CONGESTION MANAGEMENT PROGRAM

10/20/2016

FINAL

SBCAG
santa barbara county association of governments

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2016 SBCAG BOARD MEMBERSHIP ROSTER

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PROJECT STAFF

Jim Kemp	Executive Director
Peter Imhof	Deputy Executive Director, Planning
Andrew Orfila	Senior Transportation Planner/Project Manager

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EXECUTIVE SUMMARY

SBCAG, acting as the Congestion Management Agency for Santa Barbara County, has been working with the State, local agencies, and transit agencies on implementing congestion relief projects throughout the County for several years. The passage of Proposition 111 in 1990 provided for an increase in the gas tax, along with changes to the transportation planning process that required urbanized counties to create a Congestion Management Program (CMP). SBCAG became the Congestion Management Agency for the County and established the CMP in 1991. The CMP addresses the problem of increasing congestion on regional highways and principal arterials through a coordinated approach involving the State, County, Cities, and transit providers. Bringing these groups to the table to address regional and multi-jurisdictional issues related to congestion, land development, and air quality, the CMP ensures that limited transportation funds are more efficiently invested and that investment is allocated in a balanced way to improve the transportation system for all modes.

This CMP update addresses changes in state law, especially the passage of SB 743, and better aligns the CMP with SBCAG's Regional Transportation Plan-Sustainable Communities Strategy. SB 743 eliminates the requirement of the use of level of service (LOS) as a measure of transportation impact under the California Environmental Quality Act (CEQA) and, as interpreted by the Office of Planning and Research, eliminates the requirement of consistency between the CEQA analysis of projects and the CMP. However, while it eliminates the LOS measure for the determination of a transportation impact for CEQA purposes, SB 743 retains the requirement for the use of LOS standards for measuring performance on CMP network highways and local arterials. Some requirements of the CMP that were previously linked directly to the CEQA review of projects, (for example, the CMP land use analysis) are still required. SB 743 also redefines "infill opportunity zones," which may be designated by local jurisdictions and within which the requirements of the CMP to do not apply, to correspond to transit priority areas identified in a Sustainable Communities Strategy.

Legislation requires that CMPs be updated biennially. SBCAG covers this requirement by preparing a biennial report, which determines if the local jurisdictions are conforming to the requirements. As was done for the 2009 CMP update, this CMP document serves as a statutorily required biennial report, which evaluates member jurisdictions' conformity with CMP requirements.

The Santa Barbara County CMP fulfills all State and federal requirements. The CMP applies to all of the incorporated cities and the unincorporated County of Santa Barbara. It is comprised of the following elements:

- The *Regional Congestion Management Objectives* (Chapter 2) establish vision statements for the CMP, using the goals and objectives established in the RTP-SCS as guiding principles.

- The *CMP Network Element* (Chapter 3) defines the roadway facilities that are covered by the Congestion Management Program. The network consists of all state highways and principal arterials that facilitate inter-community and intra-community travel within the County.

- The *Level-of-Service (LOS) Standards Element* (Chapter 4) describes the adopted LOS standard for the CMP network facilities. This chapter also discusses the concept of "Infill Opportunity Zone" and its relationship to transit priority areas established in the Sustainable Community Strategy.

- The *Performance Element* (Chapter 5) summarizes the performance measures that are used to assess progress toward achievement of the regional congestion management objectives.

- The *Travel Demand Element* (Chapter 6) summarizes alternative transportation methods promoted by SBCAG Traffic Solutions and efforts being made by SBCAG and member jurisdictions to improvement the

balance between jobs and housing. The chapter also includes a description of parking cash-out programs.

- The *Land Use Element* (Chapter 7) is a program to analyze the impacts of land use decisions on the regional road system.

- The *Capital Improvement Program* (Chapter 8) is a package of projects developed to address congestion and mobility issues. The seven-year Capital Improvement Program addresses existing and expected deficiencies in the road, bikeway, and transit systems.

Table ES-1 below summarizes review, evaluation, and findings, as well as recommended changes for each of the chapters described above in this CMP document.

Table ES.1: 2016 CMP Update Actions/Recommendations and Policy Changes

Chapter	Review, Evaluation, and Findings	Recommended Changes
1. Introduction	None	None
2. CMP Objectives for the Region	This is a new chapter added to bring the CMP in line with Federal guidelines. Objectives were developed to conform with SBCAG's adopted RTP-SCS and performance measures were developed to measure progress towards attainment of the objectives.	There are three objectives that are in line with RTP-SCS Goals: 1. Livability: Work to foster livable communities – areas where coordinated transportation, housing, and commercial development give people access to affordable and environmentally sustainable transportation. 2. Multi-Modal Access & Reliability: Implement congestion relief strategies where necessary to reduce travel times, encourage increased coordination amongst service providers, provide a healthy, safe and reliable multi-modal network, and increase opportunities for all users of the regional transportation system. 3. Economic Vitality: Support growth in economic activity and maintain quality of life in the region by promoting the efficient movement of people and goods.
3. CMP Network Element	Reviewed the designated CMP roadway network to determine if potential streets or highway should be added or removed.	None at this time. There are no functional classification changes that are undergoing review in the County. The following changes have occurred since the 2009 CMP was updated: • Union Valley Parkway was added to the CMP network in 2013.
4. Level-of-Service Standards Element	Reviewed LOS standards and methodologies.	No changes to LOS standards. Added information regarding the adoption of Senate Bill 743 and its definition of Infill Opportunity Zones and the relationship to Transit Priority Areas (TPAs) in the RTP-SCS. Included information regarding location of TPAs in Santa Barbara County and underlying CMP intersections with opportunity for LOS exemption under state law.
5. Performance Measures Element	Established performance measures to measure progress toward achievement of regional congestion management objectives	Livability Measures: • Potential new Transit Priority Areas

Chapter	Review, Evaluation, and Findings	Recommended Changes
	identified in Chapter 2. Performance measures will be tracked and monitored biennially.	• Journey to Work by Mode • Collisions, Injuries, and Fatalities – Bicycles & Pedestrians • Vehicle Miles Traveled per Capita Multi-Modal Access & Reliability Measures: • Level of Service • Transit Performance Evaluation (local and regional services) • Transit Accessibility (local fixed route) • Collisions, Injuries, and Fatalities – Autos • Freeway Service Patrol – Area Served Economic Vitality Measures: • Travel Time to Work • Housing and Transportation Affordability Index (H+T Index) • Fuel Consumption per Capita
6. Travel Demand Element	Outlined alternative transportation methods, as stipulated under state law.	This is a new chapter that outlines transportation demand management efforts of the SBCAG Traffic Solutions division, efforts made in the preferred growth scenario of SBCAG's RTP-SCS to balance jobs and housing, and potential benefits of parking cash-out.
7. Land Use Analysis Program	Reviewed policies and review process in the Land Use Analysis Program along with new requirements contained in Senate Bill 743 and OPR's *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA* (January 20, 2016). While State law still requires a land use review process as part of the CMP, this process is no longer tied to the CEQA review of projects.	Specific changes include: • No longer require CMP analysis in CEQA documents, consistent with OPR guidance. • Continue to require CMP analysis in local traffic studies, utilizing CMP thresholds as detailed in Chapter 7.
8. Capital Improvement Program	Updated the 7-Year Capital Improvement Program to include regionally-significant projects that work towards achieving the objectives identified in Chapter 2.	Updated Capital Improvement Program, consistent with the draft RTP-SCS project list (April 2016).

CHAPTER 1 – OVERVIEW

1.1 BACKGROUND

Travel demand on the Santa Barbara County regional road network continues to increase along with growth in population. When this demand exceeds the capacity of the roadway system, the result is congestion. Congestion leads to increased delays on major freeways and arterials and leads to quality of life and economic effects such as wasted extra fuel, air pollution, and increased delays for freight and commercial and emergency service providers. This problem is exacerbated due to jobs-housing imbalances in certain areas, which result in longer commutes for workers, generally concentrated in the morning and evening peak hours.

In the late 1990's, travel demand was growing exponentially, as measured by vehicle-miles traveled (VMT). Since 2001, estimates of vehicle-miles traveled and motor vehicle fuel sales indicate that the growth in motor vehicle travel has been slowing. This is most likely due to fuel price increases and slowing economic growth. However, congestion levels in most areas of the County have not changed. Higher fuel prices promote conservation, which is beneficial for air quality and alternative transportation programs. A healthy portion of transportation projects rely on federal and state fuel excise taxes, which are levied on volume, not the price per volume. As a result, declining VMT, increased fuel efficiency, and resulting declines in gasoline sales lead to declines in certain types of transportation funds. An example of this effect is the "drain" on the federal Highway Trust Fund. According to the most recent estimate available, the Highway Trust Fund revenues provided approximately $34 billion for highways and mass transit projects. However, the federal government allocated more than $50 billion to projects nationwide from this funding source. Local, regional, and state governments continue to advocate for a long-term solution to the Highway Trust Fund. However, the federal government has only instituted a series of temporary stopgap funding measures to backfill the shortfall in the Highway Trust Fund. This issue highlights the importance of spending available transportation funds as efficiently as possible.

The Santa Barbara County Association of Governments (SBCAG) has been working with the State, local agencies, and transit agencies on implementing congestion relief projects throughout the County for many years. The passage of Proposition 111 in 1990 provided for an increase in the gas tax, along with changes to the transportation planning process that required urbanized counties to create a Congestion Management Program (CMP). SBCAG became the Congestion Management Agency for the County and established the CMP in 1991.

The purpose of the CMP is to: 1) Establish a better link between new development and its impacts on the transportation system, 2) Promote inter-jurisdictional coordination in identifying and mitigating these impacts, 3) Systematically monitor and evaluate the performance of the transportation system, and, 4) Identify improvements to resolve identified impacts. The CMP addresses the problem of increasing congestion on regional highways and principal arterials through a coordinated approach involving the State, County, Cities, transit providers, and the Air Pollution Control District. Bringing these groups to the table to address regional and multi-jurisdictional issues related to congestion, land development, and air quality, the CMP ensures that limited transportation funds are more efficiently invested and that investment is allocated in a balanced way to improve the transportation system for all modes.

An example of where this approach was utilized was the preparation of the *Highway 101 Deficiency Plan* and the *101-In-Motion* stakeholder and project selection process. In response to the growing congestion on the South Coast segment of U.S. 101 between Milpas Street and the Santa Barbara-Ventura County line, SBCAG, in its role as the Congestion Management Agency, convened a stakeholder group to develop solutions to the congestion problem on U.S. 101. The result of the process was the *Highway 101 Deficiency Plan*, which included a list of short-term congestion relief improvements and committed the State and local agencies to come up with a plan that would include long-term congestion relief projects in the corridor. Decisions for implementation of long-range improvements on U.S. 101 were made during the 101-In-Motion process, which involved an extensive public

outreach program to local and State agencies and the general public. The stakeholder groups worked with SBCAG and the project consultant to examine the feasibility of a wide range of improvement projects. The final package of projects that was selected by the participants included expanding capacity on the 4-lane segment of U.S. 101 to provide a high-occupancy-vehicle lane, additional buses for the Clean Air Express and Coastal Express, an enhanced commuter rail service, expanded transportation demand management programs, intelligent transportation systems (ITS) improvements, and an enhanced monitoring program. The entire process was documented in the *101-In-Motion Implementation Plan*. The Plan was formally approved by the SBCAG board in October 2005.

1.2 STATE AND FEDERAL REQUIREMENTS

The Santa Barbara County CMP fulfills the State's requirements under California Government Code Section 65089. The State requirements are shown in Appendix A. The CMP applies to all of the incorporated cities and the unincorporated County of Santa Barbara. It is comprised of the following required elements, which are specifically referenced in Section 65089:

- The *CMP Network Element* (Chapter 3) defines the roadway facilities that are covered by the Congestion Management Program. The network consists of all state highways and principal arterials that facilitate inter-community and intra-community travel within the County.

- The *Level-of-Service (LOS) Standards Element* (Chapter 4) describes the adopted LOS standard for the CMP network facilities.

- The *Performance Measures Element* (Chapter 5) details operations on the network and characteristics of regional travel. The performance measures were developed to provide an indication of how the CMP network is performing for its users, specifically in terms of highway/roadway performance and transit availability.

- The *Travel Demand Element* (Chapter 6) highlights the role and responsibility of SBCAG Traffic Solutions division in promoting alternative transportation methods. The element also includes SBCAG strategies to balance jobs and housing in the region and how the CMP considers parking cash-out programs.

- The *Land Use Element* (Chapter 7) is a program to analyze the impacts of land use decisions on the regional road system.

- The *Capital Improvement Program* (Chapter 8) is a package of projects developed to address congestion and mobility issues. The seven-year Capital Improvement Program addresses existing and expected deficiencies in the road, bikeway, and transit systems.

There are also federal requirements to implement a Congestion Management System for integration into the metropolitan transportation planning process (Title 23 CFR Part 450 Section 320). The federal requirements and a list of where they are addressed in the Plan are included in Appendix B. The CMP also draws from guidance contained in the Federal Highway Administration's Congestion Management Process Guidebook.[1] The CMP update draws upon the FHWA guidance in developing congestion management objectives for the region and establishing performance measures to track progress towards achieving those objectives. The CMP regional objectives are outlined in Chapter 2.

[1] Congestion Management Process: A Guidebook, Federal Highway Administration, April 2011.

1.3 LOCAL JURISDICTION PARTICIPATION

To ensure the effectiveness of the CMP, SBCAG monitors its implementation and biennially determines that the Cities and County are:

- Consistent with the LOS standards;
- Maintaining a program to analyze the impacts of land use decisions to the regional roadway network;
- Participating in the development of deficiency plans at locations that violate the CMP's LOS standards.

The State CMP statutes allow urbanized Counties to "opt out" of the CMP requirements if a majority of local governments, collectively comprised of the City Councils and County Board of Supervisors, which in total also represent a majority of the population in the County, each adopt resolutions electing to be exempt from the CMP. However, given that Santa Barbara County would still be required to implement a federal Congestion Management System, such an action would result in little change to the CMP process currently in place.

Local jurisdictions have a vested interest in developing and implementing CMPs because the programs are a prerequisite for obtaining federal, state, and local monies. Some of the funding sources that are tied into the CMP are described in Table 1.1.

