117
Phone: 961-8812
FAX: 961-8801

RON TAN
Air Quality Engineer

BOBBIE BRATZ
Air Quality Specialist

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS

26 Castilian Drive
P.O. Box 8208
Goleta, CA 93118-8208
Phone: 961-8900
FAX: 961-8901

MICHAEL POWERS
Deputy Director
Planning

JIM KEMP
Executive Director

STATE REPRESENTATIVE

CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) DISTRICT V

26 Castilian Drive
Goleta, CA 93117
Phone: 968-5779
FAX: 968-4559

PATRICIA MICKELSON
Regional Planner

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

DAVID MURRAY
Chief Regional Planning &
IGR

APPENDIX D

**CERTIFICATIONS AND ASSURANCES
FOR FTA ASSISTANCE PROGRAMS**

FEDERAL FY 2003 CERTIFICATIONS AND ASSURANCES FOR FTA ASSISTANCE

Name of Applicant: Santa Barbara County Association of Governments

The Applicant agrees to comply with applicable requirements of Categories I – XV

OR

The Applicant agrees to comply with the applicable requirements of the following categories it has selected:

- | | | |
|-----|---|-------------------|
| 1. | Certifications and Assurances Required of Each Applicant. | <u> X </u> |
| 2. | Lobbying Certification | <u> X </u> |
| 3. | Certification Pertaining to Effects on Private Mass Transportation Companies | <u> </u> |
| 4. | Public Hearing Certification for a Project with Substantial Impacts | <u> </u> |
| 5. | Certification for the Purchase of Rolling Stock | <u> </u> |
| 6. | Bus Testing Certification | <u> </u> |
| 7. | Charter Service Agreement | <u> </u> |
| 8. | School Transportation Agreement | <u> </u> |
| 9. | Certification for Demand Responsive Service | <u> </u> |
| 10. | Substance Abuse Certifications | <u> </u> |
| 11. | Certification Required for Interest and Other Financing Costs | <u> </u> |
| 12. | Certifications and Assurances for the Urbanized Area Formula Program, the Job Access and Reverse Commute Program, and the Clean Fuels Formula Program | <u> </u> |
| 13. | Certifications and Assurances for the Elderly and Persons with Disabilities Program | <u> </u> |
| 14. | Certifications and Assurances for the Nonurbanized Area Formula Program | <u> </u> |
| 15. | Certifications and Assurances for the State Infrastructure Bank (SIB) Program | <u> </u> |

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

APPENDIX A

FEDERAL FISCAL YEAR 2003 FTA CERTIFICATIONS AND ASSURANCES

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

Name of Applicant: Santa Barbara County Association of Governments

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

BY SIGNING BELOW, I James M. Kemp (name), on behalf of the Applicant, declare that the Applicant has duly authorized me to make these certifications and assurances and bind the Applicant's compliance. Thus, the Applicant agrees to comply with all Federal statutes, regulations, executive orders, and administrative guidance required for each application it makes to the Federal Transit Administration (FTA) in Federal Fiscal Year 2003.

FTA intends that the certifications and assurances the Applicant selects on the other side of this document, as representative of the certifications and assurances in Appendix A, should apply, as required, to each project for which the Applicant seeks now, or may later, seek FTA assistance during the Federal Fiscal Year 2003.

The Applicant affirms the truthfulness and accuracy of the certifications and assurances it has made in the statements submitted herein with this document and any other submission made to FTA, and acknowledges that the provisions of the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. 3801 *et seq.* as implemented by U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR part 31 apply to any certification, assurance or submission made to FTA. The criminal fraud provisions of 18 U.S.C. 1001 apply to any certification, assurance, or submission made in connection with the Urbanized Area Formula Program, 49 U.S.C. 5307, and may apply to any other certification, assurance, or submission made in connection with any other program administered by FTA.

In signing this document, I declare under penalties of perjury that the foregoing certifications and assurances, and any other statements made by me on behalf of the Applicant are true and correct.

