Santa Barbara County Association of Governments

Joint Certification Review of the Santa Barbara Region's Metropolitan Transportation Planning Process

Final Report

September 2012

Prepared by:
The Federal Highway Administration California Division,
and Federal Transit Administration Region IX
Table of Contents

<table>
<thead>
<tr>
<th>Topic</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Forward</td>
</tr>
<tr>
<td>2. Executive Summary</td>
</tr>
<tr>
<td>2.1 Commendable Practices</td>
</tr>
<tr>
<td>2.2 Recommendations</td>
</tr>
<tr>
<td>2.3 Corrective Actions</td>
</tr>
<tr>
<td>3. Introduction/Purpose</td>
</tr>
<tr>
<td>4. Review Process Summary</td>
</tr>
<tr>
<td>4.1 Desk Review</td>
</tr>
<tr>
<td>4.2 Site Visit</td>
</tr>
<tr>
<td>4.3 Public Listening Session</td>
</tr>
<tr>
<td>4.4 Locally Elected and Transit Official Meetings</td>
</tr>
<tr>
<td>4.5 Meeting with Tribal Government Elected Officials</td>
</tr>
<tr>
<td>4.6 Review Team and Participants</td>
</tr>
<tr>
<td>5. Overview of the MPO</td>
</tr>
<tr>
<td>5.1 Organizational Structure</td>
</tr>
<tr>
<td>5.2 Regional Issues</td>
</tr>
<tr>
<td>5.21 Automobile Dependency</td>
</tr>
<tr>
<td>5.22 Population Growth</td>
</tr>
<tr>
<td>5.23 Land Use Planning</td>
</tr>
<tr>
<td>5.24 Long Distance Commuting</td>
</tr>
<tr>
<td>5.25 Air Quality, Climate Change, and Environmental Impacts</td>
</tr>
<tr>
<td>5.26 Transportation System Management</td>
</tr>
<tr>
<td>5.27 Infrastructure Maintenance</td>
</tr>
<tr>
<td>5.28 Fuel Type and Cost</td>
</tr>
<tr>
<td>5.29 System Security and Safety</td>
</tr>
<tr>
<td>5.210 Intermodal Connectivity</td>
</tr>
<tr>
<td>5.211 Goods Movement</td>
</tr>
<tr>
<td>6. General Review Discussion</td>
</tr>
<tr>
<td>6.1 2008 Certification Review Findings Follow-up</td>
</tr>
<tr>
<td>7. Review Results</td>
</tr>
<tr>
<td>7.1 2012 Certification Review Commendable Practices</td>
</tr>
<tr>
<td>7.2 2012 Certification Review Recommendations</td>
</tr>
<tr>
<td>7.3 2012 Certification Review Corrective Actions</td>
</tr>
<tr>
<td>8. Conclusion and the Federal Action</td>
</tr>
<tr>
<td>Appendix A</td>
</tr>
<tr>
<td>Interviewed Local Elected Officials and Transit Operators</td>
</tr>
<tr>
<td>Appendix B</td>
</tr>
<tr>
<td>Review Participants</td>
</tr>
<tr>
<td>Appendix C</td>
</tr>
<tr>
<td>SBCAG Board of Directors</td>
</tr>
<tr>
<td>Appendix D</td>
</tr>
<tr>
<td>SBCAG Organizational Overview</td>
</tr>
<tr>
<td>Appendix E</td>
</tr>
<tr>
<td>Public Meeting Notice</td>
</tr>
<tr>
<td>Appendix F</td>
</tr>
<tr>
<td>Certification Review Concurrence and Closure</td>
</tr>
</tbody>
</table>
1. Forward

Pursuant to 23 United States Code (USC) 134(k)(5), 49 USC 5303(k)(5), and 23 Code of Federal Regulations (CFR) 450, as revised by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) must jointly certify the metropolitan transportation planning process in Transportation Management Areas (TMA) at least every four years. While a TMA is defined by the United States (U.S.) Census as an urbanized area with a population greater than 200,000, the Santa Barbara metropolitan area contained a population of less than 200,000 at the time of the 2012 certification review. The Santa Barbara County Association of Governments (SBCAG) previously requested to be designated as a TMA responsible for all associated transportation planning requirements, and this request had approval from the U.S. Secretary of Transportation.

The process conducted through the certification review includes:

- A desk audit of information on transportation planning processes, activities, and significant products that result from these processes and activities;
- A site visit by a Federal review team that includes opportunities for input and comment on the transportation process by members of the public, Federally-recognized Tribal governments, local elected officials, and providers of public and private transit; and
- The preparation and distribution of a Final Report, which summarizes the findings and recommendations of the review team regarding the transportation planning as currently practiced in the Santa Barbara metropolitan region.

The primary focus of the review is to determine compliance with Federal transportation planning regulations and requirements, and to establish the extent by which the Metropolitan Planning Organization (MPO), the State Department of Transportation, and transit operators in the region work together in carrying out the planning process. The review also provides the opportunity for the MPO to share its challenges, successes, and actual experiences in carrying out the transportation planning process with the review team.

The FHWA and FTA have developed joint certification review guidelines that provide agency field staff with considerable latitude and flexibility to tailor the review to reflect local conditions, issues, and needs. As a result, every certification review is almost always different with contrasting outcomes based on the depth and breadth of the review process.

The FHWA and FTA are also continuously monitoring the transportation planning process in between certification reviews. The certification review process is essentially a “one-time snapshot” of the planning process and is a useful tool in determining whether a TMA is meeting the planning requirements. It is important to note that activities listed below are other means by which Federal agencies may monitor the planning process and its compliances with regulations, statues, and best practices:

- Review of the MPO transportation planning work program (referred to in the regulations as the Unified Planning Work Program; while in California, the term Overall Work Program (OWP) is used) that identifies the work that will be carried out using
Federal transportation planning funds, as well as work products and responsible parties;

- Review of the MPO’s 20-year Long-Range Transportation Plan, which should be inclusive of all area modes funded with Federal transportation monies and must be financially constrained to the amount of funding expected to be reasonably available during the Plan’s timeframe;

- Metropolitan and statewide transportation improvement program actions;

- Progress in implementing the Congestion Management Process (CMP), particularly in justifying increases in Single-Occupant Vehicle (SOV) road capacity in air quality non-attainment areas;

- Air quality conformity determinations (in non-attainment and maintenance areas), including the quality of the technical process, and the models and methodologies used; and

- A range of other formal and less formal involvement by both the FHWA and FTA. Examples include face to face meetings to discuss specific planning issues, telephone calls, email coordination, etc. Results from these other activities were taken into account during the certification review.

The review process is designed to focus on current topics of significance in each metropolitan planning area. The Final Report summarizes Federal review team findings during the certification review and includes, as applicable, Commendable Practices, Improvement Recommendations, and Corrective Actions. The Federal review team will only issue Corrective Actions if deficiencies are found that disregard planning requirements. The report and final actions are joint responsibility of the appropriate FHWA and FTA field offices.
2. Executive Summary

This report documents the certification review conducted in 2012 by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) of the metropolitan transportation planning process carried out by the Santa Barbara County Association of Governments (SBCAG). SBCAG is the designated metropolitan planning organization (MPO) for the Santa Barbara, CA metropolitan planning area (MPA).

Federal regulations require FHWA and FTA to jointly review and evaluate the metropolitan transportation planning process in all urbanized areas with population more than 200,000 every four years. The last certification for SBCAG’s MPA transportation planning process was completed in 2008.

The Federal review team, consisting of FHWA and FTA staff, conducted a desk audit review and site visit. The desk audit included an in-depth review of Santa Barbara’s metropolitan transportation planning processes and products and this information was provided in request from the review team by SBCAG. The site visit integrated discussions with SBCAG staff, a public listening session, and local elected and transit official interviews of Santa Barbara County representatives.