Table 1.1: Transportation Funds Tied to the CMP

Funding Source	Tie-In
Local Section 2105 Funds	For those jurisdictions not meeting the CMP requirements, a portion of the funds made available by the state gas tax (Section 2105) may be withheld. If the issue is not corrected within 12 months, the apportionment withheld will be allocated to the CMA (SBCAG). The CMA is then required to use the withheld amount to finance regionally significant projects in the CMP capital improvement program.
Federal Surface Transportation Program (STP) Funds	Regional STP funds will not be programmed for a project within a non-conforming jurisdiction unless the regional agency (SBCAG) finds that the project is of regional significance or included in a CMP deficiency plan.
State Regional Improvement Program Funds	These funds are programmed through the Regional Transportation Improvement (RTIP) Program. In developing the RTIP, the regional transportation-planning agency (SBCAG) must be consistent with the projects in the CMP capital improvement program.

As the designated CMA for Santa Barbara County, SBCAG is required to monitor CMP implementation and biennially determine if each local jurisdiction is in conformance with the CMP. Since the inception of the program in 1992, SBCAG has performed fifteen CMP conformance assessments. Each jurisdiction has been determined to be in compliance with the CMP statutes. This has allowed each jurisdiction to remain eligible to receive its annual apportionment of Proposition 111 gas tax funds.

1.4 RELATIONSHIP TO THE REGIONAL TRANSPORTATION PLAN-SUSTAINABLE COMMUNITY STRATEGY

State law requires the CMP to be consistent with the programs and projects contained in the County's Regional Transportation Plan (California Government Code §65089.2(a)). SBCAG's 2040 Regional Transportation Plan and Sustainable Communities Strategy (RTP-SCS), which was adopted by the SBCAG Board in August 2013, establishes policies and goals for the investment of federal, state, regional, and local transportation funds and

also sets forth a forecasted growth pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, will reduce greenhouse gas emissions from passenger vehicles and light-duty trucks to achieve greenhouse gas emission targets set by the California Air Resources Board.

The CMP strives for consistency with the RTP-SCS in two areas:

1. Conformance with RTP-SCS goals, and

2. Consistency of CMP Capital Improvement Projects with RTP-SCS projects.

The RTP-SCS goals have been incorporated into this CMP update and are described in Chapter 2 – CMP Regional Goals & Objectives for Congestion Management. The CMP Capital Improvement Program Element is included in Chapter 8.

CHAPTER 2 – REGIONAL CONGESTION MANAGEMENT OBJECTIVES

Congestion management objectives for the Santa Barbara County region are a requirement under the federal regulations (23 CFR 450.320(c)(2)) and were developed for this update. The objectives are based on the regional vision and goals outlined in SBCAG's 2040 Regional Transportation Plan-Sustainable Communities Strategy (2040 RTP-SCS). The 2040 RTP-SCS plans for how the region will invest limited transportation funds to maintain, operate and improve an integrated, multi-modal transportation system that facilitates the efficient movement of people and goods. The 2040 RTP-SCS also considers the influence of land use and transportation together in a single, integrated planning process to achieve state greenhouse gas emission targets.

The regional vision is best articulated by the goals of the 2040 RTP-SCS. As noted in Chapter 1, the CMP strives for conformance with the RTP-SCS goals. Therefore, regional congestion management objectives relate to the relevant RTP-SCS goal categories. Table 2-1 summarizes the Regional Congestion Management Objectives and corresponding performance measures. The performance measures are discussed in more detail in Chapter 5.

Table 2.1: Regional Congestion Management Objectives

RTP-SCS Goal	Congestion Management Objective
Environment: Foster patterns of growth, development and transportation that protect natural resources and lead to a healthy environment.	*Livability* Work to foster livable communities – areas where coordinated transportation, housing, and commercial development give people access to affordable and environmentally sustainable transportation.
Mobility & System Reliability: Optimize the transportation system to improve accessibility to jobs, schools, and services, allow the unimpeded movement of people and goods, and ensure the reliability of travel by all modes.	*Multi-Modal Access & Reliability* Implement congestion relief strategies where necessary to reduce travel times, encourage increased coordination amongst service providers, provide a healthy, safe and reliable multi-modal network, and increase opportunities for all users of the regional transportation system.
Equity: Assure that the transportation and housing needs of all socio-economic groups are adequately served.	
Health and Safety: Improve public health and ensure the safety of the regional transportation system.	
Prosperous Economy: Achieve economically efficient transportation patterns and promote regional prosperity	*Economic Vitality* Support growth in economic activity and maintain quality of life in the region by promoting the efficient movement of people and goods

The congestion management objectives are discussed in additional detail below.

2.1 LIVABILITY

Objective: *Work to foster livable communities – areas where coordinated transportation, housing, and commercial development give people access to affordable and environmentally sustainable transportation.*[2]

The State CMP legislation enacted in 1991 attempted to reduce future congestion by addressing the connection between land use and transportation directly. It requires CMAs to develop a mechanism to determine and mitigate impacts from new land uses to the regional road network. In addition, this legislation intended to incentivize land use strategies that reduce vehicle trips and VMT, such as infill housing, transit-oriented development, and mixed land uses. The livability objective acknowledges the relationship between land use and transportation. The SBCAG Sustainable Communities Strategy emphasizes a transit-oriented development and infill approach to land use and housing, supported by complementary transportation and transit investments. Population and job growth is projected principally within existing urban areas near public transit, consistent with local land use planning efforts. Distribution of future growth directly addresses jobs/housing balance issues by emphasizing job growth in the North County and housing growth in the South County.

To a large degree, General Plan and zoning decisions made by local jurisdictions and the market will influence where residents live and where they will work. Because local governments have authority over land use decisions within their jurisdictions, not SBCAG, SBCAG's role is limited in this area. However, SBCAG can support complementary decisions related to transportation and transit investment that are focused on supporting policies to achieve the CMP Livability objective. The recent enactment of Senate Bill (SB) 743 allows for local jurisdictions to designate infill opportunity zones in regions that have designated transit priority areas in adopted sustainable community strategies. Infill opportunity zones, and their relationship to the CMP level of service standards, are discussed in more detail in Chapter 4. SBCAG's Preferred Growth Scenario (as outlined in the adopted RTP-SCS) and SB 743 are complementary in that they each encourage the formation of transit-oriented development in urban areas. Assuming sustained, consistent, and stable funding and high quality service provided by transit operators, frequent and reliable transit service could be provided adjacent to transit-oriented development, which would further the CMP Livability Objective by diverting single-occupant vehicle trips to transit during morning and afternoon peak hours. Continuous or expanded levels of funding for complementary programs that support alternative transportation (such as SBCAG Traffic Solutions and the State's Active Transportation Program) will allow for continued investment of funds towards non-driving modes. SBCAG, acting as the Congestion Management Agency for Santa Barbara County, will;

- continue to promote the preferred growth scenario outlined in the Sustainable Community Strategy,
- support efforts by local jurisdictions to implement Infill Opportunity Zones,
- support efforts by transit operators to implement high-quality transit service during morning and afternoon peak hours,
- continue to support its Traffic Solutions division and seek continued funding for local jurisdictions through the Active Transportation Program and other complementary alternative transportation programs.

Taken in total, these actions by SBCAG promote livability in the region and will result in reduced congestion by planning to accommodate growth through efficient land uses in partnership with SBCAG member jurisdictions and diverting single-occupant vehicle trips to alternative modes.

[2] Definition of *livable community* courtesy of U.S. Department of Transportation via http://www.dot.gov/livability/101.

2.2 MULTI-MODAL ACCESS & RELIABILITY

Objective: Implement congestion relief strategies where necessary to reduce travel times, encourage increased coordination amongst service providers, provide a healthy, safe and reliable multi-modal network, and increase opportunities for all users of the regional transportation system.

The Multi-Modal Access & Reliability Objective aims for connectivity and reliability across the region for all modes. The regionally significant transportation projects within the CMP Capital Improvement Program should strive to incorporate multiple modes where feasible (autos, bus, rail, bicycle, and pedestrians) and ensure reliability when traveling upon the regional transportation network. A connected regional transportation network will allow residents to travel seamlessly from one location to another and give them the option of different modes. Taking the long view, as the multi-modal network is built out, auto congestion may still be a factor, but residents will have a choice to use other modes (such as bus, rail, bicycle, carpool, or telecommute). This objective also aims to ensure consistent travel times across modes, which means minimizing non-recurrent congestion (for example, congestion resulting from collisions, work zones, inclement weather, or other unforeseen circumstances), ensuring on-time reliability for transit, and continued maintenance so that the transportation system remains in a good state of repair.

2.3 ECONOMIC VITALITY

Objective: *Support growth in economic activity and maintain quality of life in the region by promoting the efficient movement of people and goods.*

The Economic Vitality Objective strives for productivity and efficiency in the region by supporting growth in economic activity while maintaining quality of life. Policies and projects in place to relieve congestion will reduce travel times for those commuting to work and goods movement, improving productivity and ensuring on-time delivery. The implementation of Intelligent Transportation System (ITS) projects on the regional roadway network and transit systems will further reduce delay during peak commute hours and reduce household transportation costs, ensuring continued economic vitality within the County.

CHAPTER 3 – CMP HIGHWAY AND STREET NETWORK

State law requires that the Congestion Management Agency establish level of service (LOS) standards for all of the freeways, highways, and principal arterials in the County. California Government Code Section 65089(b)(1)(a) states that the CMP shall contain traffic level of service standards for a system of highways and roadways designated by SBCAG. The network should include, at a minimum, all state highways and principal arterials. This chapter discusses the street network established for the CMP. LOS standards are discussed in Chapter 4.

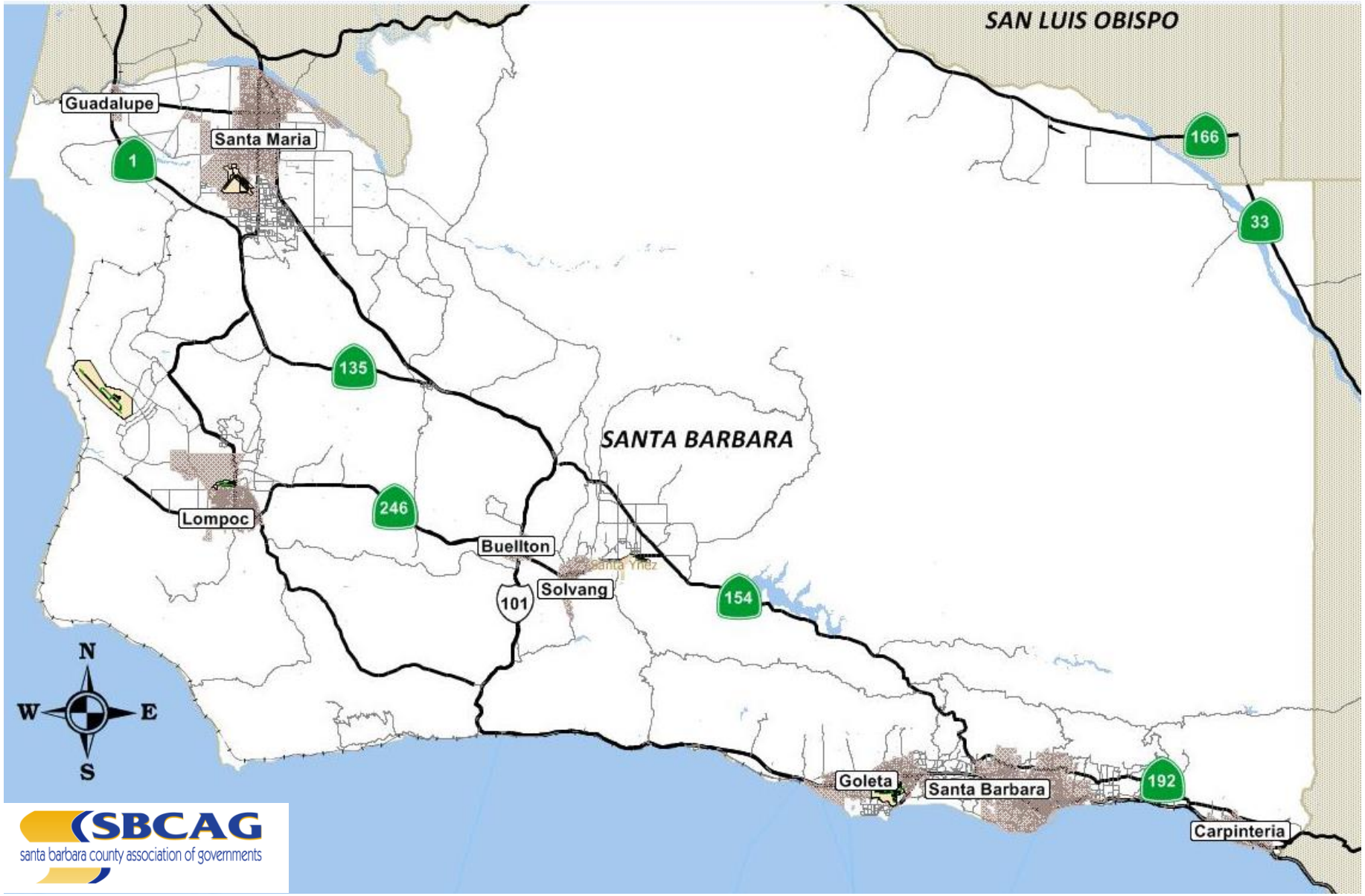
3.1 THE EXISTING NETWORK

The CMP network has been established in prior CMP's and is consistent with the "regional significance" criteria in SBCAG's Regional Transportation Plan. The general policy for including freeways, highways, and principal arterials in the CMP network is to designate a system that gives a complete accounting of regional highways and arterials while limiting the system to roadways that function as routes of regional significance and/or routes with known or potential congestion. Maps 3.1 through 3.8 illustrate the roads and highways on the CMP network. A table detailing each of the CMP network facilities is included in Appendix C.