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

AFFIRMATION OF APPLICANTS ATTORNEY

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

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

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

Signature _____ Date: _____
Name Kevin E. Ready Sr., Senior Deputy County Counsel
Applicant's Attorney

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

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

(To be submitted annually with each Overall Work Program)

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

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

MPO Authorizing Signature

Caltrans District Director Signature

Executive Director

Title

Title

Date

Date

APPENDIX E

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 CAAA require a comprehensive demonstration of attainment of the federal emissions standards by air quality non-attainment areas. The demonstration for Santa Barbara County was included the adopted 1994 Clean Air Plan, or CAP. An update to that plan was completed in 1998, and has been submitted for EPA approval.
CART	Carpinteria Area Rapid Transit - Demand-responsive general public transit service in the Carpinteria area operated by Easy Lift Transportation under contract with the City of Carpinteria.
CASP	California Aviation System Plan - Statewide aviation system planning effort responding to state law (PUC 21701-21707). The CASP is updated biennially by the California Department of Transportation, Division of Aeronautics, and approved by the CTC. The law mandates the CASP to include identification of air transportation issues, a capital improvement element, a regional system element and a statewide system element. The biennial update of the CASP Capital Improvement Element provides the basis for the development of the State Aeronautics Capital Improvement Program, under which state funding is programmed for the various aviation and airport projects throughout the state.
CBD	Central Business District - The downtown business areas of cities, historically the central downtown area.

- CCAT** **Central Coast Area Transit** – A public transit service operated by San Luis Obispo Regional Transit Authority (SLORTA) that provides service between the cities of Santa Maria and Santa Luis Obispo County.
- CEQA** **California Environment Quality Act** - A law which requires that governmental decision makers be provided with adequate information about the potentially significant environmental impacts of proposed projects. CEQA also mandates ways to avoid or significantly reduce damage to the environment.
- CIP** **Capital Improvement Program** – A list of projects, their estimated cost, and schedule contained within a report approved by the responsible agency. The RTP's CIP is included in the Action Element, Chapter Five of the RTP.
- CMA** **Congestion Management Agency** - The county agency responsible for developing, coordinating and monitoring the Congestion Management Program (CMP) required by Section 65088 of the California Government Code. SBCAG has been designated by the cities and the county as the region's CMA. SBCAG is responsible, in cooperation with local and state agencies, for identifying and resolving traffic congestion problems within the county pursuant to specific legislative requirements.
- CMAQ** **Congestion Mitigation and Air Quality Program** - A program created by the Intermodal Surface Transportation and Efficiency Act (ISTEA) which provides funds for transportation plans and programs in areas that are currently not in attainment with the federal Clean Air Act for ozone or carbon monoxide. CMAQ-funded projects must contribute to the attainment of air quality standards by demonstrating a reduction in vehicular emissions.
- CMP** **Congestion Management Program** - The CMP is a comprehensive program designed to reduce auto-related congestion through provision of roadway improvements, travel demand management and coordinated land use planning among all local jurisdictions. The program is required of 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.
- CTSA** **Consolidated Transportation Service Agency** – In accordance with state statute (AB120), SBCAG designates a Consolidated Transportation Service Agency. The CTSA's primary role is to promote coordination and consolidation of social service transportation. Two CTSA's have been designated within SBCAG's jurisdiction. Easy Lift Transportation, Inc. has served as the CTSA for the South Coast Region since 1981. In 1999, SMOOTH, Inc. was designated as the CTSA for the Santa Maria Region (including the cities of Santa Maria and Guadalupe and the unincorporated Orcutt area. Designation entitles the CTSA's to claim TDA Section 4.5 monies.
- DEPLANED** Refers to passengers deboarding or getting off an aircraft at a given location.
- EIR/EIS** **Environmental Impact Report/Environmental Impact Statement** - An analysis of the environmental impacts of proposed land development and transportation projects; it is an EIR when conducted in response to the California Environmental Quality Act (CEQA), and an EIS is conducted for federally funded or approved projects per the National Environmental Policy Act (NEPA). A draft EIR or draft EIS (DEIR or DEIS) is normally circulated to the public and agencies for comments.
- EMFAC** EMFAC 7G and 7F are versions of the model developed by the California Air Resources Board to derive on-road mobile source emission factors for all on-road mobile source criteria pollutants (expressed in grams per vehicle mile traveled).
- ENPLANED** Refers to passengers which have boarded or gotten on aircraft at a given airport (includes passengers transferring between airplanes).