The 2012 review focused on assessing SBCAG’s compliance with updated metropolitan transportation planning provisions of SAFETEA-LU and strategic FHWA and FTA initiatives, including:

- Organizational Structure and Administration
- Planning Boundaries, Agreements, and Contracts
- Regional Transportation Plan (RTP), Regional Transportation Improvement Program (RTIP), and Overall Work Program (OWP) Development
- Self-Certification
- Public Participation and Title VI/Environmental Justice
- Management and Operations (M&O) and Intelligent Transportation Systems (ITS)
- Congestion Management Process (CMP)
- Transportation Safety and Security
- Freight and Goods Movement Planning
- Financial Planning and Fiscal Constraint
- Travel Demand Forecasting and Modeling
- Air Quality/Transportation Conformity
- Project Selection

Overall SBCAG is substantially meeting metropolitan planning requirements. During the review process, SBCAG staff was extremely helpful and cooperative in discussing the various elements of the transportation planning process and in providing materials to further explain answers to the review team’s questions. In regard to recommendations that resulted from the 2008 certification review, all except for two have been fully implemented and the two outstanding are in progress to be addressed.

Review findings included several Commendable Practices, two Recommendations, and one Corrective Action.

2.1 Commendable Practices
1. **Tribal Government Interaction:** To enhance opportunities for tribal government input, SBCAG holds Measure A (local transportation fund) committee meetings on the Santa Ynez Band of Chumash Indians' reservation. In addition to SBCAG Measure A meetings operating on the Indian reservation, one member of the Santa Ynez Band of Chumash Indians serves as a committee affiliate. SBCAG’s effort to involve the region’s tribal government in transportation planning processes was recognized by the review team.

2. **Visualization Practice:** SBCAG’s technique to provide visuals of projects to the public was notable. SBCAG has a geographic information system (GIS) available whereby the public is able to view animation electronically via the internet of expected results and operations subsequent implementation of a project. SBCAG’s system is an excellent tool utilized to convey project illustrations to the public during the public involvement process.

3. **M&O and ITS Strategies:** To assist M&O and ITS endeavors to offset congestion, SBCAG is processing development of a bike map reprint smart phone application. SBCAG’s bike map reprint traditionally has only been available in paper copy, yet this innovation may encourage more commuters to bike to and from work due to an eased electronic accessibility to regional bike routes. SBCAG additionally leverages volunteer groups to market the bicycle transportation mode alternative as well as promotes awareness through CycleMAYnia each year.

4. **Interregional Growth Determination:** Processes used to generate regional growth forecasts is a noteworthy attribute of SBCAG’s technical process. SBCAG’s 2007 growth report contains a very detailed summary of regional growth policies and variance of growth policies on interregional commuting patterns. SBCAG’s process to reconcile state and local demographic data is described in considerable detail for both the 2007 and 2012 report updates, and the depth of discussion on interregional growth policies and evaluation of growth potential is impressive.

5. **Professional, Attentive, and Well-informed Staff:** Throughout the certification review process notes were made about the proficiency, devotion, and merit that SBCAG’s staff exhibits, which was verified by several interviewees during local elected and transit official meetings conducted at the site visit. The review team recognizes SBCAG’s professional and technical abilities as several transportation planning products were noticed on par in comparison to outcomes produced by much larger organizations.

2.2 **Recommendations**

1. **TIP Public Comment Accessibility:** Pursuant 23 CFR 450.316(a)(1)(vi), SBCAG is required to demonstrate explicit consideration and response to public input received during development of the RTP and TIP. SBCAG has a process whereby RTP public comment responses are incorporated in a document appendix. Documented TIP public comment responses, however, appear available only in a Board of Directors staff report.

**Recommendation 1**

For simplified access to SBCAG TIP public comment responses the review team recommends SBCAG provide this information, for instance, in a TIP appendix.
2. **PPP Measures:** As noted in the general review discussion section of this report, SBCAG’s 2007 PPP refers to public participation measures; however, the measures referenced appear to be public participation tools. Pursuant 23 CFR 450.316(a)(1)(x), SBCAG is required to periodically review procedure and strategy effectiveness contained in the PPP.

**Recommendation 2**

To help with measurement, the review team recommends SBCAG incorporate measures into the PPP of the transportation planning process that evaluate public participation effectiveness which ensure full and open access to all.

2.3 **Corrective Actions**

1. **Equity Analysis:** As required by the Title VI Civil Rights Act of 1964 and the Executive Order on EJ, SBCAG must conduct an equity analysis to identify minority (Title VI) and minority and low income (EJ) communities and evaluate inordinate transportation system use burdens for these populations. Additional equity analysis details are discussed in the general review discussion section.

**Corrective Action 1**

The review team recommends SBCAG conduct an equity analysis to identify minority (Title VI) and minority and low income (EJ) communities and evaluate if these populations experience inordinate burdens or significant denial of benefits through integrated analysis of burden and benefit distribution on the planned transportation system.
3. **Introduction/Purpose**

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to jointly review and evaluate the metropolitan transportation planning process in all urbanized areas of more than 200,000 in population, referred to as transportation management areas (TMA). This joint certification review process takes place at least once every four years and the last certification and report for SBCAG’s area were completed in 2008.

This report documents FHWA and FTA’s 2012 certification review of the Santa Barbara region’s metropolitan transportation planning process, carried out by the Santa Barbara County Association of Governments (SBCAG) - the area’s metropolitan planning organization (MPO), and is structured with the information as follows:

- Review Process Summary
- Overview of the MPO
- General Review Discussion
- Review Results
- Follow-Up on 2008 Certification Review Findings
- Conclusion and the Federal Action
4. Review Process Summary

This section provides an overview of the major review components; the desk review, site visit, public listening session, and interviews with several locally elected officials and transit operators. These components are discussed in greater detail below. Also in this section is a list of the Federal review team members and a general overview of the review participants.

4.1 Desk Review

Prior to the site visit, the Federal review team conducted an internal review of the files and documentation pertaining to the area's transportation planning process (including the findings and recommendations of the last certification review). FHWA and FTA staff prepared a desk audit questionnaire and the responses from SBCAG staff were instrumental in facilitating the desk review.

The questionnaire incorporated the following topics:

- Follow-up on 2008 Certification Review Findings
- Organizational Structure, Board Membership, and Planning Boundaries
- Agreements, Contracts, Overall Work Program (OWP), and Self-Certification
- Safety and Security in the Planning Process
- The Regional Transportation Plan (RTP), Regional Transportation Improvement Program (RTIP), and Project Selection/Programming Process
- Financial Planning/Fiscal Constraint
- Public Participation Plan and Visualization Techniques
- Title VI, Americans with Disabilities Act (ADA), and Environmental Justice (EJ)
- Management and Operations (M&O) and Intelligent Transportation Systems (ITS)
- Congestion Management Process (CMP), Travel Demand Forecasting, and Air Quality Conformity
- Freight in the Transportation Planning Process

Subsequent to completion of the desk audit, the site visit focused primarily on follow-up discussion to the desk review questionnaire responses.

4.2 Site Visit

The FHWA and FTA utilized a two-day format to conduct the certification review site visit, which took place May 7th through May 8th, 2012. Each session within the site visit was held at the SBCAG office located at 260 North San Antonio Road, Suite B, Santa Barbara, CA. Topics listed were discussed during the site visit:

- Organizational Structure and Administration, and Board Membership
- Planning Boundaries, Planning Agreements, Contracts, and Coordination Elements
- OWP and Self-Certification
- RTP Process and Elements
- Public Involvement and Visualization Techniques, Title VI/Environmental Justice, and Native American Tribal Governments
- M&O and ITS
- CMP
- Safety and Security in the Transportation Planning Process
In addition to the topics referenced above, the Review Team held meetings with local transit providers and local elected officials to get a better feel for how the transportation planning process is meshing with the non-highway modes and planning and development issues at the local level.

Additionally, during the site visit, the review team raised supplementary questions with the MPO staff, sought clarification or additional information related to each topic, discussed challenges and successes in the planning process, and explored possible areas of improvement.