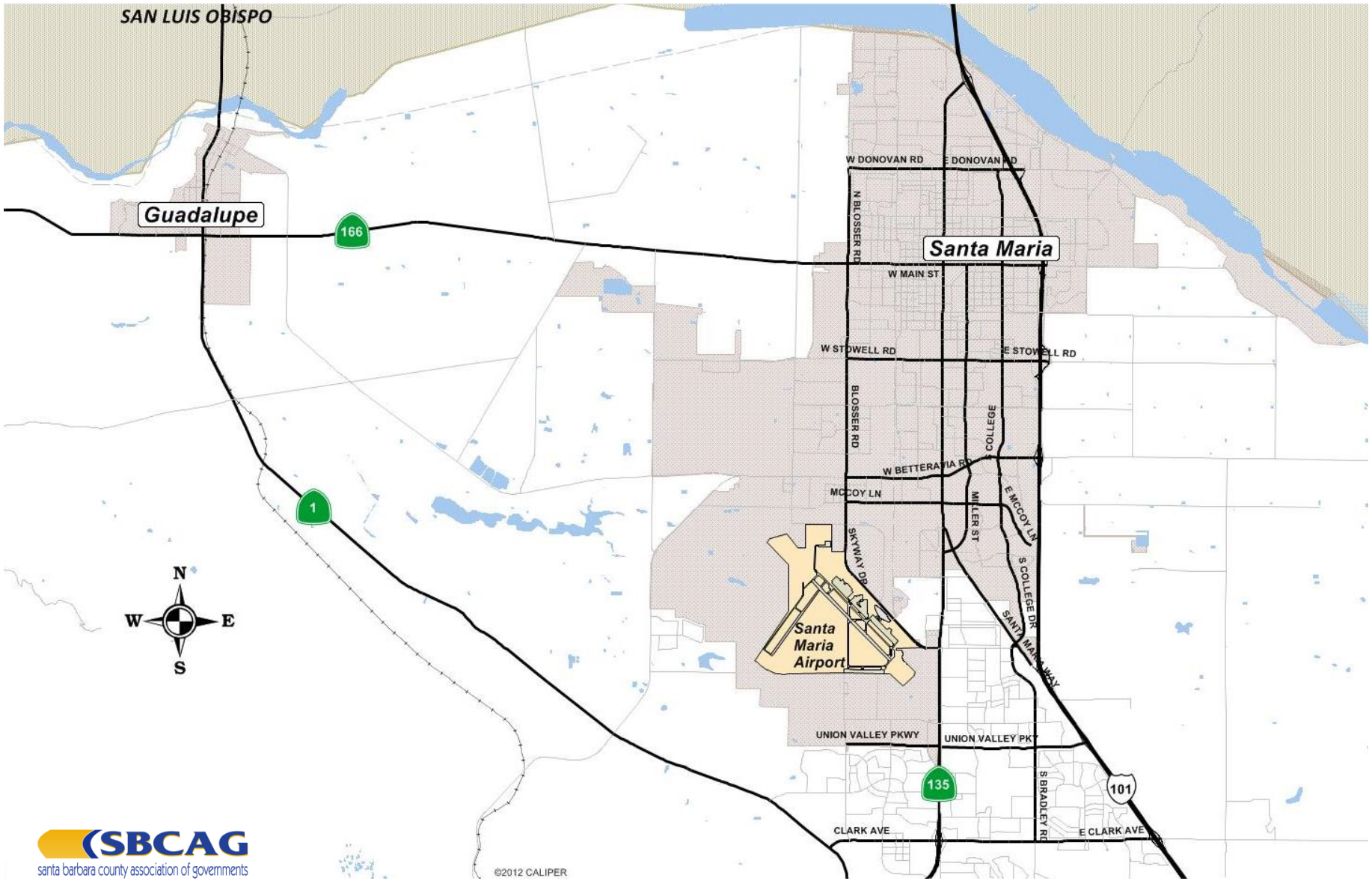
Periodically, staff will recommend updates to the CMP network, due to street network improvements or traffic volume changes. In May 2014, SBCAG added Union Valley Parkway to the list of CMP regionally-significant streets for monitoring, due to the completion of the Union Valley Parkway / U.S. 101 interchange and Union Valley Parkway Phase III extension projects in the prior year (fall of 2013). The goal of these projects was to alleviate projected congestion at the adjacent U.S. 101 interchanges at Clark Avenue and Santa Maria Way. These two interchanges are approximately two miles apart and exceed typical urbanized area interchange spacing of one mile. The projects also provide congestion relief on local streets in the Orcutt area and support existing and planned local development, including future development of the Santa Maria Airport Business Park. With the subsequent addition of Union Valley Parkway to the CMP network, two intersections were added to the County's monitoring list: 1) Union Valley Parkway / Orcutt Expressway-SR 135 and 2) Union Valley Parkway / Bradley Road. Union Valley Parkway is highlighted on Map 3.3.

Map 3.1 – Santa Barbara County Region

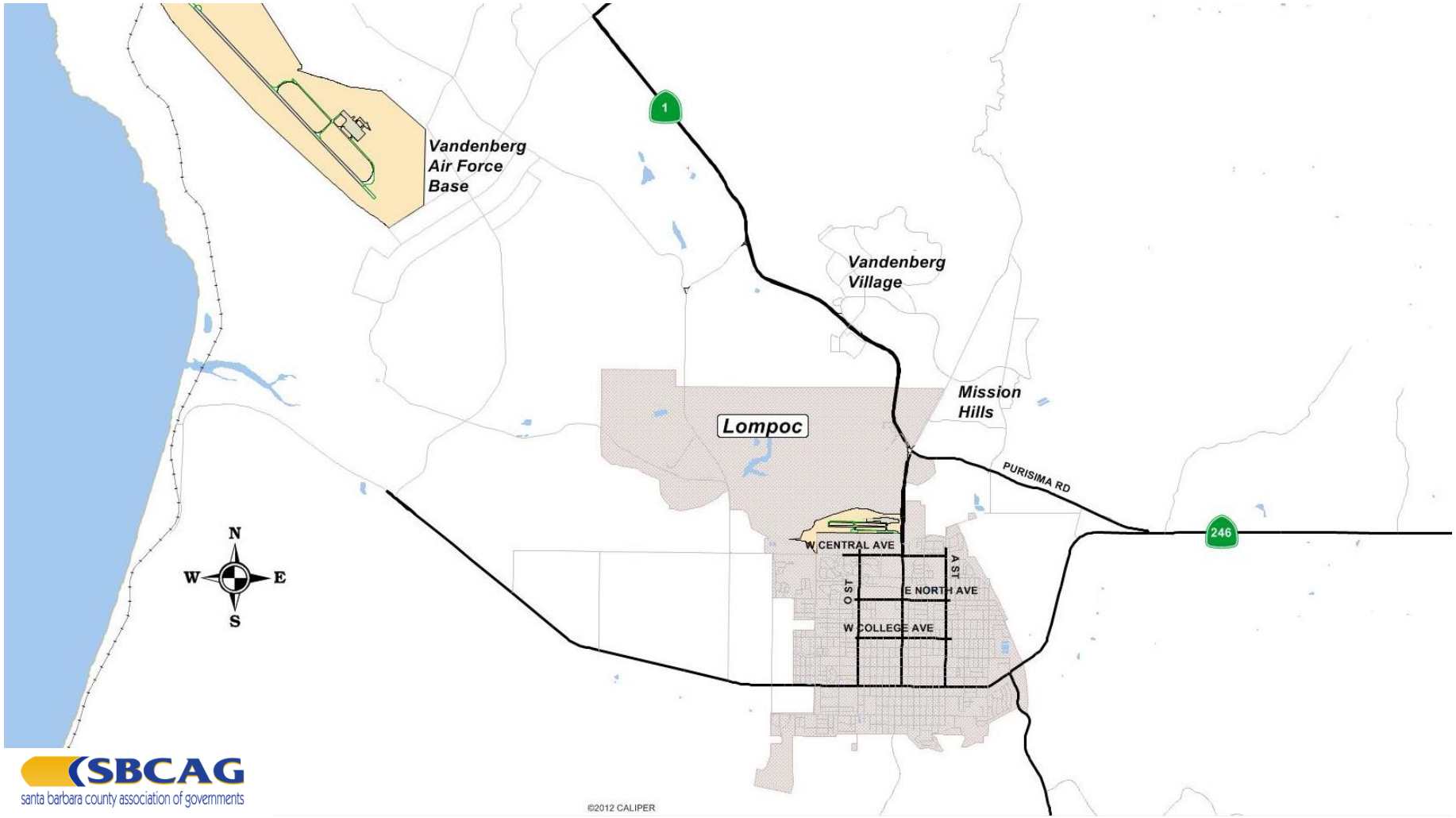
Map 3.2 – Santa Barbara County State & Regional Street Network



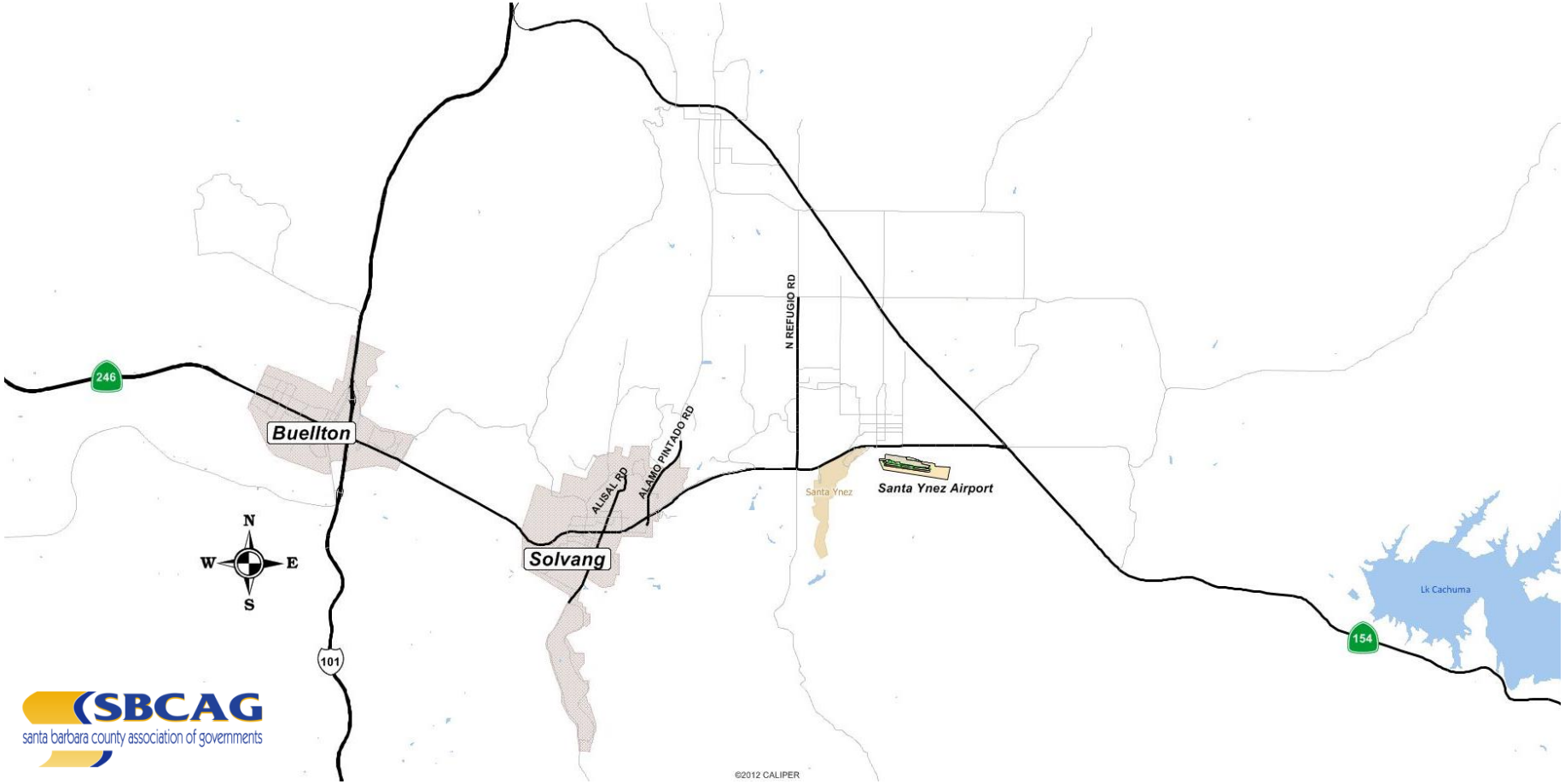
Map 3.3 – Santa Maria Valley CMP Network