- EPA** **Environmental Protection Agency** - The United States agency charged with setting policies and guidelines, and carrying out legal mandates for the protection of national interests in environmental resources.
- FAA** **Federal Aviation Administration** - As an agency under the U.S. Department of Transportation, FAA is responsible for all federal aviation programs.
- FCAA** **Federal Clean Air Act (Amendments) (FCAAA or CAAA)** - Federal legislation that sets national air quality standards and requires each state with areas that have not met federal air quality standards to prepare a State Implementation Plan (SIP). The 1990 FCAA amendments established air quality requirements for the development of metropolitan transportation plans and programs.
- FHWA** **Federal Highway Administration** - As an agency under the U.S. Department of Transportation (U.S. DOT), FHWA is responsible for administering all federal highway programs.
- FSTIP** **Federal Statewide Transportation Improvement Program** – The FSTIP is prepared by Caltrans to meet federal requirements of Title 23 USC and is a statewide compilation projects proposed for federal transportation funding from TEA 21 taken from each regionally adopted FTIP.
- FTA** **Federal Transit Administration** - Formally known as the Urban Mass Transportation Administration (UMTA), FTA is an agency under the U.S. Department of Transportation (U.S. DOT) responsible for all federal programs related to mass transit.
- FTIP** **Federal Transportation Improvement Program** - The FTIP is a multi-year program of transportation projects for Santa Barbara County that are funded from predominantly federal sources. The FTIP is developed and adopted by SBCAG on a biennial basis. Once adopted, the FTIP is submitted to the California Transportation Commission (CTC) and the federal funding agencies.
- GAA** **General Aviation Airport** - An airport which does not have scheduled air service and which serves only general aviation aircraft.
- HCM** **Highway Capacity Manual** – A manual describing the relationships between roadway capacity and travel/flow characteristics, and containing procedures for calculating the level of service (LOS) of a roadway or intersection.
- HCS** **Highway Capacity Software (1985)** – Computer software developed to analyze changes in travel/flow characteristics associated with changes in roadway capacity.
- HDV** **Heavy Duty Vehicles** - Vehicles (trucks) which have three or more axles.
- HOT Lane** **High Occupancy Toll Lane** – A travel lane on a roadway segment, the use of which is restricted to HOVs and to other vehicles who pay a prescribed toll.
- HOV** **High Occupancy Vehicle** - A vehicle which is transporting more than one person. HOV lanes are segments of roadway which are restricted to HOVs.

- ISTEA** **Intermodal Surface Transportation and Efficiency Act** - Federal transportation legislation signed into law in December 1991, which substantially changed the way transportation funding decisions are made. It emphasized diversity, balance of modes, and the preservation of existing systems. ISTEA authorized the expenditure of \$151 billion over its six year life. It was superseded by TEA-21 in 1998.
- ITIP** **Interregional Transportation Improvement Program** –A program prepared biennially by Caltrans which includes interregional highway and intercity rail projects proposed for funding through the STIP. The ITIP comprises 25 percent of the funding in the State Transportation Improvement Program (STIP). Sixty percent of the ITIP funds are programmed and expended for improvements to state highways that are outside the boundaries of an urbanized area with a population of more than 50,000 and for inter-city rail improvements. Of that 60 percent, 15 percent must be programmed for inter-city rail improvement projects. In sum, a minimum of 9 percent (60 percent multiplied by 15 percent) of ITIP funds must be available for inter-city rail projects. This is equivalent to 2.25 percent of total STIP funding. MPOs may propose projects for consideration by Caltrans for inclusion in the ITIP.
- ITS** **Intelligent Transportation System** – General term to describe a range of advanced electronic and information technologies that can be used to improve the safety, operational efficiency and productivity of the transportation system.
- Km** **Kilometer** - Unit of distance, metric system. One mile = 1.6093 km.
- LCP** **Local Coastal Plan** - Guides the development of land within the coastal areas of California. The zoning ordinances of the jurisdictions within the region implement provisions of the LCP.
- LOS** **Level of Service** - A measure of congestion on a highway facility or intersection based primarily on the comparison between the facility's capacity and the speed and density of its traffic volume. Levels of congestion are designated along a scale from "A" to "F", with "A" indicating free flow conditions and "F" indicating severe congestion.
- LOSSAN** **Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency** – Agencies, including SBCAG, from San Diego in the south to San Luis Obispo in the north have joined together to promote passenger rail service and capital investment in the Amtrak Pacific Surfliner rail corridor.
- LTA** **Local Transportation Authority** - In its role as the LTA for the region, SBCAG is responsible for implementing and administering the ½% sales tax authorized by Measure D in November 1989.
- LTF** **Local Transportation Fund** – A county fund derived from the ¼% statewide sales tax established by the Transportation Development Act for public transportation. LTF funds are administered and allocated to local governments, transit operators and CTSA's by SBCAG. LTF revenues must be used for public transit purposes as a first priority, but may be used for street and road purposes if SBCAG finds that there are no unmet transit needs that can reasonably be met.