### 4.3 Public Listening Session

The review team, with the assistance of SBCAG staff, conducted a public listening session on Monday, May 7th, at the Santa Barbara County Board of Supervisors Hearing Room (123 E. Anapamu Street, 4th floor, Santa Barbara, CA 93101). The listening session was held in the evening following the local elected and transit operator interviews, and began at 6pm scheduled for two hours in duration. At the review team’s request, the SBCAG provided a public notice for the listening session on their website, in the local Santa Barbara newspapers, and via other traditional electronic broadcast methods.

The listening session provided the public an opportunity to provide oral and/or written comments to the review team. There was one email comment received on SBCAG planning processes. The substance of the electronic correspondence stated that regional bus service to northern and southern parts of the county is poor, as these areas are without regular service, and the county is without regular public service that connects Santa Barbara with Santa Maria.

A summary from the listening session is summarized below.

**Public Listening Session Summary:** While only one written remark was received, only one attendee was present for the public listening session. The lone participant represented a governmental transportation Agency in the Santa Barbara area and stated that their only reason for showing up was to listen to the discussion and comments from others attending. Since zero members of the public were at the meeting, the public listening session went without yielding additional discussion in receipt of more comments.

### 4.4 Locally Elected and Transit Official Meetings

Meetings with locally elected and transit officials also were held on Monday, May 7th. Local elected and transit official interviews are an important component of the planning certification review process, where the purpose is to conduct candid and informal discussions to determine if the MPO planning process satisfies local needs and expectations while also
fulfilling Federal planning requirements. Topics that arose during the locally elected and transit official meetings are summarized below.

Locally Elected Officials Consulted

Joni Gray, SBCAG Chair, 4th District Supervisor
Jim Richardson, City of Solvang, Mayor
Helen Schneider, City of Santa Barbara, Mayor

Locally Elected Official Discussions Summary: The review team met individually with each locally elected official on May 7th and the issues discussed were in the areas as follows:

- Communication and relationship between the MPO and Policy Board;
- Policy Board comprehension level of the overall transportation planning process;
- Confirmation that Policy Board members are fully informed and understand the transportation planning material and warranted actions upon which they are asked to make decisions;
- Discussion of how well the Policy Board views that the MPO utilizes resources;
- Observations of what the MPO does well and the challenges faced;
- Political aspects and MPO issues with the State’s interaction with Congress;

Locally elected officials stated that the Policy Board puts a lot of effort in reviewing the information they are charged to make decisions on, in which the MPO disseminates to members well beforehand. SBCAG does a good job communicating to help Policy Board members get a good picture of proceedings through board and various other sub-committee meetings, as well as through additional miscellaneous functions. Occasionally there are natural differences in opinion on the Policy Board, yet the relationship with SBCAG was described as excellent. SBCAG pursues every avenue they can to obtain funds available from State, Federal, and other sources, does well in utilization of resources, maintains good working relationships with external partners, and the staff is well-informed. Challenges SBCAG faces are evident from the impacts due to government downsizing, industrial diversity, and funding availability to accomplish regional needs.

Transit Operators Consulted

Richard Fernbaugh, City of Lompoc Transit (COLT), Transportation Coordinator
Sherrie Fisher, Metropolitan Transit District (MTD), General Manager

Transit Operator Discussions Summary: Individual meetings were held with each transit official, occurring May 7th. Dialogue focused on the communications and working relationship between transit operators and SBCAG, the MPO’s successes, as well as the obstacles they face.

There was consensus overall that SBCAG’s operations and transportation planning processes are going well, as there are many opportunities to provide input into the process. SBCAG communications have gone to ensure accurate transmittal of numbers and information. Interventions of problems have been rare since the region was designated attainment, yet Title VI considerations, coordination of transit service and transfers through northern and southern county differences, commuter rail versus transit competition demand, and occasional feelings that transit is unrecognized as a full partner were the issues mentioned.
4.5 Meeting with Tribal Government Elected Officials

There is one tribe Federally-recognized as a Tribal Government in the SBCAG region.

The Federally Recognized Tribe in the Santa Barbara region include the:

Santa Ynez Band of Chumash Indians

While an invitation was provided to the SBCAG region’s Indian Tribal Government to meet with the Federal review team, the establishment went without expressed interest to convene for discussion.

Consequently, an Indian tribal government interview was absent in part with the certification review.

4.6 Review Team and Participants

The Federal review team consisted of the following individuals:

Mr. Michael Morris, FHWA, California Division (lead)
Ms. Lucinda Eagle, FTA, Region IX

The following FHWA staff assisted with the desk audit, site visit, and/or provided assistance during the review to the team:

Mr. Eric Phil, FHWA, Resource Center (Lakewood)
Mr. Brian Betlyon, FHWA, Resource Center (Baltimore)
Mr. Lance Yokota, FHWA, California Division
Ms. Brenda Perez, FHWA, California Division

Staff from SBCAG and the California Department of Transportation (Caltrans) District 5 and Headquarters offices took part in the discussions held during the site visit. The complete list of individual participants is specified in Appendix B.
5. Overview of the MPO

5.1 Organizational Structure

SBCAG was established (originally as the Santa Barbara County-Cities Area Planning Council) on October 26, 1966 upon execution of a Joint Powers Agreement by the Cities of Carpinteria, Guadalupe, Lompoc, Santa Barbara, Santa Maria, and the County of Santa Barbara. The Cities of Solvang, Buellton, and Goleta joined SBCAG upon their integration in 1985, 1992, and 2002, respectively. SBCAG’s metropolitan planning area (MPA) boundaries have been unchanged; however, the urban area boundary (UAB) has been adjusted to remove the Nipomo area in San Luis Obispo County from the Santa Maria urbanized area based on the 2010 Census.

SBCAG is an independent public agency governed by a 13 member Board of Directors (Appendix C). SBCAG’s Board has been without any recent changes and consists of the five members of the County Board of Supervisors plus one City Council representative from each of the county’s eight incorporated cities. While the Board recently received a letter from the Santa Ynez Band of Chumash Indians requesting Board membership, consideration of full voting membership for the Tribe is tabled. A Santa Barbara Metropolitan Transit District (SBMTD) Board member is a member of the South Coast Sub-regional Planning Committee with voting privileges, with the exception of Measure A (local option sales tax) related items, and local transit is represented by this respective SBCAG Board member. Board meeting agendas are determined through staff recommendations to the SBCAG Board Chair and Vice-Chair. Individual Board members then may request additional items, thereafter the full Board works to formally direct the items on the agenda. A public comment period is included at every Board meeting, allowing members of the public to request consideration of an issue. The public may also request consideration via their local elected representative. Bylaws of SBCAG delegate general administration, management, and operation of the agency to the Executive Director.

SBCAG employs a staff of 20, with an annual budget of approximately $20 million, and the overall structure of the organization is depicted in the organization chart (Appendix D). Primary SBCAG organizational and functional responsibilities include:

Regional Transportation Planning Agency (RTPA): Designed by the Secretary of the California Business, Housing, and Transportation Agency, SBCAG is responsible for the multi-modal transportation planning, programming, and fund allocation required by State statutes. This includes the annual allocation of Transportation Development Act (TDA) funds.

Airport Land Use Commission (ALUC): SBCAG is designated as the ALUC and is responsible for protecting public health, safety, and welfare by ensuring that vacant lands in the vicinity of airports are planned and zoned for uses compatible with airport operations. To accomplish this, SBCAG must determine that the adoption of local land use plans and policies will minimize the public’s exposure to excessive noise and safety hazards.

Local Transportation Authority (LTA): As the LTA, SBCAG is responsible for administering the 1/2 cent county-wide sales tax authorized by voter approval of Measure D in 1989. This tax is projected to generate almost $500 million for local and regional transportation projects over twenty years. SBCAG is responsible for the annual allocation of more than $18 million to local agencies as well as the development and construction of fifteen state and regional projects identified in the Measure D plan at a total cost of more than $132 million.
MPO: SBCAG has been designated by the Governor as the agency responsible for all transportation planning and programming activities required under federal law. This includes the development of long range transportation plans and multi-year funding programs, and the selection and approval of transportation projects using federal funds.