Map 3.4 Lompoc Valley CMP Network

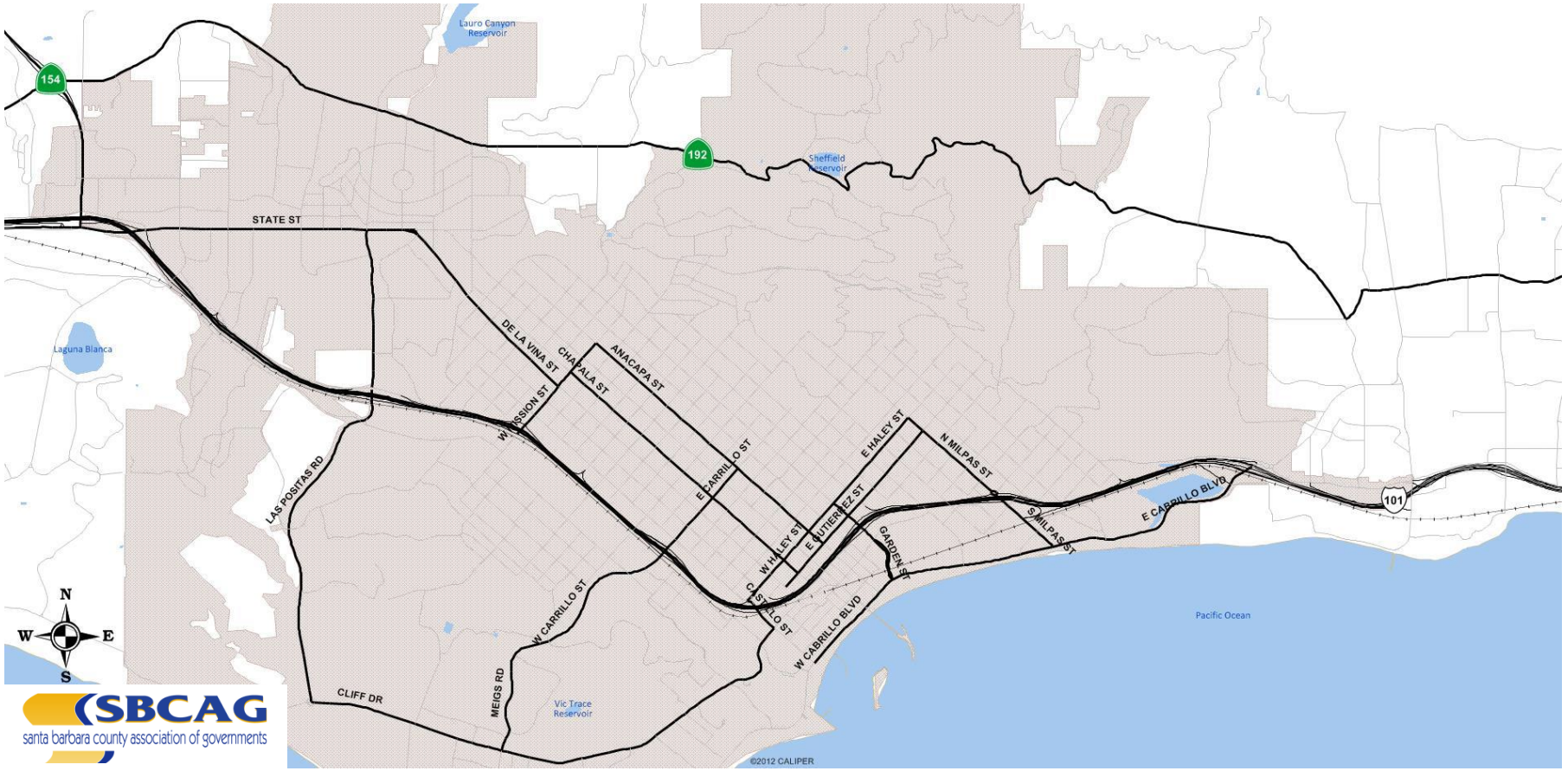


Map 3.5 Santa Ynez Valley CMP Network



Map 3.6 Goleta Valley CMP Network

Map 3.7 Santa Barbara (City) CMP Network



Map 3.8 Carpinteria (City) CMP Network

CHAPTER 4 – LEVEL OF SERVICE STANDARDS ELEMENT

65089. (a) A congestion management program shall be developed, adopted, and updated biennially, consistent with the schedule for adopting and updating the regional transportation improvement program, for every county that includes an urbanized area, and shall include every city and the county. The program shall be adopted at a noticed public hearing of the agency. The program shall be developed in consultation with, and with the cooperation of, the transportation planning agency, regional transportation providers, local governments, the department, and the air pollution control district or the air quality management district, either by the county transportation commission, or by another public agency, as designated by resolutions adopted by the county board of supervisors and the city councils of a majority of the cities representing a majority of the population in the incorporated area of the county.

(b) The program shall contain all of the following elements:

(1) (A) Traffic level of service standards established for a system of highways and roadways designated by the agency. The highway and roadway system shall include at a minimum all state highways and principal arterials. No highway or roadway designated as a part of the system shall be removed from the system. All new state highways and principal arterials shall be designated as part of the system, except when it is within an infill opportunity zone. Level of service (LOS) shall be measured by Circular 212, by the most recent version of the Highway Capacity Manual, or by a uniform methodology adopted by the agency that is consistent with the Highway Capacity Manual. The determination as to whether an alternative method is consistent with the Highway Capacity Manual shall be made by the regional agency.

(B) In no case shall the LOS standards established be below the level of service E or the current level, whichever is farthest from level of service A except when the area is in an infill opportunity zone. When the level of service on a segment or at an intersection fails to attain the established level of service standard outside an infill opportunity zone, a deficiency plan shall be adopted pursuant to Section 65089.4.

The Congestion Management Program utilizes level of service (LOS) measurements to determine congestion levels. These standards form the basis for determining when improvement plans need to be implemented. The CMP level of service standards were established in 1991 and have been refined over the years in the consultation with the Technical Transportation Advisory Committee. This Chapter includes a description of the CMP level of service standards and methodologies used to calculate LOS on CMP facilities.

4.1 CMP LEVEL OF SERVICE MEASUREMENT AND STANDARD

State law requires that SBCAG, the Congestion Management Agency (CMA) for Santa Barbara County, establish LOS standards for measuring performance of the CMP network highways and local arterials. Gov. Code § 65089(b)(1). The CMP policy is to estimate LOS based on the facility type, as shown in the table below.

Table 4.1: LOS Methodologies by Facility Type

CMP Facility Type	Methodology	Measure
Freeways	Highway Capacity Manual (2010) – Freeway Facilities (Chapter 10)	Density (passenger cars per mile per lane)
Multi-Lane State Highways	Highway Capacity Manual (2010) – Multilane Highways (Chapter 14)	Density (passenger cars per mile per lane)
Two-Lane State Highways	Highway Capacity Manual (2010) – Two-Lane Highways (Chapter 15)	Percent time spent following Average Travel Speed Volume-to-Capacity Ratio
Local Arterials	Intersection Capacity Utilization (Signalized intersections only)	Volume-to-Capacity Ratio

Level-of-service is a qualitative measure of traffic operating conditions or system adequacy. A general scale for LOS has been defined using the letters "A" through "F" (best to worst). LOS A is characterized by free-flow conditions with little or no delay. LOS F represents forced flow where operating volumes exceed the capacity, resulting in greatly reduced travel speeds (on freeway, highway, or arterial segments) or excessive queues and delays (at intersections). Thus, a poor LOS or a monitored deterioration in LOS is a good indication of congestion. Additional descriptions of LOS for different roadway facility types are provided in Appendix D.

SBCAG and the local agencies selected a minimum acceptable LOS of "D" for intersections and roadways when the CMP was initiated in 1991. The standard only applies to intersections and roadways outlined in the previous chapter (Chapter 2 – CMP Highway and Street Network). If any facilities are found to be operating below this standard, a deficiency plan must be prepared.

4.2 ANNUAL CONFORMANCE ASSESSMENT AND DEFICIENCY PLAN REQUIREMENTS

The requirements for deficiency plans typically arise during SBCAG's annual conformance assessment. For the annual assessment, SBCAG requires that each of the local agencies submit P.M. peak hour intersection count or level of service data for select intersections on an annual basis, according to the schedule outlined below.

Table 4.2: Traffic Count Updates for CMP Intersections

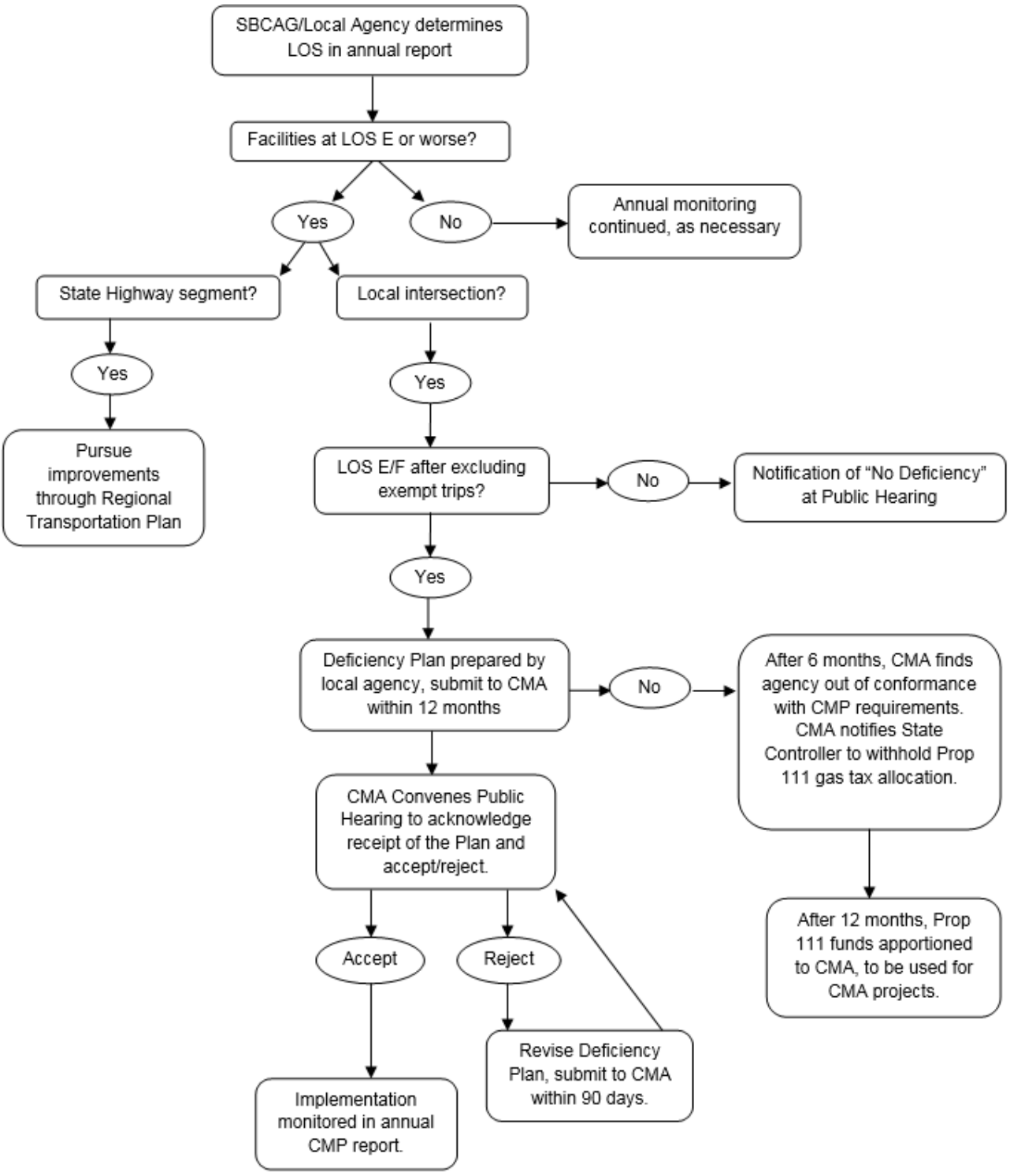
Current LOS	Count Update Frequency
D or worse	1 year
C	2 years
A or B	5 years

Caltrans provides its published estimates of annual average daily traffic (AADT) and count station data to determine traffic flow on the state highways. SBCAG has also utilized data available on the Caltrans Performance Measurement System (PeMS) when estimating traffic flow on state facilities. The data provided by the local agencies and Caltrans is crucial in determining level of service and measuring performance for CMP facilities.

Once the relevant data is obtained, staff conducts an analysis to determine if there are any facilities operating at LOS E or worse. If a facility exceeds the CMP LOS standard (after excluding certain trip types according to the CMP statutes, such as inter-regional trips, trips resulting from a construction project, ramp metering, and trips generated from high density housing or a mixed land use development in close proximity to transit), a deficiency plan is required. Where a facility exceeds the LOS standard, the law requires local agencies to prepare deficiency plans or risk being found in "non-conformance" with the CMP requirements. If a local agency is found to be "non-conformance" with the CMP requirements, it is at risk of losing gas tax funds that are normally apportioned to it under Section 2105 of the Streets and Highways Code.

The flow chart below describes SBCAG's deficiency plan process. A full summary of SBCAG's deficiency plan process for the CMP is contained in Appendix E.

Figure 4.1: Process for Determination of CMP Deficiency and Preparation of Deficiency Plan



4.3 INFILL OPPORTUNITY ZONES

65088.1 (e) "Infill opportunity zone" means a specific area designated by a city or county, pursuant to subdivision (c) of Section 65088.4, that is within one-half mile of a major transit stop or high quality transit corridor included in a regional transportation plan. A major transit stop is as defined in Section 21064.3 of the Public Resources Code, except that, for purposes of this section, it also includes major transit stops that are included in the applicable regional transportation plan. For purposes of this section, a high-quality transit corridor mean a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

65088.4. (a) It is the intent of the Legislature to balance the need for level of service standards for traffic with the need to build infill housing and mixed use commercial developments within walking distance of mass transit facilities, downtowns, and town centers and to provide greater flexibility to local governments to balance these sometimes competing needs.

(b) Notwithstanding any other provision of law, level of service standards described in Section 65089 shall not apply to the streets and highways within an infill opportunity zone.

(c) The city or county may designate an infill opportunity zone by adopting a resolution after determining that the infill opportunity zone is consistent with the general plan and any applicable specific plan, and is a transit priority area within a sustainable communities strategy or alternative planning strategy adopted by the applicable metropolitan planning organization.

The provision in the CMP statute for the designation of Infill Opportunity Zones by local jurisdictions is an acknowledgement of the policy balance needed between reducing local congestion and accommodating growth in transit-oriented development, infill or mixed-use housing in certain urban areas. Where such development occurs in or near congested urban intersections identified on the regionally-significant CMP network, an Infill Opportunity Zone designation exempts the designated area from CMP LOS standards.

A local jurisdiction may designate an infill opportunity zone by adopting a resolution after determining that the infill opportunity zone meets the CMP requirements and is consistent with the local agency General Plan and any applicable specific plan, as well as priority transit areas identified by the Regional Transportation Plan-Sustainable Communities Strategy.[3] To date, no infill opportunity zones have been designated within Santa Barbara County. Transit priority areas are defined by statute based on proximity to certain types of transit facilities and transit frequency. Based on these definitions, SBCAG identified one existing transit priority area in its 2040 Regional Transportation Plan/Sustainable Community Strategy. Future updates of the Regional Transportation Plan/Sustainable Community Strategy may identify additional qualifying transit priority areas. A summary description of the regional transit priority area definition and analysis from the RTP/SCS is provided in Appendix F

Senate Bill 743, passed by the California legislature in 2013, modified California Government Code Section 65088.4 and requirements for the designation of infill opportunity zones. The changes to state law allow a city or county to designate an infill opportunity zone that is consistent with a transit priority area identified in the region's sustainable communities strategy or alternative planning strategy, which is now required to be part of the Regional Transportation Plan. Although SB 743 requires the State to define new ways of measuring project

[3] Priority transit areas identified by the Regional Transportation Plan-Sustainable Communities Strategy are based on the same criteria specified by Government Code Section 65088.1(e) for "infill opportunity zones," noted in the text box above.