Measure D	A 1/2 cent sales tax referendum approved by the voters in 1989 to fund local and regional transportation facility maintenance and improvements in Santa Barbara County over the next 20 years.
MPO	Metropolitan Planning Organization - Under federal law, the organization designated by the governor as responsible for transportation planning and programming activities required under federal law in an urbanized area. It serves as the forum for cooperative decision making by a regional board made up of local elected officials. As the regions' designated MPO, SBCAG is responsible for development of the federal long range transportation plan and multi-year funding programs, and the selection and approval of transportation projects using federal funds.
NAAQS	National Ambient Air Quality Standards - Standards set by the federal Environmental Protection Agency (EPA) for the maximum levels of air pollutants which can exist in the outdoor air without unacceptable effects on human health or the public welfare.
NEPA	National Environmental Policy Act – Federal legislation which establishes requirements and procedures for documenting the environmental impacts of federally funded projects, including transportation improvements.
NHS	National Highway System - Required under Section 1006 of the ISTEA, the NHS is comprised of major highways which serve interstate and interregional travel, connecting major population centers, ports, airports, public transportation facilities, major travel destinations, international border crossings, and major military installations.
OWP	Overall Work Program - The OWP is the document which describes and details the planning and programming activities SBCAG will conduct in a fiscal year. The OWP also serves as the documentation for the federal and state planning grants which finance the program.
PRIMARY AIRPORT	A commercial service airport that enplanes more than 10,000 Passengers/year.
PSR	Project Study Report – A preliminary engineering study which evaluates project scope, cost, alternatives, environmental and technical issues for use in making programming decisions. A new project may not be included in an RTIP or ITIP without a completed PSR.
RELIEVER AIRPORT	A general aviation airport which is designated by the FAA as a "reliever airport". It must be near a metropolitan area, providing an alternate landing site. A reliever airport is intended to reduce congestion at the large primary airports.
RIP	Regional Improvement Program – One of the two broad programs that make up the STIP. The RIP is funded from 75% of new STIP funds and further subdivided by formula into county shares. MPOs program RIP funds to projects through the RTIP process.

- RSTP** **Regional Surface Transportation Program** – The portion of the federal Surface Transportation Program that is directly allocated to regions. RSTP funds are programmed by SBCAG in the FTIP.
- RTIP** **Regional Transportation Improvement Program** - Prepared and adopted biennially by SBCAG, the RTIP includes projects from the Regional Transportation Plan (RTP) Action Element nominated for state highway, transit and rail funds. The RTIP when adopted is submitted to the California Transportation Commission (CTC) for inclusion in the State Transportation Improvement Program (STIP).
- RTP** **Regional Transportation Plan** - The RTP is a long range plan (covering a twenty year planning period) to improve our region's state highways; local streets, roads, and bikeways; airports and marine facilities; transit, paratransit, and passenger rail services. A guide for the development of these facilities, the RTP describes the priorities for making investments in our region's transportation system.
- RTPA** **Regional Transportation Planning Agency** - The multi-county, or county-level agency responsible under state law for the preparation of RTPs and allocation of funds. RTPAs can be local transportation commissions, Councils of Governments, MPOs. or statutorily created agencies. SBCAG is the designated RTPA for the Santa Barbara County region.
- SB-45** **Senate Bill 45** – State legislation enacted in 1997 which substantially changed the process for allocating state and federal transportation funds through the STIP. The major changes include consolidation of several STIP funding programs into two broad programs, increased programming flexibility, authority, and accountability for regional agencies and full accounting of all project costs in the STIP. SB-45 shortened the STIP period from 7 years to 4 years; however; it was changed to a five-year program beginning with the 2002 STIP under AB 2928.
- SBAPCD** **Santa Barbara Air Pollution Control District** - The local agency which governs air quality issues, proposes and adopts local air pollution rules, enforces those rules, responds to air pollution related complaints, issues permits to polluting sources, and inventories sources of air pollution emissions.
- SBCAG** **Santa Barbara County Association of Governments** - SBCAG is a voluntary council of governments formed under a joint powers agreement executed by each of the general purpose local governments in Santa Barbara County. SBCAG is an independent entity governed by a twelve-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.

- SBMTD** **Santa Barbara Metropolitan Transit District** - SBMTD (also abbreviated MTD) is the provider of public transit services on the South Coast.
- SCTAC** **South Coast Transportation Advisory Committee** - An advisory committee to SBCAG formed to provide input on unmet transit needs of the transit disadvantaged and disabled members of the population on the South Coast.
- SCTP** **South Cost Transit Plan** – A transit plan prepared by Santa Barbara MTD that describes extensive improvements to transit service throughout the South Coast.
- SHOPP** **State Highway Operation and Protection Plan** – A program of projects adopted biennially by Caltrans to preserve and protect the state highway system and provide for its safe operation. SHOPP projects include traffic safety, pavement and bridge rehabilitation, seismic retrofit, earthquake and storm damage repair and traffic operational improvements.
- SIP** **State Implementation Plan** - A document prepared by each state, with input from local Air Pollution Control Districts, describing the existing air quality conditions and measures which will be taken to attain and maintain national ambient air quality standards (NAAQS). In California, the SIP is prepared by the California Air Resources Board (CARB or ARB).
- SMAT** **Santa Maria Area Transit** - SMAT is the transit provider in the Santa Maria/Orcutt Area.
- SMOOTH** **Santa Maria Organization of Transportation Helpers** – SMOOTH is the transit provider under contract with the City of Santa Maria to provide SMAT service, with the County of Santa Barbara to provide transportation between north county communities and health facilities on the South Coast, and with the City of Guadalupe to provide the intercommunity service between the Cities of Guadalupe and Santa Maria. SMOOTH is also the designated 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 seven year period.
- STP** **Surface Transportation Program** - A flexible funding program established under ISTEA and continued under TEA-21, which maybe be used for a broad range of transportation improvements.