Service Authority for Freeway Emergencies (SAFE): This program is responsible for the installation, operation, and administration of a system of approximately 350 roadside call boxes in Santa Barbara County. This system is financed by a $1 annual fee on all motor vehicles registered in the county.

Affiliate Census Center: SBCAG has been designated by the State Department of Finance to serve as the affiliate census center for Santa Barbara County. As such, SBCAG serves as the conduit for government and public access to census data.

Congestion Management Agency (CMA): As the CMA, SBCAG is responsible for development and implementation of the county-wide Congestion Management Program (CMP) required in all urban counties in California. The CMP is a comprehensive program designed to reduce auto-related congestion through capital improvements, travel demand management, and coordinated land use planning among all local jurisdictions.

Traffic Solutions: SBCAG also administers a county-wide Transportation Demand Management (TDM) program that promotes ridesharing, public transportation, biking, walking, telecommuting, and other transportation alternatives. Traffic Solutions also works directly with employers to assist in developing employee transportation programs.

While SBCAG serves in a number of specific capacities for planning and programming purposes, the MPO has several standing working groups. These committees are, the:

Technical Transportation Advisory Committee (TTAC): Consists of Public Works Directors, or their staff representatives from the County, the eight cities, Caltrans, Air Pollution Control District (APCD) and SBMTD. Nonvoting, ex-officio members, include FHWA, FTA, Vandenberg Air Force Base (AFB), and University of California Santa Barbara (UCSB). While SBMTD is the only special district transit agency on TTAC, the city representatives for Guadalupe, Lompoc, Solvang, and Santa Maria represent their transit agencies, which are operated by their own agencies. The committee serves as a technical advocate in the transportation planning process to SBCAG’s Board and as a communication link to all local governments and departments in the county.

Technical Planning Advisory Committee (TPAC): Comprised of local Planning Directors, or their staff representatives of the County, the eight incorporated cities, and APCD. Additional non-voting ex-officio members represent Vandenberg AFB, the Local Agency Formation Commission (LAFCO), the County’s Housing Program, and UCSB. The committee serves in technical advisory to SBCAG’s Board in the planning process and as a communication link to all local governments and departments in the county.

Joint Technical Advisory Committee (JTAC): Ad hoc committee formed in 2011. Consists in membership of TTAC and TPAC compilation and provides technical guidance and recommendations related to State Bill (SB) 375, including update of the Regional Transportation Plan (RTP) and development of a Sustainable Communities Strategy (SCS).
Santa Barbara County Transit Advisory Council (SBCTAC): Comprised of representatives from fixed route transit and paratransit providers, social service agencies, non-profit groups providing social services, low-income populations, and transit users. The committee advises SBCAG’s Board on transit issues and fulfills the Social Service Transportation Advisory Committee role required under State law.

Measure A Citizens Oversight Committee: Assists SBCAG’s Board to oversee implementation of Measure A. Appointment of this committee and responsibilities are specified in the Measure A ordinance.

North County and South Coast Sub-regional Planning Committees: Established in 1998 and allow for more focused discussion and consensus building on sub-regional issues than is possible with the full Board, since many issues are unique to sub-regions within the county. These committees also advise SBCAG’s Board on policies and guidelines required to implement North County and South Coast sub-regional programs specified in Measure A. Membership of sub-regional planning committees includes Board members representing cities or supervisorial districts within each sub-region, and Caltrans’ District 5 Director is an ex-officio member on both committees. The SBMTD Board also appoints a member to the South Coast Sub-regional Planning Committee. Sub-regional committees are given specific responsibilities in implementation of Measure A and act in advisory capacity to the full SBCAG Board, in which recommendations from these committees must be approved by the entire Board.

SBCAG additionally appoints members to other ad hoc or standing committees, which focus on specific issues or topics. Examples include the Santa Barbara County Travel Model Users Group, the Coastal Express Policy Steering Committee, Highway 166 Safety Task Force, and Highway 154 Truck Safety Committee.

5.2 Regional Issues

Day in and out there are many individuals that rely on Santa Barbara County’s transportation network, for reasons that vary from the means to sustain a high quality of life to the ability for one to connect from the central coast of California to southern parts of the State. With these expectations come many challenges that directly impact SBCAG’s region.

Specific issues SBCAG’s region faces are automobile dependency, population growth, land use planning, long distance commuting, air quality, climate change, and environmental impacts, transportation system management, infrastructure maintenance, fuel type and cost, system security and safety, intermodal connectivity, and goods movement. Considering the range of these issues, each points to the need for increased transportation options as well as better connectivity and balance between the options available.

5.21 Automobile Dependency: In Santa Barbara County between 1980 and 2000, vehicle miles traveled (VMT) increased 84.1%, population increased 33.6%, and workers age 16 or older increased 31.2%. Single occupancy vehicle (SOV) operation of workers increased 5.3%, and this travel mode remains the most utilized means to and from work for Santa Barbara County residents.

Regional commuting characteristics and land use patterns reveal a continuation of dependence on the automobile. Primary influences on travel demand include population
growth and the relationship between where people live and work. Workers choose the private automobile for many reasons that contribute significantly to this mode choice such as multiple-stop commutes (to run errands, transport children, etc.), flexible job schedules, unpredictable daily routines, shifting work hours, and the perceived need to conserve time.

5.22 Population Growth: From 2000 to 2010 the Santa Barbara County population grew 6%, down from the 1990 to 2000 population growth of 8%. County population, however, is forecast to grow more than 22% above the 2010 value by 2040 - an increase equivalent in size to the City of Santa Barbara. Between 2000 and 2010, census data reveals the greatest growth was experience in the Santa Maria region. During the same period, population in the South Coast portion of the County grew only 0.5% and projections show a continued shift in population to northern parts of Santa Barbara County. Countywide employment is forecast to increase 30% by 2040 and the employment base will become more oriented toward provision of services, consistent with state and national trends.

5.23 Land Use Planning: Land uses planned in SBCAG’s local comprehensive plans and other policy documents result in impacts that influence travel behavior and the transportation network, in which historically patterns have encouraged usage of SOVs. Suburban tracts in Santa Barbara County have been designed to create quiet residential areas far from town centers and this configuration causes trips to end scattered across the map. Travel throughout the region takes time, consumes high fuel amounts, and almost necessitates automobile use. Intermodal alternatives are less attractive because they are far from neighborhoods. For example, bus stops may exist along an arterial adjacent to a development; however, easy accessibility is outside of reach. In consequence, cities in SBCAG’s region are facing problems of increasing traffic congestion and commute times, worsening air pollution, inefficient energy consumption and greater reliance on foreign oil, the continuing loss of open space, the need for costly improvements to road and public services, inequitable distribution of economic resources, and the loss of a sense of community.

5.24 Long Distance Commuting: Regionally in Santa Barbara County the relationship between jobs and housing has become an increasingly important issue. Many commuters that travel through SBCAG’s region have jobs in the South Coast or Northern County while residing in Ventura, Santa Maria, Lompoc, or the Santa Ynez Valley. Housing prices in the South Coast have shown double digit increases each year since 1977. In contrast, housing prices have escalated more slowly in Northern Santa Barbara County.

Benefits associated with workers living closer to their jobs include decreased commute distances, less VMT and vehicular emissions, and increased opportunities to bike, walk, or use transit in lieu of driving. Reduced time spent in long-distance travel by commuters can translate to more free time, lower fuel expenditures, lower other automobile-related expenses, and lower costs to employers in terms of reduced employee tardiness and higher productivity. To the extent which local land use plans provide a balance of job and housing opportunities in different areas of the County, this influences the region’s average work trip length, travel patterns, and congestion. In terms of long distance commuting, making land use decisions that result in increased employment opportunities in the North County and increased housing supply on the South Coast would improve the relations between jobs and housing and effectually reduce the number of long distance commutes in the SBCAG region.
5.25 Air Quality, Climate Change, and Environmental Impacts: Federal ambient air quality standards have been developed for ozone, particulate matter, and other pollutants because of health effects while Assembly Bill (AB) 32 and Senate Bill (SB) 375 require SBCAG’s adherence to greenhouse gas (GHG) standards through regulatory means of linking land use and transportation decisions. Major pollution sources in Santa Barbara County that play a role in air quality and climate change include stationary or point sources (i.e. large industrial sites), area-wide sources (i.e. home heating devices, small business combustion processes, and home/yard appliances), on-road mobile sources (i.e. cars, trucks), other mobile sources (i.e. marine shipping, off-road vehicles, motor boats, trains, and aircraft), and natural sources (i.e. vegetation, gas seeps). Each of these sources also can have significant impacts on SBCAG’s environment that affect the land, water, cultural resources, and biological habitat.