A major transit stop is defined as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods (Pub. Res. Code § 21064.3).

impacts related to transportation for purposes of the California Environmental Quality Act, it expressly retains the requirement for use of LOS standards in CMP's, except in infill areas. (Pub. Res. Code § 21099 (b)(1).)

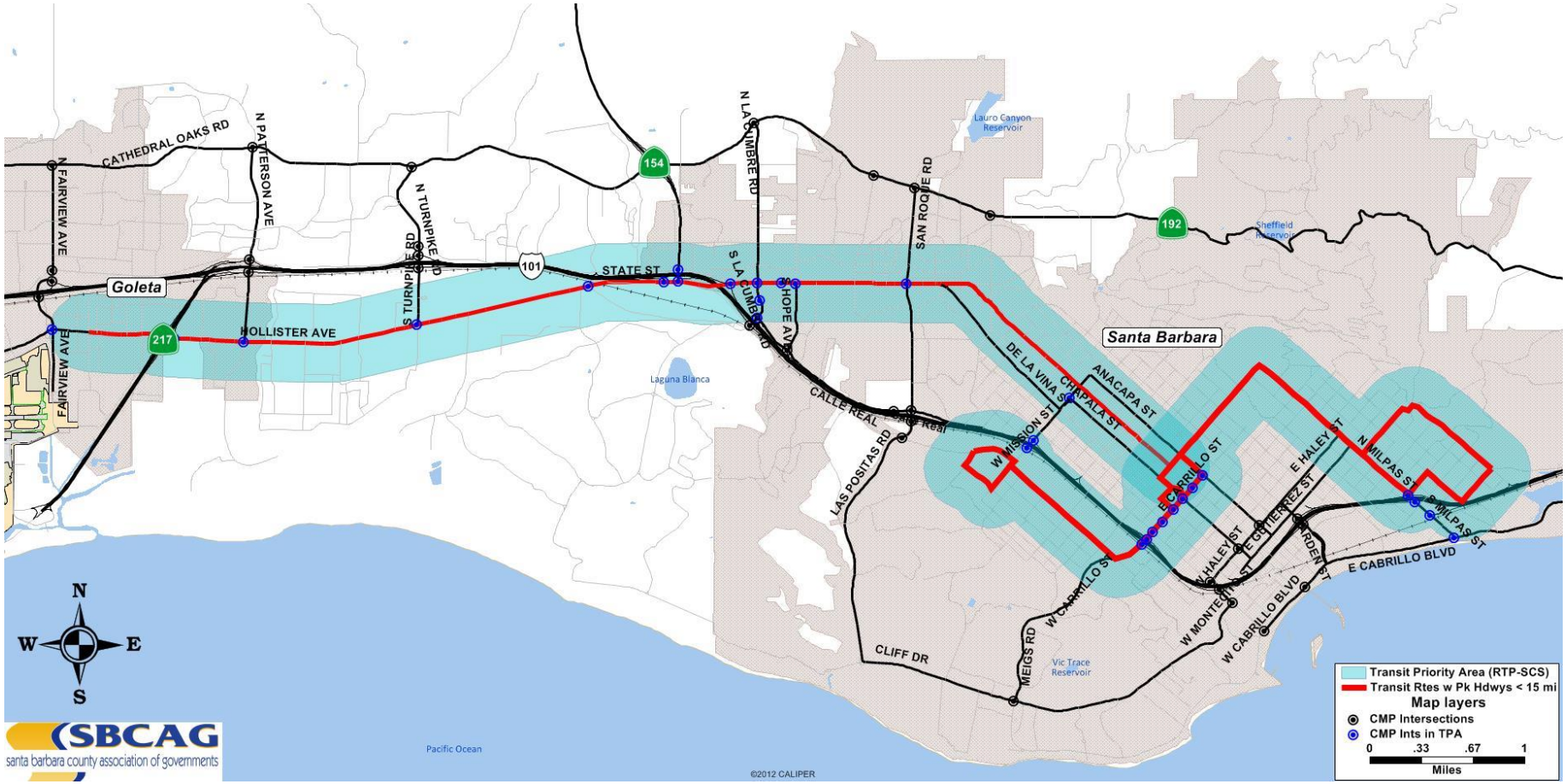
Map 4.1 illustrates the existing Transit Priority Area that was identified in SBCAG's adopted 2040 Regional Transportation Plan-Sustainable Community Strategy. The map also includes an overlay of regionally-significant intersections that are monitored as part of the CMP by the local jurisdictions. If a local jurisdiction opts to designate an area as an Infill Opportunity Zone, the CMP LOS standard would not apply to the intersections located within the Infill Opportunity Zone and would therefore be exempt from the monitoring and deficiency plan requirements as described above (see Gov. Code Sec. 65089 (a)(1)(A)). Table 4.3 lists the intersections that would be exempted from the LOS standards, monitoring, and deficiency plan requirements in the CMP were the local jurisdiction to designate the transit priority area as an infill opportunity zone.

Table 4.3: CMP Intersections Located Within Transit Priority Area

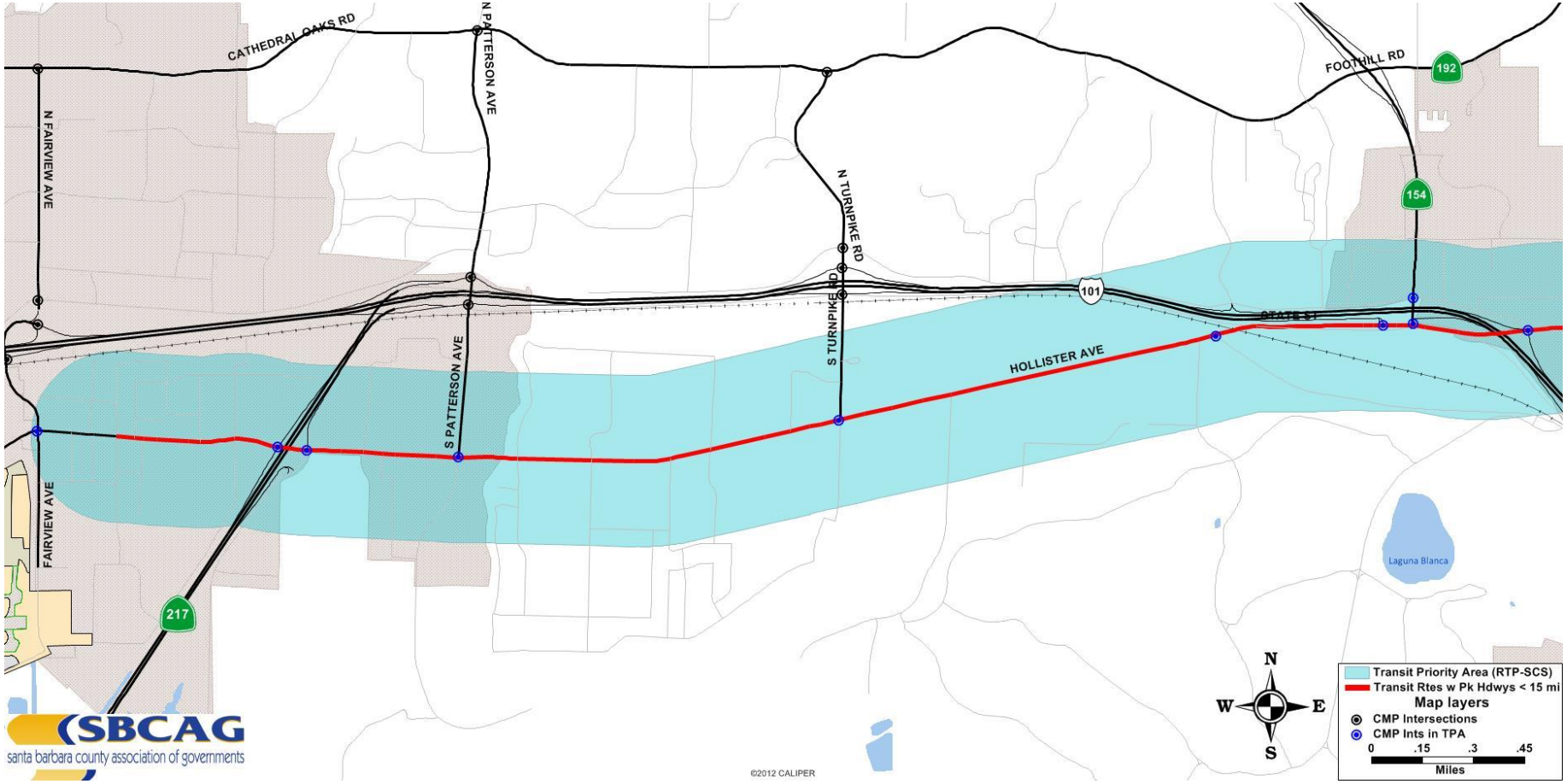
City of Goleta	
Hollister Avenue / Fairview Avenue	Hollister Avenue / Route 217 Southbound Ramps
Hollister Avenue / Route 217 Northbound Ramps	Hollister Avenue / Patterson Avenue
County of Santa Barbara	
Hollister Avenue / Turnpike Road	Hollister Avenue / Modoc Road
Hollister Avenue / U.S. 101 SB Off-ramp	State Street-U.S. 101 NB On-ramp / Route 154
City of Santa Barbara	
Calle Real / Route 154	State Street / U.S. 101 NB On-ramp – Calle Real
State Street / La Cumbre Road	La Cumbre Plaza Lane / La Cumbre Road
Calle Real / La Cumbre Road	State Street / La Cumbre Plaza Lane
State Street / Hope Avenue	State Street / Las Positas Road
Mission Street / Chapala Street	Mission Street / U.S. 101 NB Ramps
Mission Street / U.S. 101 SB Ramps	Carrillo Street / Anacapa Street
Carrillo Street / State Street	Carrillo Street / Chapala Street
Carrillo Street / De La Vina Street	Carrillo Street / Bath Street
Carrillo Street / Castillo Street	Carrillo Street / U.S. 101 NB Ramps
Carrillo Street / U.S. 101 SB Ramps	Milpas Street / U.S. 101 NB Ramps-Carpinteria St.
Milpas Street / U.S. 101 SB Off-ramp	Milpas Street / Indio Muerto St.-U.S. 101 SB Ramps
Milpas Street / Cabrillo Boulevard	

The 2040 RTP-SCS also identified future planning and transit priority areas in the Cities of Santa Maria and Lompoc. These areas are shown in Maps 4.4 and 4.5.

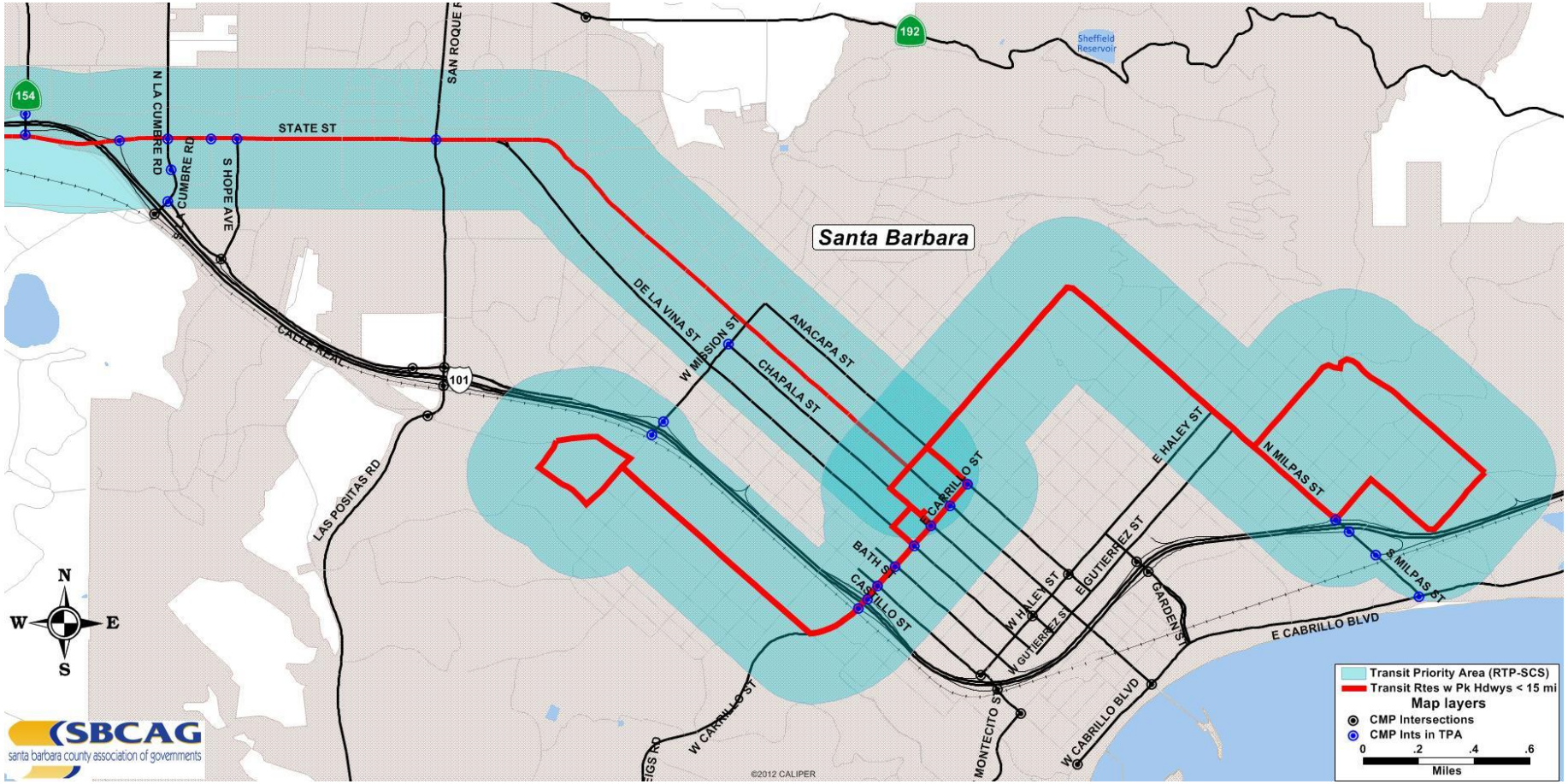
Map 4.1 Transit Priority Area with Overlay of CMP Intersections (Source: SBCAG 2040 RTP-SCS)