- STRAHNET** The federal Strategic Highway Network, or STRAHNET, is the federally designation system of highways providing access to major U.S. military installations.
- TAZ** **Traffic Analysis Zone** - A geographical area delineated for the purpose of transportation modeling. TAZs are the major units of transportation modeling analysis and are delimited on the basis of socio-economic, topographic, political, and transportation facilities information.
- TCM** **Transportation Control Measure** - Any strategy to reduce vehicle trips, vehicle use, vehicle miles traveled, vehicle idling, or traffic congestion for the purpose of reducing motor vehicle emissions.
- TDA** **Transportation Development Act** - As contained in Section 99200 of the Public Utilities Code, the TDA provides two major sources of funding for public transportation through regional planning and programming agencies: the county Local Transportation Fund (LTF), which is derived from 1/4 cent of the 6 cent retail sales tax collected statewide; and the State Transit Assistance (STA) funds (also abbreviated STAF), which are for transportation planning and mass transportation purposes as specified by the legislature.
- TDM** **Transportation Demand Management** - The implementation of measures which encourage people to change their mode of travel, travel during off-peak periods, or not to make a trip at all, e.g., ridesharing, pricing incentives, parking management and telecommuting.
- TDP** **Transit Development Program** - Federal Transit Administration (FTA) requires that a TDP be prepared for all areas applying for TDP capital or operating grants. The required TDP should provide for the planning and coordination of all public transit systems in an area, and should cover a planning period of five years. The TDP must be consistent with the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP). TDPs are typically prepared for rural areas, while SRTPs are prepared for individual transit operations in urban areas.
- TE** **Transportation Enhancements** – A program under ISTEA and TEA-21 which sets aside a portion of Surface Transportation Program (STP) funds for several categories of projects whose purpose is to enhance the transportation system. Enhancement funds can be used for bicycle and pedestrian facilities, landscaping and scenic highway programs, restoration of historic rail stations, and various other purposes.
- TEA-21** **Transportation Equity Act for the 21st Century**- Federal legislation enacted Jun 9, 1998 as Public Law 105-178. TEA-21 authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 6-year period 1998-2003. This legislation superseded the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), but maintained its basic structure and built on its key initiatives.
- TIP** **Transportation Improvement Program** - See RTIP, STIP, FTIP.

- TMA** **Transportation Management Area** - A region which is subject to certain planning requirements under ISTEA. Any urbanized area with population of more than 200,000 is automatically a TMA. Other urbanized areas may request designation as a TMA, as did SBCAG.
- TSM** **Transportation System Management** - Relatively low-cost improvements designed to make the transportation system work more efficiently and to increase its people carrying capacity.
- TTAC** **Technical Transportation Advisory Committee** - As one of the two regional advisory committees in Santa Barbara County, TTAC serves as a communication link between SBCAG and all transportation agencies in the county. TTAC reviews and makes policy recommendations on fiscal matters, fund allocations, special studies and planning documents for submittal to the SBCAG policy board. The committee consists of public works representatives from the eight cities and the County and representatives from SBMTD, Caltrans, and the APCD.
- TPAC** **Technical Planning Advisory Committee** - TPAC is SBCAG's regional planning advisory committee, serving as a communication link between SBCAG and all planning agencies in the county. TPAC is composed of the planning directors of the county and eight cities, and two ex-officio members from UCSB and VAFB.
- UCSB** **University of California at Santa Barbara.**
- UP** **Union Pacific Railroad Company** - Owner and operator of private rail services along the entire coast line and one branch line (between Surf and White Hills) in Santa Barbara County.
- VAFB** **Vandenberg Air Force Base.**
- VMT** **Vehicle Miles Traveled** - VMT is the sum of miles traveled by all vehicles during a fixed period of time on a fixed expanse of highways.