SBCAG region air quality, climate change, and environmental outcomes must be monitored as each poses significant adverse effects to California’s environment, and the entire world, if disregarded. Mitigation measures need to be maintained to limit potential consequences.

5.26 Transportation System Management: Federal legislation requires effective management of the transportation network and transportation resources. SBCAG utilizes a variety of strategies to improve performance and control travel demand growth, including Transportation System Management (TSM) and Transportation Demand Management (TDM) techniques. SBCAG consistently monitors the County’s transportation system and always is on the lookout for new innovative TSM/TDM strategies, where the goal is to develop a more intelligent transportation system.

5.27 Infrastructure Maintenance: Santa Barbara County’s roadway and bicycle network is maintained by a variety of jurisdictions, where maintenance primarily involves pavement improvements, street and bikeway cleaning, lighting repairs, drainage improvements, and landscape maintenance. Rail and transit infrastructure must also be maintained and repaired.

Despite authorization of Measure D funding - a local transportation sales tax - infrastructure maintenance remains a significant issue. Measure D has significantly improved, although unable to eliminate, SBCAG region jurisdictions’ maintenance backlogs.

Adding to issues of financial burdens is the need for storm damage repair, which is unpredictable. While Santa Barbara County has successfully obtained State and Federal emergency relief funds for repair of storm and flood damage, these dollars usually are received in fiscal years subsequent the actual year an emergency event takes place.

5.28 Fuel Type and Cost: Recent increases in retail gasoline price have stimulated discussion of solutions and alternatives to petroleum consumption. Simply driving less is the least costly way to reduce the transportation sector’s fuel consumption, to save both money and emissions. In vision of the long term, however, designing communities and transportation systems that promote walking, bicycling, and transit makes this goal more realistic. Other ways to reduce fuel consumption are to utilize more fuel-efficient vehicles or through use of alternative fuels.

Only three stations in Santa Barbara County currently offer biodiesel. SBCAG’s challenge moving forward is to assist the region in continued shift in trend of the type vehicles people
purchase, to encourage modification of driving habits, and to increase the preference for carpooling and transit. Desired results would be to yield a reduced rate of growth in automobile VMT and employ higher rates of transit utilization.

5.29 System Security and Safety: Santa Barbara County contains one of two major highways that connect Southern California with central and Northern California - US 101. As such, highway US 101 is an important thoroughfare for movement of people and goods and is a connector for the high-tech, university, and agricultural corridor between Los Angeles, Ventura, and San Luis Obispo counties. Vandenberg AFB, the Air Force Space Command organization responsible for all Department of Defense space and missile launch activities on the West Coast and all US satellites destined for near polar orbit, is located in Northern Santa Barbara County. Strategies such as public information, transit system safety and security, bridge security, and hazardous material shipments must be implemented for continued transportation system security and safety.

5.210 Intermodal Connectivity: SAFETEA-LU emphasizes the need for better connections and interrelationships between systems and services to create a "seamless network" of increased travel, transportation options, and better balance among the options available. To be effective in encouraging a shift in travel behavior to alternative transportation modes, SBCAG's transportation system network must be improved to increase the travel convenience of these modes and thus enhance their attractiveness.

Travel convenience is improved as connections or links between two transportation modes are improved. By providing increased transportation options, improving intermodal connections would help reduce SOV motor vehicle trips and facilitate SBCAG's endeavor to address other issues that the region faces.

5.211 Goods Movement: Freight is moved by on-road, rail, and air transportation within Santa Barbara County, and trucking is the dominant freight mode in the SBCAG region. Operation on US 101 is essential for both intrastate and interstate freight movement and the highway is the primary freight carrying facility in the County. This facility also is the only roadway in SBCAG's transportation network that is designated as Class 1.

Adding capacity to a facility improves level of service, which would allow for greater efficiency in freight and goods movement. Ensure capacity is added in rate to keep up with movement demands is necessary.
6. General Review Discussion

To begin the certification review process, FHWA and FTA developed and provided a desk audit questionnaire to SBCAG staff. SBCAG answers to the desk audit, analysis of pertinent planning documents, and prior knowledge of the SBCAG region formed the basis for detailed discussions in conduct of the certification review site visit.

As previously noted, SBCAG’s certification review site visit focused on changes to metropolitan transportation planning requirements resulting from SAFETEA-LU. In compliance assessment of SAFETEA-LU metropolitan transportation planning provision updates, topics covered during SBCAG’s 2012 review included:

- Organizational Structure and Administration, and Board Membership
- Planning Boundaries, Planning Agreements, Contracts, and Coordination Elements
- OWP and Self-Certification
- RTP Process and Elements
- Public Involvement and Visualization Techniques, Title VI/Environmental Justice, and Native American Tribal Governments
- M&O and ITS
- CMP
- Safety and Security in the Transportation Planning Process
- Freight and Goods Movement
- Financial Planning and Fiscal Constraint
- Travel Demand Modeling/Forecasting
- RTIP and Air Quality Conformity Processes
- Project Selection and Programming Processes
- Follow-up on 2008 Certification Review Findings and Open Forum

During the organizational structure, administration, and board membership portion of the site visit, SBCAG provided overview of organizational formal and ad hoc committees including the Highway 166 safety task force, Highway 154 truck committee, and Santa Barbara technical advisory committee. SBCAG also discussed varied responsibility roles of their Board and differences between planning and programming functions.

SBCAG next covered their agreements and contracts and how details tie into the OWP process. Additional agreement documentation was requested by the review team and SBCAG supplied information that was determined compliant. SBCAG additionally addressed Nipomo Mesa operation agreements in place of the area spill over in southern San Luis Obispo County into San Luis Obispo Council of Governments’ (SLOCOG) jurisdiction from SBCAG’s planning boundaries. SBCAG will continue to operate under agreement with SLOCOG until census confirmation of any modified boundary designation.

Caltrans’ smart mobility framework and planning emphasis areas were discussed in talk about OWP and self-certification. SBCAG confirmed details of how both are used for OWP development and that they utilize Caltrans’ OWP Guidelines Checklist to assure Federal regulations are followed to complete self-certification. Additional conversation took place in follow-up to SBCAG’s position to obligate down its consolidated planning grant (CPG) funding carryover balance, which was discussed at SBCAG’s 2012 Annual/OWP Meeting in April, to prevent possible lapses as well as negative impact to SBCAG’s funding formula allotments.
SBCAG acknowledged their effort to continue reduction of this balance through obligation of funds onto projects.

Discussion in the RTP session revolved around sections of the adopted document and on the update, which is scheduled for summer 2013 completion. SBCAG works closely with Caltrans to ensure funding accuracy. Projects moved forward for the RTP update go through a prioritization process in evaluation to receive funding. SBCAG plans to assume conventional sources for the update, yet additional basis may be available as the process moves forward. Similar to PM that exist in the current RTP, the RTP update will integrate further developed measures of performance.

SBCAG was asked to discuss procedure and strategy effectiveness contained in their public participation plan (PPP) in the ensuing public involvement, visualization techniques, title VI/environmental justice, and Native American tribal government session. SBCAG’s 2007 PPP talks about measures, as required pursuant 23 CFR 450.316(a)(1)(x); however, the evaluation measures listed appear actually to be tools versus measures. Measures typically combine quantitative and qualitative means and FHWA provided SBCAG with good examples used by other MPOs. The review team recommends that SBCAG incorporate actual measures to evaluate effectiveness of public participation to assure full and open access to all.