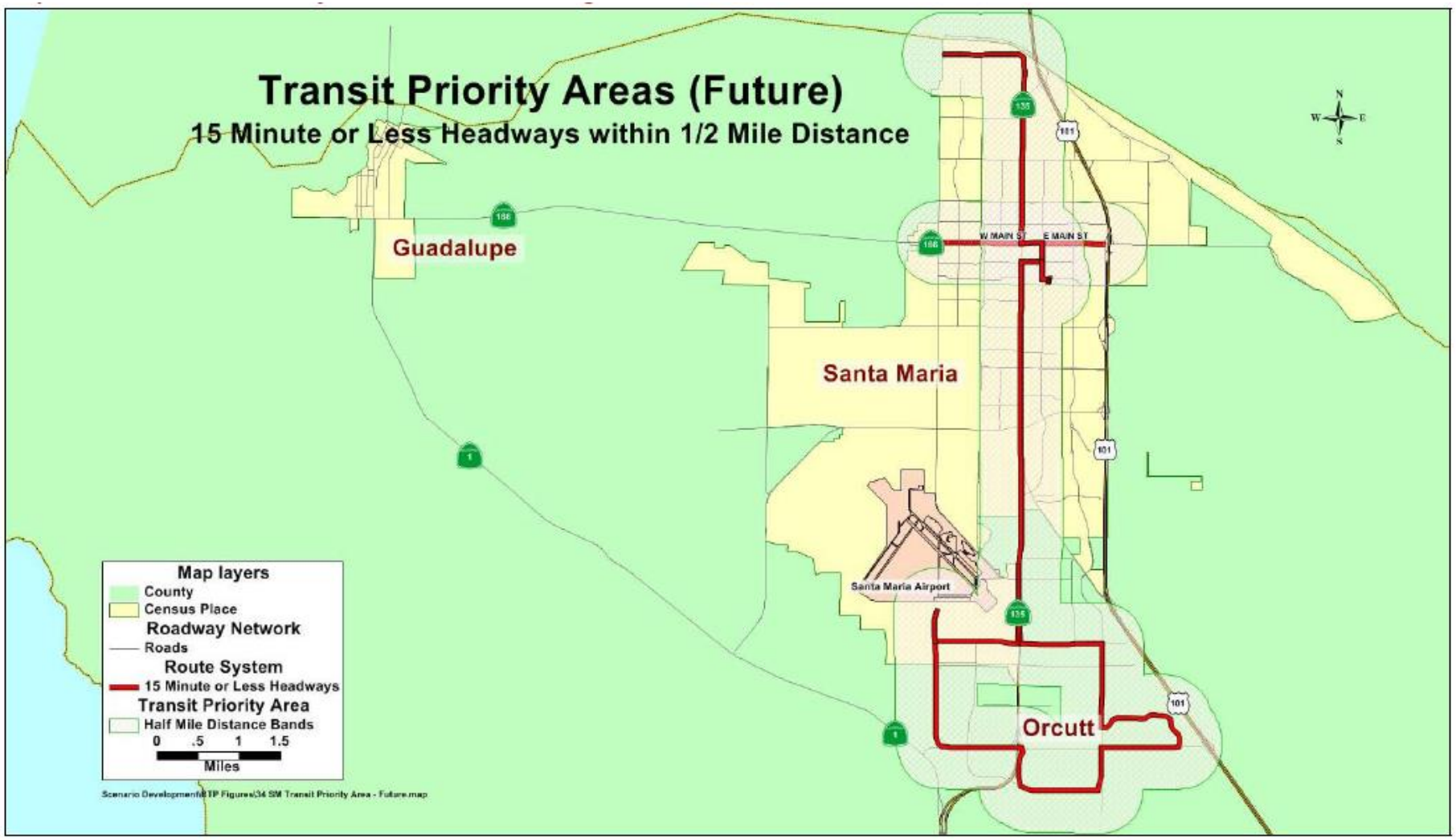
Map 4.2 Transit Priority Area with Overlay of CMP Intersections (Potential Infill Opportunity Zone) – Goleta and Unincorporated County of Santa Barbara



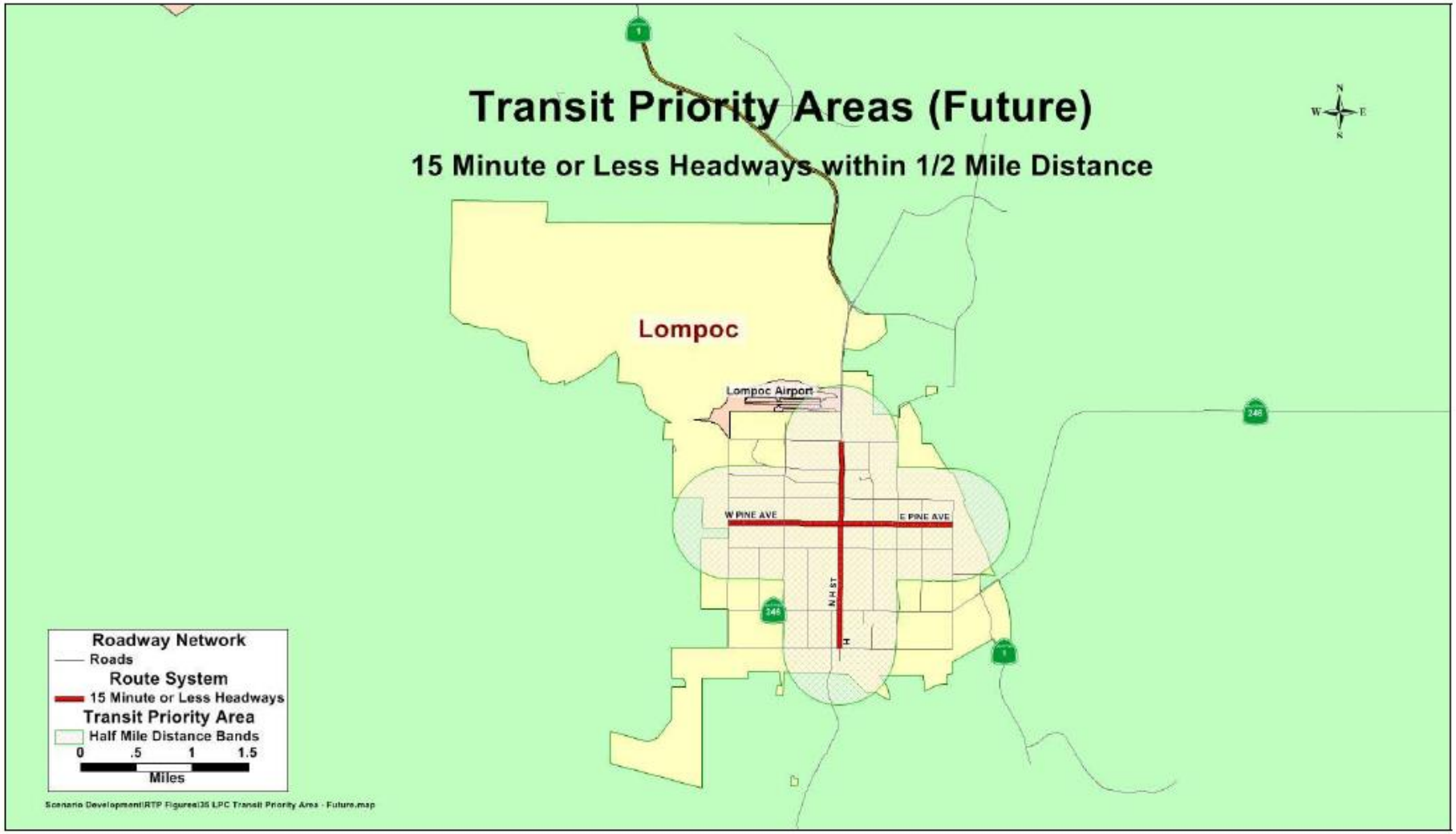
Map 4.3 Transit Priority Area with Overlay of CMP Intersections (Potential Infill Opportunity Zone) – City of Santa Barbara



Map 4.4 Future Transit Priority Areas – Santa Maria Region



Map 4.4 Future Transit Priority Areas – Lompoc Region



CHAPTER 5 – PERFORMANCE ELEMENT

This Chapter summarizes the performance measures that are used to assess progress toward achievement of the regional congestion management objectives (described in Chapter 2).

Government Code Section 65089(b)(2) states that the CMP shall contain:

> A performance element that includes performance measures to evaluate current and future multi-modal system performance for the movement of people and goods. At a minimum, these performance measures shall incorporate highway and roadway system performance and measures for the frequency and routing of public transit, and for the coordination of transit service provided by separate operators. These performance measures shall support mobility, air quality, land use, and economic objectives, and shall be used in the development of the capital improvement program, deficiency plans, and the land use analysis program.

5.1 THE PERFORMANCE-BASED APPROACH TO ACHIEVE THE REGIONAL CONGESTION MANAGEMENT OBJECTIVES

The regional congestion management objectives and corresponding performance measures are outlined in Table 5-1.

Table 5.1: Regional Congestion Management Objectives & Performance Measures

Congestion Management Objective	Performance Measure
Livability Work to foster livable communities – areas where coordinated transportation, housing, and commercial development gives people access to affordable and environmentally sustainable transportation	Monitor Transit Priority Area/ Infill Opportunity Zone implementation - Transit service with 15-minute headways or less during peak hour Journey to Work by Mode Collisions, Injuries, and Fatalities – Bicycles & Pedestrians Vehicle Miles Traveled per Capita
Multi-Modal Access & Reliability Implement congestion relief strategies where necessary to reduce travel times, encourage increased coordination amongst service providers, provide a healthy, safe and reliable multi-modal network, and increase opportunities for all users of the regional transportation system.	Level of Service (LOS) Transit Performance Evaluation Local fixed route measures: - Vehicle Service Miles - Vehicle Service Hours - Total Passengers - Passengers per Hour - Passengers per Mile Regional transit measure: - Total Passengers Transit Accessibility - % of Population and jobs served by frequent and reliable transit Collisions, Injuries, and Fatalities - Autos Freeway Service Patrol Service Area
Economic Vitality Support growth in economic activity and maintain the quality of life in the region by limiting the amount of excess delay encountered in the movement of people, goods, and services.	Travel Time to Work Housing and Transportation Affordability Index (H+T Index) Fuel Consumption per Capita

The performance element of the CMP allows for tracking of the regional congestion management objectives. It is important to note that the performance measures rely on data collected by SBCAG partner agencies and local jurisdictions, as well as Census Bureau data (e.g., the American Community Survey Journey-to-Work data) in order to gauge regional progress towards meeting the objectives. Table 5-2 illustrates the data sources for each of the performance measures included in the CMP.

Table 5.2: Data Sources for CMP Performance Measures

Performance Measure	Data Source
Transit service headways	Transit operators / schedules
Journey and Travel Time to Work by Mode	Census Bureau / American Community Survey
Collisions, Injuries, and Fatalities	California Highway Patrol - Statewide Integrated Traffic Records System (SWITRS)
Vehicle Miles Traveled per Capita	Highway Performance Monitoring System Report (VMT) / California Department of Finance (population estimates)
Auto Level of Service	(see Chapters 3 and 4)
Transit Performance Evaluation	Triennial Performance Audits; Transit Needs Assessment
Transit Accessibility Measures: % of Population served by frequent and reliable transit % of Jobs served by frequent and reliable transit	Census Bureau; transit operators / schedules
Freeway Service Patrol Service Area	SBCAG
Housing and Transportation Affordability Index	Center for Neighborhood Transportation
Fuel Consumption	California Energy Commission

The performance measures will be tracked on a biennial basis as part of the CMP Biennial Monitoring Report.

5.2 LIVABILITY PERFORMANCE MEASURES

5.2.1 Potential Future Transit Priority Areas – Infill Opportunity Zone Implementation

As noted previously, SBCAG's Regional Transportation Plan-Sustainable Communities Strategy designates Transit Priority Area(s). The underlying criteria in defining a transit priority area is frequent and reliable transit service with headways of 15 minutes or less during morning and afternoon/evening peak periods.[4] This performance measure monitors implementation of new or added transit service to determine if the Transit Priority Areas should be modified in future RTP/SCS updates. In addition, the measure will provide SBCAG partner agencies the information they need to determine when designating Infill Opportunity Zones. The continued implementation of transit service with reduced headways during peak periods to additional targeted areas will further the CMP livability objective.

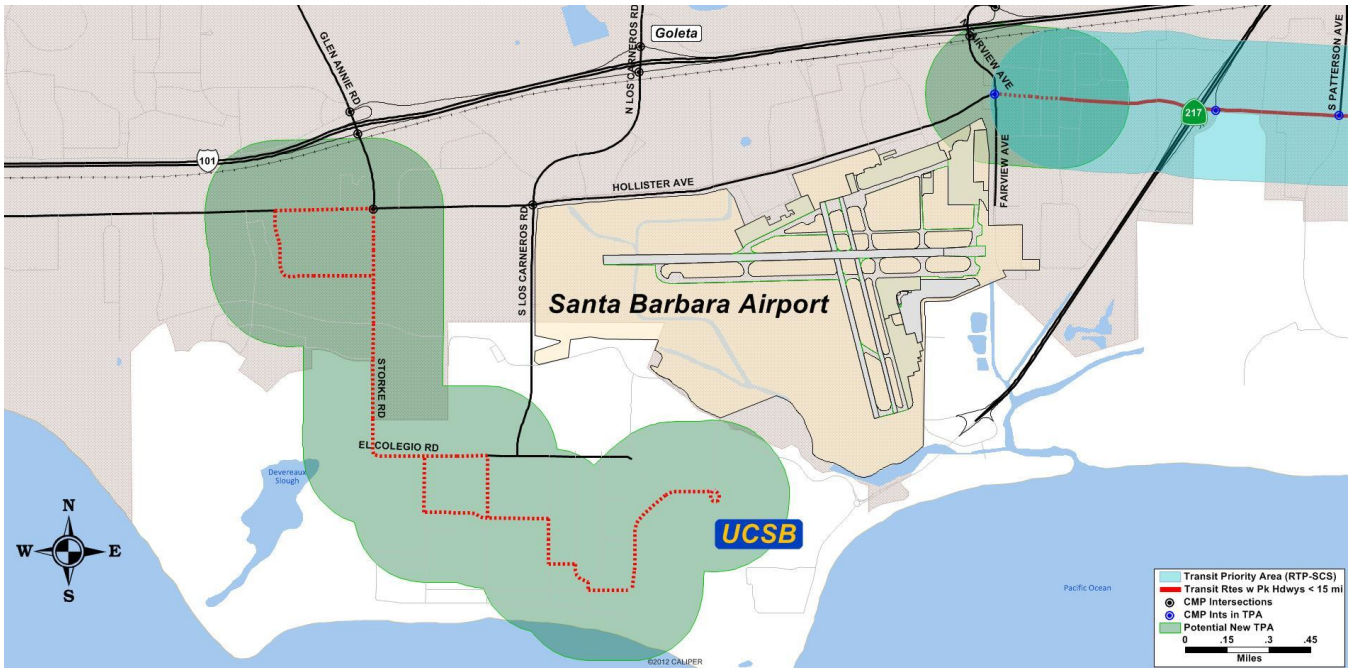
Since the approval of the 2040 RTP/SCS in August 2013, two additional areas on the South Coast now have access to transit during peak hours at 15-minute or less headways:

- Hollister Avenue between Fairview Avenue and Nectarine Avenue (SBMTD Lines 6/11)
- Isla Vista residents and UCSB students/faculty/staff access to Camino Real Marketplace (SBMTD Line 27 Isla Vista Shuttle)

These areas are shown on Map 5.1.

[4] Public Resources Code Secs. 21099.7 & 21064.3.

Map 5.1 Potential New Transit Priority Areas / Infill Opportunity Zones



5.2.2 Journey-to-Work by Mode Share

A key time period for focusing on congestion and livability is the morning and afternoon peak periods. According to the SBCAG Regional Model, approximately 34% of the daily vehicle miles traveled (VMT) occur during these morning and afternoon peak periods (7-9 AM & 4-6 PM). Traffic volumes tend to be higher during these times due to commuting. SBCAG staff has done extensive research on local, regional, and inter-regional commuting patterns over the last several years and the work is summarized within documents such as the Park & Ride Study, State of the Commute Report, and the Santa Barbara County Employment Characteristics Report.

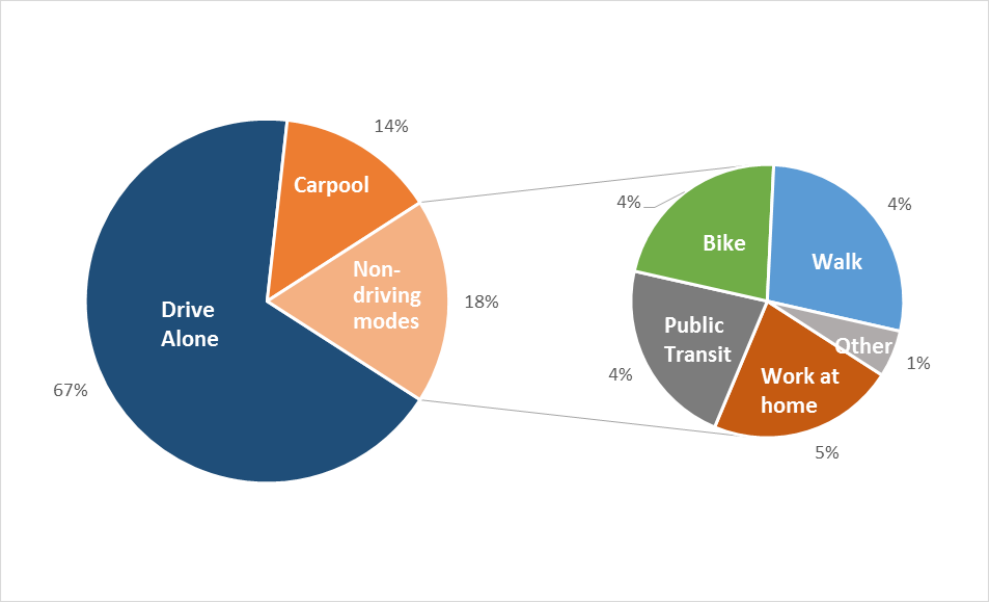
The purpose of this performance measure is to track Santa Barbara County journey-to-work by mode share to gauge how residents are utilizing alternative transportation modes (i.e., non-driving modes: public transportation, bicycling, walking, telecommuting). Increased utilization of alternative transportation modes over time will reduce congestion and demonstrate continued progress toward achieving the CMP livability objective.

Journey-to-Work Commute Mode Share (2014)

The journey-to-work by mode share data is summarized in Figure 5.1. Mode share refers to the percentage – or share – of all trips people take using a given form of travel. Journey-to-work mode share is the mode share for trips where the primary purpose is commuting to work. According to the 2014 American Community Survey (refer to Figure 5.1)[5]:

[5] Source: U.S. Census Bureau, 2014 American Community Survey 5-Year Estimates, Table B08301.

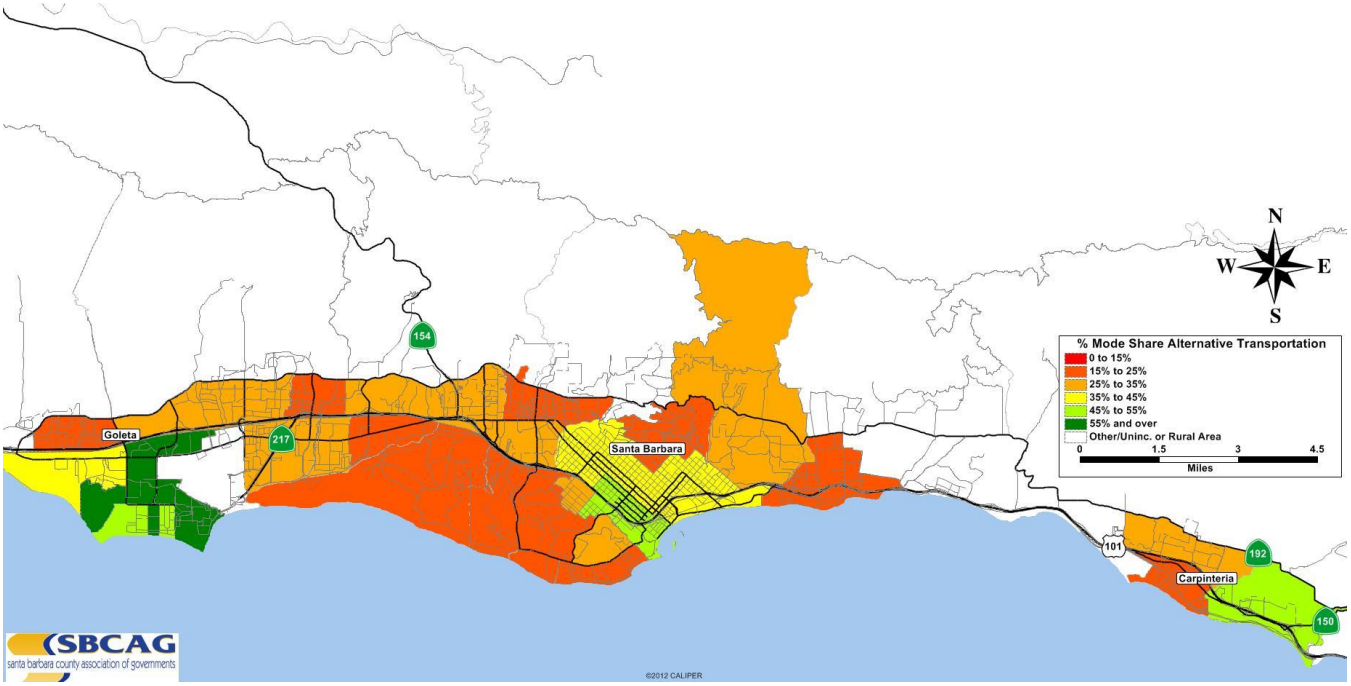
Figure 5.1: Journey-to-Work Mode Share of Santa Barbara County Residents



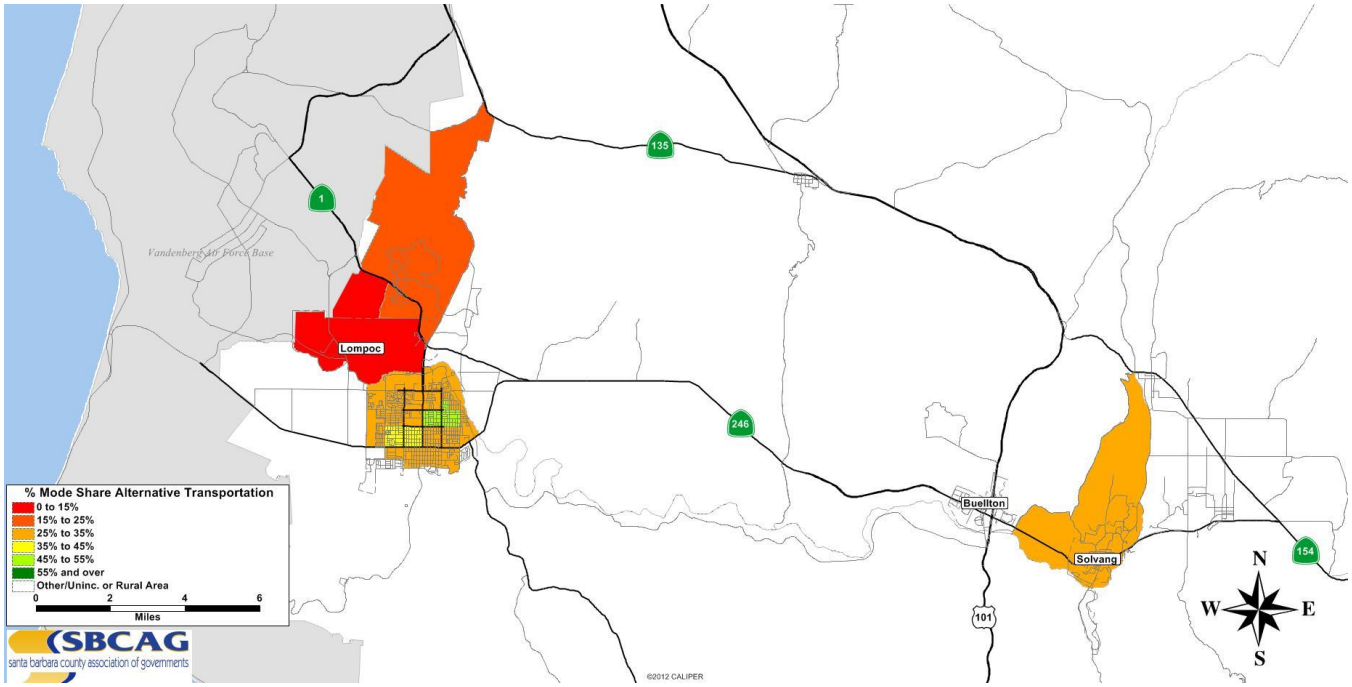
Source: U.S. Census Bureau, 2014 American Community Survey 5-Year Estimates, Table B08301.

Maps 5.2 through 5.4 show a sub-regional portrait of journey-to-work mode share by Census tract, utilizing the 2006-2010 Census Transportation Planning Package (CTPP) data. As shown, the highest utilization of alternative transportation modes to work are located near the densely populated urban areas (such as downtown Santa Maria and Santa Barbara) and the University of California at Santa Barbara (UCSB). For the purposes of the mapping demonstration shown below, alternative transportation is defined as the utilization of a carpool, public transit, bicycle, walking, or working at home.

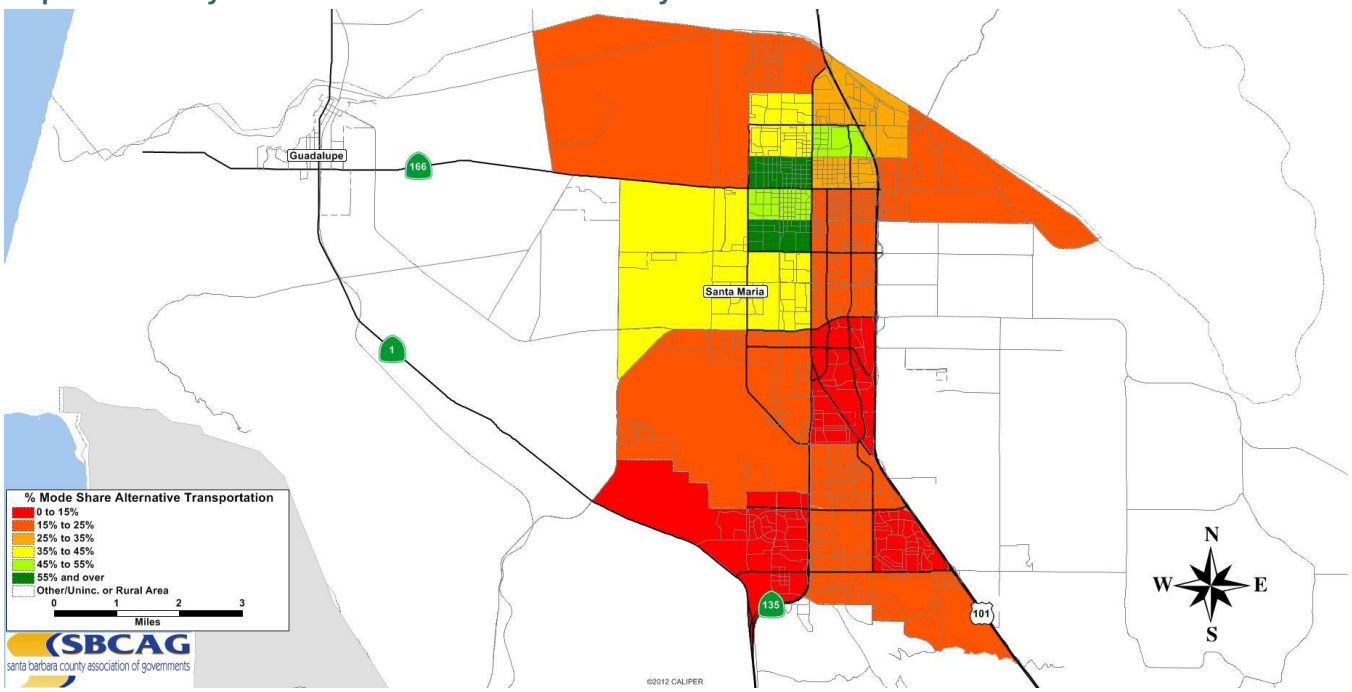
Map 5.2: Journey-to-Work Alternative Mode Share by Census Tract – South Coast



Map 5.3: Journey-to-Work Alternative Mode Share by Census Tract – Lompoc & Solvang



Map 5.4: Journey-to-Work Alternative Mode Share by Census Tract – Santa Maria



Source: 2006-2010 Census Transportation Planning Package, U.S. Census Bureau.
Note: Alternative modes include carpooling, public transit, walking, biking, and working from home.