Pursuant 23 CFR 450.316(a)(1)(vi), SBCAG must document explicit consideration and response to public input received during RTP and TIP development. SBCAG was asked and talked about processes involved to document and circulate RTP and TIP public comment responses. While SBCAG documents RTP public comment responses in a RTP appendix, TIP public comment responses appear addressed only in a Board of Directors staff report. The review team recommends SBCAG provide TIP public comments more easily accessible to the public, possibly through a TIP appendix.

Wrapping up the public involvement, visualization techniques, title VI/environmental justice, and Native American tribal government session, SBCAG explained their RTP identifies Santa Barbara County minority and low income populations with equity measures for analysis. An actual analysis, however, appears absent in the document. To meet Title VI Civil Rights Act of 1964 requirements and the Executive Order on Environmental Justice (EJ), the review team recommends SBCAG conduct an equity analysis to identify minority (Title VI) and minority and low income (EJ) communities and evaluate if these populations experience inordinate burdens or significant denial of benefits through integrated analysis of burden and benefit distribution on the planned transportation system. As SBCAG mentioned affordable housing/jobs mismatch and the resulting inter-region and inter-city (intra-region) commute patterns are key regional issues, these items would be important to evaluate. Many SBCAG RTP performance measures may also be utilized toward equity analysis completion.

M&E and ITS discussion was on SBCAG’s travel information and real-time ridesharing websites, freeway service patrol program, traffic demand management program, emergency ride-home program, FHWA sponsored pilot pricing grant, and regional M&E and ITS collaboration efforts. SBCAG’s M&E and ITS efforts are aimed to reduce non-recurrent as well as overall congestion in the Santa Barbara region and practices were found to meet requirements of 23 CFR 450.

CMP questions posed began with how SBCAG’s CMP assists RTP support strategies and identification of future TIP projects. SBCAG’s CMP incorporates congestion related projects and a deficiency plan analysis output is an individual result that identifies where to focus.
congestion relief efforts. Documenting how the congestion management projects and strategies identified in the deficiency plans are prioritized for inclusion in the FTIP is a critical link. Likewise, the CMP informing updates to the RTP is a desired outcome and meets the federal intent that the CMP is integrated into the overall metropolitan planning process. Both these linkages will continue to be important implementation practices of continuing interest to the Federal partners.

SBCAG explained that local public works agencies, transit operators, and the State perform monitoring, and this is the biennial congestion report basis that details level of service (LOS), highway capacity information, and transit, truck, and freight movement factors. Components from this report feed into the travel modeling process.

SBCAG was queried on CMP performance measures (PM) and SOV capacity addition documentation. SBCAG’s 2009 CMP references utilization of many PMs and while SBCAG has a process to evaluate SOV lane alternatives, adding this type capacity is rare and would occur through outcome of a special study. SBCAG’s CMP update process typically occurs during the RTP update period. SBCAG’s CMP processes were determined by the review team to meet requirements of 23 CFR 450.

SBCAG described details of current and planned integrated RTP safety, health, and security goals and PM. SBCAG’s RTP environmental impact report (EIR) examines hazardous materials, roadways at risk, and emergency response issues. Project level environmental reports moreover address safety and SBCAG’s RTP additionally incorporate items that go to ensure transit, bridge, and system safety and security. Safety and security elements showed compliance pursuant 23 CFR 450.

In the freight and goods movement session SBCAG mentioned works to complete the Central Coast Freight Flow Study to glean further context on freight and goods movement. Analysis completion is expected to provide aspect foundation for SBCAG region freight development and statewide goods movement products continue in support to identify the California central coast’s significance to freight traffic. SBCAG regularly receives truck count data from Caltrans to conduct truck inventories and truck trip information is utilized in SBCAG’s transportation model. SBCAG freight and goods movement components meet 23 CFR 450 requirements.

Discussion about financial planning and fiscal constraint was held through the RTP and TIP sessions. SBCAG prepares RTP and TIP cost estimates and revenues in consultation with State, local public works, and transit agencies to ensure financial plan and program valuation accuracy for adequate operations and maintenance (O&M) of highways and public transportation services. O&M normally receive first priority resource allocation and, through information assembled from project partners, costs with applicable inflation adjustments are updated during RTP and TIP revision cycles.

SBCAG recently completed a travel model update that incorporates significant improvements over the previous model. Key feature improvements included time-of-day travel representation, household auto-ownership characteristics, explicit modeled interregional commute patterns, and illustrated variables of regional built-environment characteristics. SBCAG’s enhanced model has a sub-allocation tool for better represented local land use future year socioeconomic input reliability, land use strategy scenario testing capability, and enhanced behavioral models to evaluate a richer array of variables for better predicted modal
and destination choices. Primary motivation for model improvements stem from the statewide requirement to develop reduced GHG regional emissions that recognize land use and transportation measures.

While SBCAG’s technical methods and processes appear sound, additional attention should be given for additional development of data resources to supplement National Household Travel Survey (NHTS) and American Community Survey (ACS) data. California’s statewide survey or conduction of additional “checks” on the model, such as verifying origin-destination flows within the region, may be useful. The review team encourages SBCAG to pursue sub-area calibration efforts to verify model performance, as performed with SBCAG’s 2004 model update. Model update documentation produced should also incorporate documentation of any model validation and sensitivity tests to verify model performance and reasonableness of results.

Several topics were raised in the TIP and air quality conformity portion of the site visit. SBCAG was asked how projects using advance construction (AC) are reflected. SBCAG works with Caltrans through process where AC project listings with fund type are clearly identified (i.e. Surface Transportation Program (STP) - AC). All project cost, scope, and modifications are processed via TIP amendment, administrative modification, or update. SBCAG programs only known revenues reasonably available that have received State and/or Federal approval. SBCAG counts funds historically received as reasonably available.

In determination of prioritization, projects are vetted via SBCAG’s Board and a priority list results that includes illustrative projects. Each project is lined up with funding expectations then itemized to maintain fiscal constraint. SBCAG’s Board reviews this information, accounts for applicable legislation, and then takes action to move projects for inclusion into transportation planning documents. For contingencies a 10% assumption is made.

Prior to 2005, SBCAG was non-attainment for 1-hour ozone standards. When the U.S. Environmental Protection Agency (EPA) changed ozone to an 8-hour standard SBCAG was designated attainment. With the 1-hour ozone standard discontinued, SBCAG became attainment for all criteria pollutants. SBCAG is positioned, however, to address conformity determination procedures in event the region falls out of attainment status.

6.1 2008 Certification Review Findings Follow-up

Several improvement recommendations to SBCAG’s planning process resulted during SBCAG’s 2008 certification review. Implementation status of each recommendation is discussed below.

6.11 To meet the requirements of 23 CFR § 450.320(c)(6), SBCAG should have a process for periodically evaluating the effectiveness of implemented congestion relief strategies: SBCAG implemented this recommendation through regular update of their CMP, which incorporates performance measurements to evaluate implemented congestion relief strategy effectiveness. SBCAG’s CMP congestion relief performance measures were determined adequate by the review team.

6.12 The CMP strategies and projects should be coordinated with those for the area from the Central Coast ITS Implementation Plan: SBCAG implemented this recommendation in their CMP update, which details how CMP strategies and projects are to be coordinated
with those from the Central Coast ITS Implementation Plan. Caltrans District V has the greatest influence on ITS through their State Highway Operation and Protection Program (SHOPP) projects, yet SBCAG’s coordination process was found sufficient by the review team.

6.13 Under 23 CFR § 450.320(a), where general purpose lanes are determined to be an appropriate strategy to reduce congestion, explicit consideration should be given to travel demand management and operational strategies could be complementary to the SOV project as a way of stretching that investment for as long as possible. While SBCAG does analyze TDM and operational improvements, SBCAG should document these as part of major corridor reviews and other project analysis if they expect capacity to be the suggested strategy: SBCAG implemented this recommendation as all planning documents, including the RTP and CMP, address TDM, transit, and rail roles of alternatives to future SOV demand. Programs and EIRs for plans and highway projects also address alternative modes. SBCAG additionally played a major support role in development of South Coast Highway 101 and north Santa Maria/San Luis Obispo Highway 101 Corridor System Management Plans (CSMP), in which both address SOV alternatives. The review team accepted SBCAG’s strategy to document TDM and operational improvements.

6.14 To meet the Executive Order on EJ and Title VI requirements, additional effort is required to increase the opportunity for minority and low income populations to meaningfully participate in the transportation planning process. Performance standards for public involvement should be established and monitored to measure achievement in this area: Implementation of this recommendation is in progress. SBCAG’s PPP has PM and the Plan’s update, scheduled for fiscal year (FY) 2012/13, will fully incorporate the action requested. SBCAG encourages minority and low-income population participation, notably through Santa Barbara County’s Transit Advisory Committee and direct outreach on specific projects (i.e. Highway 101 South Coast High Occupancy Vehicle (HOV) Widening Project.

Discussion of this recommendation occurred in the public involvement, visualization techniques, title VI/environmental justice, and Native American tribal government site visit session. The review team determined corrective action for SBCAG implementation of adequate public involvement PM prior to the next certification review cycle.

6.15 To meet the Executive Order on EJ and Title VI requirements, SBCAG should conduct an analysis to identify minority and low income populations and analyze if the current and planned transportation system inordinately burdens these populations or significantly denies these populations the benefits of the transportation system: Implementation of this recommendation is in progress. SBCAG indicated completion of this recommendation per their 2008 RTP EJ section and Unmet Transit Needs Analysis, where each of these inventories examines transportation needs and evaluates transit programs for minority and low income populations. The review team resolved that additional work needs to be completed to meet EJ and Title VI equity analysis requirements. Corrective action to complete a sufficient analysis prior to the next certification review cycle resulted.

6.16 SBCAG is encouraged to incorporate data collection and assembly tasks in future model development activities: Recommendation implemented. SBCAG’s OWP Travel Demand Forecasting Work Element was restructured to reflect data collection and assembly subdivision in the FY 2009/10 document. This structure has been carried forward for subsequent OWPs and the review team found SBCAG’s procedure to address this recommendation as sufficient.
6.17 SBCAG is encouraged to develop a list of three or four ‘highest priority’ model capabilities and establish long-term work plans (and budgets) that may address each: SBCAG’s travel model was updated in spring 2012, which addressed SB 375 requirements through development of (1) a land use-based model with 4-D sensitivity, (2) a mode choice step including a transit network and multi-modal analytical capability, and (3) evaluation of auto ownership and pricing. The review team found this recommendation implemented through SBCAG’s travel model update.

6.18 SBCAG is encouraged to consider establishing two parallel tracks in the division of travel forecasting responsibilities: one targeted toward ‘day-to-day’ maintenance of models and the other to model development and enhancement activities, including model calibration and validation. The review team established this recommendation as implemented. SBCAG’s OWP Travel Demand Forecasting Work Element was restructured to reflect subdivision of travel forecasting responsibilities in the FY 2009/10 document and this structure has been carried forward for subsequent OWPs.
7. Review Results

SBCAG's 2012 certification review concluded with one corrective action and two improvement recommendations. The review team recognized SBCAG's exceptional work efforts and accomplishments; these items are noted as commendable practices.

Review team consensus was reached on the findings below after considering all information gathered throughout the certification review process, including discussion amongst the review team's experiences dealing with the MPO, and from the comments received from the transit operators, local elected officials, and public.

7.1 2012 Certification Review Commendable Practices

1. **Tribal Government Interaction**: To enhance opportunities for tribal government input, SBCAG holds Measure A (local transportation fund) committee meetings on the Santa Ynez Band of Chumash Indians' reservation. In addition to SBCAG Measure A meetings operating on the Indian reservation, one member of the Santa Ynez Band of Chumash Indians serves as a committee affiliate. SBCAG's effort to involve the region's tribal government in transportation planning processes was recognized by the review team.

2. **Visualization Practice**: SBCAG's technique to provide visuals of projects to the public was notable. SBCAG has a geographic information system (GIS) available whereby the public is able to view animation electronically via the internet of expected results and operations subsequent implementation of a project. SBCAG's system is an excellent tool utilized to convey project illustrations to the public during the public involvement process.

3. **M&O and ITS Strategies**: To assist M&O and ITS endeavors to offset congestion, SBCAG is processing development of a bike map reprint smart phone application. SBCAG's bike map reprint traditionally has only been available in paper copy, yet this innovation may encourage more commuters to bike to and from work due to an eased electronic accessibility to regional bike routes. SBCAG additionally leverages volunteer groups to market the bicycle transportation mode alternative as well as promotes awareness through CycleMAYnia each year.

4. **Interregional Growth Determination**: Processes used to generate regional growth forecasts is a noteworthy attribute of SBCAG's technical process. SBCAG's 2007 growth report contains a very detailed summary of regional growth policies and variance of growth policies on interregional commuting patterns. SBCAG's process to reconcile state and local demographic data is described in considerable detail for both the 2007 and 2012 report updates, and the depth of discussion on interregional growth policies and evaluation of growth potential is impressive.

5. **Professional, Attentive, and Well-informed Staff**: Throughout the certification review process notes were made about the proficiency, devotion, and merit that SBCAG's staff exhibits, which was verified by several interviewees during local elected and transit official meetings conducted at the site visit. The review team recognizes SBCAG's professional and technical abilities as several transportation planning products were noticed on par in comparison to outcomes produced by much larger organizations.
7.2 2012 Certification Review Recommendations

1. TIP Public Comment Accessibility: Pursuant 23 CFR 450.316(a)(1)(vi), SBCAG is required to demonstrate explicit consideration and response to public input received during development of the RTP and TIP. SBCAG has a process whereby RTP public comment responses are incorporated in a document appendix. Documented TIP public comment responses, however, appear available only in a Board of Directors staff report.

Recommendation 1

For simplified access to SBCAG TIP public comment responses the review team recommends SBCAG provide this information, for instance, in a TIP appendix.

2. PPP Measures: As noted in the general review discussion section of this report, SBCAG’s 2007 PPP refers to public participation measures; however, the measures referenced appear to be public participation tools. Pursuant 23 CFR 450.316(a)(1)(x), SBCAG is required to periodically review procedure and strategy effectiveness contained in the PPP.

Recommendation 2

To help with measurement, the review team recommends SBCAG incorporate measures into the PPP of the transportation planning process that evaluate public participation effectiveness which ensure full and open access to all.

7.3 2012 Certification Review Corrective Actions

1. Equity Analysis: As required by the Title VI Civil Rights Act of 1964 and the Executive Order on EJ, SBCAG must conduct an equity analysis to identify minority (Title VI) and minority and low income (EJ) communities and evaluate inordinate transportation system use burdens for these populations. Additional equity analysis details are discussed in the general review discussion section.

Corrective Action 1

The review team recommends SBCAG conduct an equity analysis to identify minority (Title VI) and minority and low income (EJ) communities and evaluate if these populations experience inordinate burdens or significant denial of benefits through integrated analysis of burden and benefit distribution on the planned transportation system.
8. Conclusion and the Federal Action

The Federal review team wishes to thank SBCAG's staff for its tremendous assistance and cooperation in making the certification review an informative, productive, and positive exchange of frank discussions between the Federal review team, SBCAG staff, State, local elected, and transit operator officials.

Our review of the Santa Barbara area transportation planning process, as carried out by SBCAG, has resulted in a number of commendable practices, two improvement recommendations, and one corrective action. SBCAG must address the corrective action finding before the next certification review cycle.

The FHWA and FTA hereby jointly certify that the metropolitan transportation planning process performed by SBCAG substantially meets requirements of 23 CFR § 450 and 49 CFR § 613, except as found and documented in the 2012 certification review corrective actions section.
Appendix A
Interviewed Local Elected Officials and Transit Operators

Elected Officials

Joni Gray, SBCAG Chair, 4th District Supervisor
Jim Richardson, City of Solvang, Mayor
Helen Schneider, City of Santa Barbara, Mayor

Transit Operators

Richard Fernbaugh, City of Lompoc Transit (COLT), Transportation Coordinator
Sherrie Fisher, Metropolitan Transit District (MTD), General Manager
Appendix B
Review Participants

Michael Morris
Lucinda Eagle
Eric Pihl
Brian Betlyon
Lance Yokota
Brenda Perez
Jim Kemp
Peter Imhof
Aubrey Spilde
Greg Hart
Kent Epperson
Fred Luna
Andrew Orfila
Julio Perucho
Sarkes Khachek
Larry Newland
Sadie Smith

Federal Highway Administration, California Division
Federal Transit Administration, Region IX
FHWA, Resource Center (Lakewood)
FHWA, Resource Center (Baltimore)
Federal Highway Administration, California Division
Federal Highway Administration, California Division
Santa Barbara County Association of Governments
Santa Barbara County Association of Governments
Santa Barbara County Association of Governments
Santa Barbara County Association of Governments
Santa Barbara County Association of Governments
Santa Barbara County Association of Governments
Santa Barbara County Association of Governments
Santa Barbara County Association of Governments
Santa Barbara County Association of Governments
California Department of Transportation, District 5
California Department of Transportation, Headquarters
Appendix C
SBCAG Board of Directors

Policy Board

Joni Gray, Board Chair
Roger Aceves, Board Vice Chair
Salud Carbajal
Janet Wolf
Doreen Farr
Steve Lavagnino
Holly Sierra
Joe Armendariz
Lupe Alvarez
John Linn
Helene Schneider
Larry Lavagnino
Jim Richardson
Rich Krumholz, Ex-Officio
Sam Blakeslee, Ex-Officio
Tony Strickland, Ex-Officio
Katcho Achadjian, Ex-Officio
Das Williams, Ex-Officio

SBCAG Board 4th District Supervisor
Councilmember, City of Goleta
SBCAG Board 1st District Supervisor
SBCAG Board 2nd District Supervisor
SBCAG Board 3rd District Supervisor
SBCAG Board 5th District Supervisor
Mayor, City of Buellton
Mayor, City of Carpinteria
Mayor, City of Guadalupe
Mayor, City of Lompoc
Mayor, City of Santa Barbara
Mayor, City of Santa Maria
Mayor, City of Solvang
Caltrans District 5
15th Senate District
19th Senate District
33rd Assembly District
35th Assembly District
APPENDIX D
SBCAG Organizational Overview

Staff Organization Chart

- Jim Kemp
  Executive Director

- Terry Centurra
  Executive Secretary / Board Clerk
  - MJ Wells
    Administrative Services Clerk

- Gregg Hart
  Public Information / Government Affairs Coordinator

- Peter Imhol
  Deputy Director
  Planning
  - Aubrey Späde
    Sr. Transportation Planner
  - Andrew Orlita
    Transportation Planner II
  - Julio Perezko
    Transportation Planner II
  - Brian Bresolin
    Regional Analyst

- Stephen VanDenburgh
  Deputy Director
  Programs
  - Sar kes Khachek
    Sr. Transportation Planner
  - Anne Jensen
    Transportation Planner II
  - Scott Spaulding
    Sr. Transportation Planner
  - Fred Luna
    Transportation Engineer

- Bobbi Dikker
  Business Manager
  - Martha Gibbs
    Sr. Finance Officer
  - JoAnn Hart
    Administrative Assistant

- Kent Epperson
  TDM Program Administrator
  - Lori La Riva
    TDM Project Coordinator
  - Daniel Girard
    TDM Marketing Coordinator
<table>
<thead>
<tr>
<th>Name</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jim Kemp</td>
<td>Executive Director</td>
</tr>
<tr>
<td>Terry Contreras</td>
<td>Executive Secretary/Board Clerk</td>
</tr>
<tr>
<td>Gregg Hart</td>
<td>Public Information and Government Affairs Coordinator</td>
</tr>
<tr>
<td>Bobbi Didier</td>
<td>Business Manager</td>
</tr>
<tr>
<td>Kent Epperson</td>
<td>TDM Program Administrator</td>
</tr>
<tr>
<td>Peter Imhof</td>
<td>Deputy Director, Planning</td>
</tr>
<tr>
<td>Stephen VanDenburgh</td>
<td>Deputy Director, Programs</td>
</tr>
<tr>
<td>Martha Gibbs</td>
<td>Senior Finance Officer</td>
</tr>
<tr>
<td>Lori La Riva</td>
<td>Project Coordinator</td>
</tr>
<tr>
<td>Daniel Girard</td>
<td>TDM Marketing Coordinator</td>
</tr>
<tr>
<td>Aubrey Spilde</td>
<td>Senior Transportation Planner</td>
</tr>
<tr>
<td>Sarkes Khachek</td>
<td>Senior Transportation Planner</td>
</tr>
<tr>
<td>Scott Spaulding</td>
<td>Senior Transportation Planner</td>
</tr>
<tr>
<td>Anne Jensen</td>
<td>Transportation Planner II</td>
</tr>
<tr>
<td>Andrew Orfila</td>
<td>Transportation Planner II</td>
</tr>
<tr>
<td>Julio Perucho</td>
<td>Transportation Planner II</td>
</tr>
<tr>
<td>Fred Luna</td>
<td>Transportation Engineer</td>
</tr>
<tr>
<td>Brian Bresolin</td>
<td>Regional Analyst</td>
</tr>
<tr>
<td>Mary Jane Wells</td>
<td>Administrative Services Clerk</td>
</tr>
<tr>
<td>Joann Hart</td>
<td>Administrative Assistant</td>
</tr>
</tbody>
</table>
Appendix E
Public Meeting Notice

PUBLIC INPUT SOUGHT
SBCAG
Federal Certification Review

The Federal Highway Administration and Federal Transit Administration will soon begin conducting their four year review and evaluation of Santa Barbara County's transportation planning process. To provide the public with an opportunity to comment on the transportation planning process carried out by the Santa Barbara County Association of Governments (SBCAG) and its partners, the two federal agencies are sponsoring the following public listening session:

Date: Monday, May 7, 2012
Time: 6:00 - 8:00 PM
Location: SB County Board of Supervisors
Public Meeting Room, 4th Floor
123 East Anapamu St.
Santa Barbara, CA

Oral and written comments may be presented at the meeting. Written comments may also be sent via e-mail to cert.review@dot.gov or by regular mail to:

Michael Morris, Community Planner
FWHA Cal-South Office
888 S. Figueroa Street, Ste. 750
Los Angeles, CA 90017

Public comments will be accepted through June 13th. For additional information about the SBCAG federal certification process or the May 7th public listening session, please call 213-894-4014.
Favor de llamar a SBCAG al 805-961-8900, para más información del reunión.
Appendix F
Certification Review Concurrency and Closure

Hi Michael,

Thanks for the opportunity to review. We have no additional comments.

Peter Imhof
Deputy Director, Planning Division
Santa Barbara Association of Governments
160 North San Antonio Road, Suite B
Santa Barbara CA 93110
Phone: (805) 963-8910
Fax: (805) 963-8901
www.sbcag.org

Sent: Tuesday, September 25, 2012 2:53 PM
To: Peter Imhof
Cc: Jim M. Kemp; Lucia.Finkel@dot.ca.gov; Raymond.Sivills@dot.ca.gov
Subject: 2012 SBCAG Cert Review Closure

Hi Peter,

All changes have been incorporated, please take a final look at the report attached that will be sent on for FTA/FHWA signature.

Please reply to this email on whether SBCAG is amenable with report closeout. SBCAG's concurrence will be integrated into Appendix F of the document. If there be any questions, please let me know. Thanks!

Regards,

Michael Morris Jr.
Michael Morris Jr.
Southern CA Transportation Planner
FHWA Caltrans

Federal Highway Administration - California - Federal Transit Administration - Region IX
September 2012 - Page 34