Performance Summary:

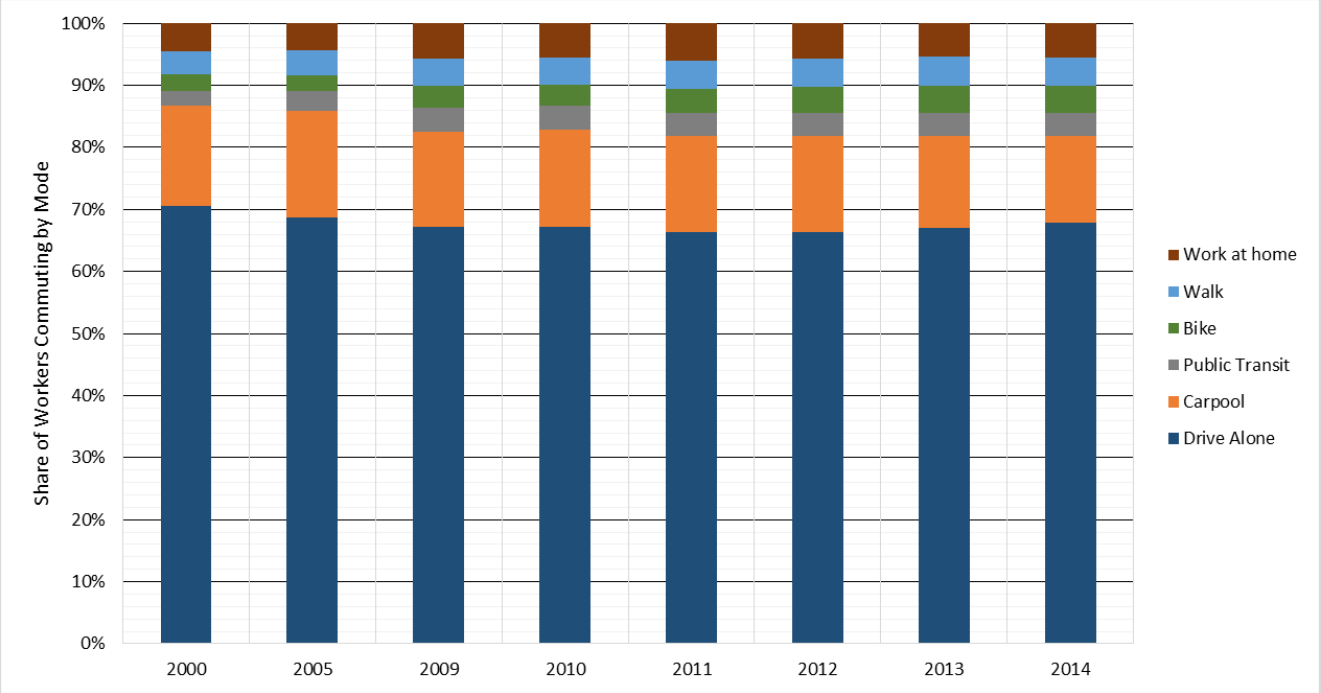
- Approximately two-thirds of workers who reside in Santa Barbara County commute by driving alone.
- About 14 percent of Santa Barbara County residents carpool to work.
- 18 percent of workers utilize non-driving modes.

- As shown in Maps 5.2 through 5.4, higher alternative transportation utilization rates are correlated with residents living in more urbanized areas, such as downtown Santa Maria and Santa Barbara, as well as those residing near large employers such as UCSB.

Long-Term Trends in Journey-to-Work Mode Share (2000 to 2014)

Figure 5.2 shows the long-term trend in commute mode share over the last decade, which indicates a slight decrease in auto commuting (for both the drive-alone and carpool mode shares) and increases in public transportation, bicycling, walking, and working at home.

Figure 5.2: Trend in Journey-to-Work Mode Share of Santa Barbara County Residents



Performance Summary:

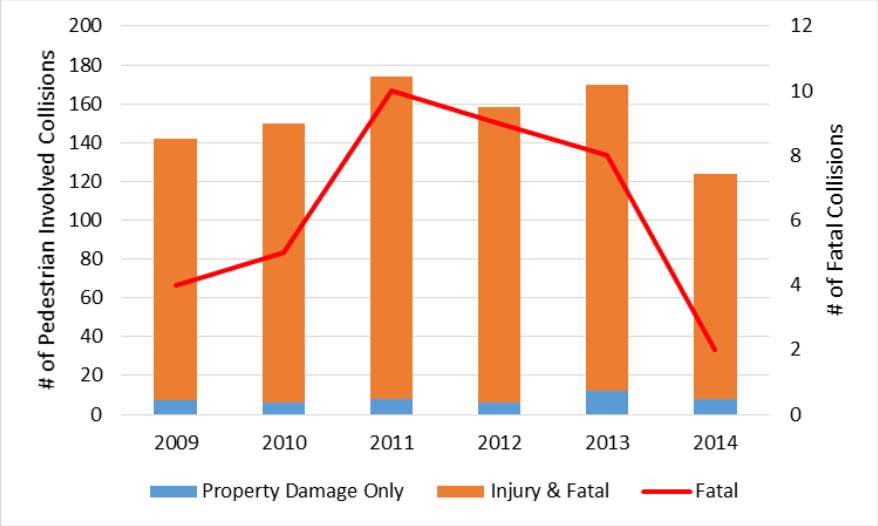
- The drive-alone mode share has declined from 70% to 66% in the last fifteen years.
- The carpool mode share has declined slightly from 16% to 14% since the year 2000.
- The largest (percentage) increase in mode share in the last decade is to the bicycle mode share, which has increased by nearly 2%.
- The journey-to-work via public transit mode share increased by 1.5% since the year 2000. This has occurred even in the face of an overall decline in transit ridership countywide since 2007/08.
- Mode shares for walking and working at home have increased by nearly 1% over the last decade.

5.2.3 Bicycle & Pedestrian Collisions, Injuries, and Fatalities

Tracking the countywide collisions, injuries, and fatalities data for bicyclists and pedestrians over time will give an indication of the overall safety of the transportation system for those choosing to utilize active transportation modes. This data was included in the SBCAG Regional Active Transportation Plan (http://www.sbcag.org/uploads/2/4/5/4/24540302/ratp_final_august2015.pdf). A reduction in bicycle and pedestrian collisions, injuries, and fatalities over time will indicate progress towards achieving the CMP livability

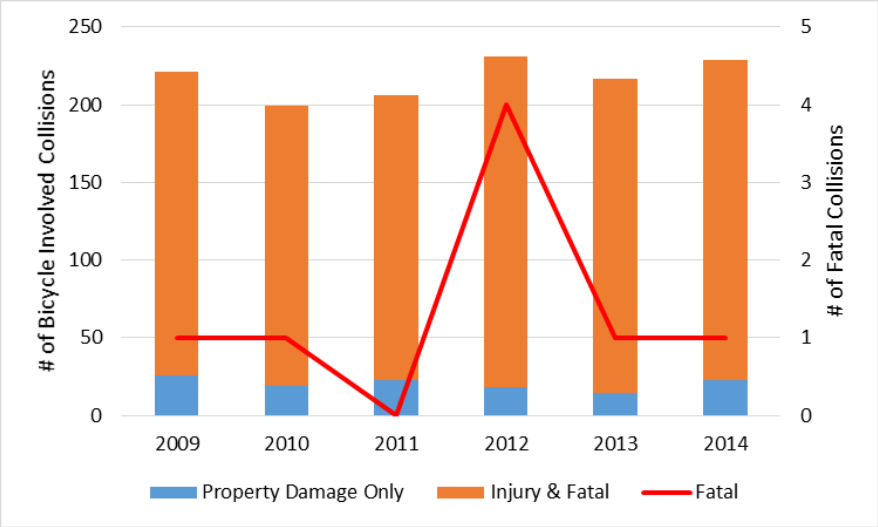
objective in fostering more livable communities for local residents. Figures 5.3 and 5.4 show the five-year trend in pedestrian and bicycle collisions, injuries, and fatalities countywide.

Figure 5.3 Collisions Involving Pedestrians



Source: California Highway Patrol, Statewide Highway Integrated Traffic Records System (SWITRS) database.

Figure 5.4 Collisions Involving Bicyclists



Source: California Highway Patrol, Statewide Highway Integrated Traffic Records System (SWITRS) database.

Performance Summary:

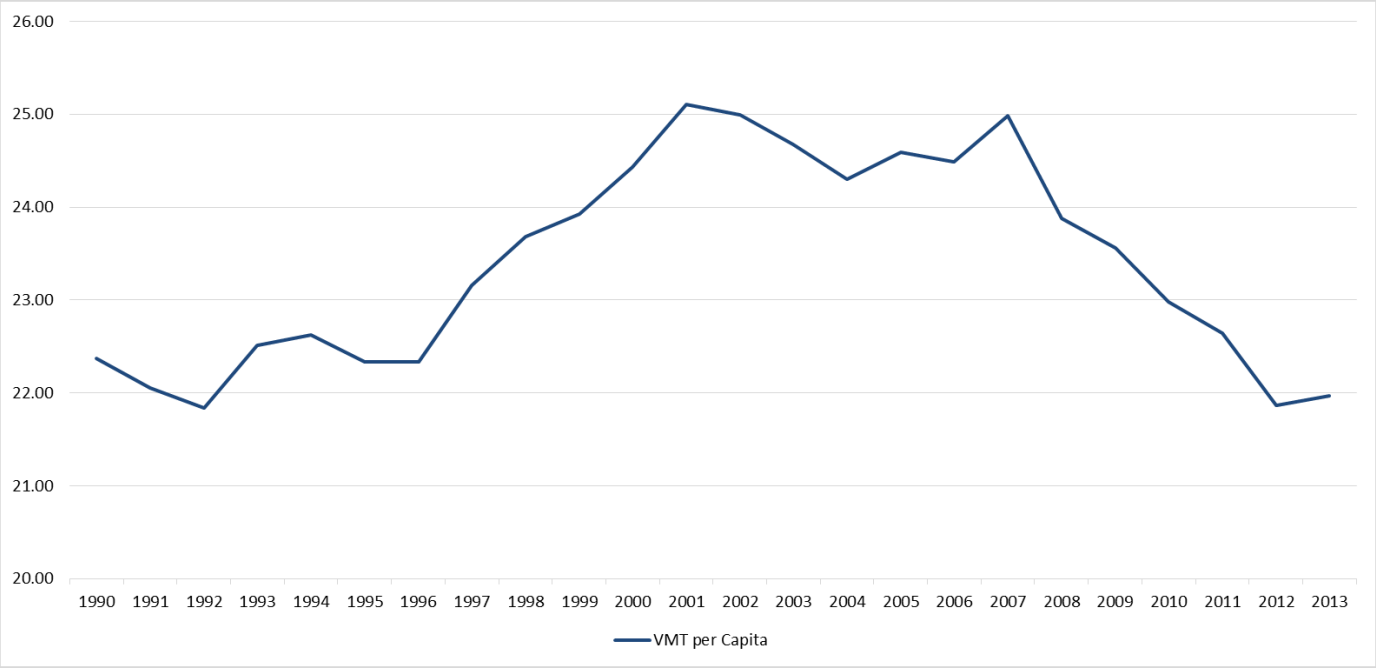
- Collisions involving pedestrians have increased slightly over the past five years, while collisions involving bicyclists have remained fairly constant over the past five years. It is important to note that Figure 5.2 indicates a slight increase in commuting to work by bicycle and walking, which is an indicator of increased bicycle and walking countywide. However, in the absence of other data (such as comprehensive bicycle and pedestrian count data), it is not possible to draw conclusions regarding higher collisions rates for bicyclists and pedestrians over the six-year time period.

- Improving safe active transportation opportunities, through design as well as education and enforcement, should remain a priority for SBCAG and the local jurisdictions as safety concerns represent a barrier for those who wish to utilize active transportation modes on a regular basis.

5.2.4 Vehicle Miles Traveled per Capita

Assessing changes in annual regional daily vehicle miles traveled (VMT) can provide an indication of travel demand in the region. Increases in VMT contribute to traffic congestion and air pollution. Reducing per capita VMT is a goal in alignment with the RTP-SCS and the California Air Resources Board Climate Change Scoping Plan. Coordinated land use and transportation plans (such as SBCAG's RTP-SCS) can lower VMT per capita by providing more people with additional transportation choices and reduced trip lengths.

Figure 5.5 VMT per Capita (1990-2013)



Sources: Highway Performance Monitoring System; Department of Finance

5.3 MULTI-MODAL ACCESS & RELIABILITY PERFORMANCE MEASURES

5.3.1 Auto Level of Service

Auto level of service (LOS) is the traditional key measure of congestion on the CMP network. As mentioned in Chapter 3 (Level of Service Standards Element), State law requires that the CMP establish LOS standards for the CMP network system (which was described in Chapter 2). Through the biennial review process, the CMP determines baseline congestion levels and determines whether deficiency plans are required where facilities are operating below the LOS E threshold. For the purposes of this CMP update, LOS is included as a performance measure.

Existing LOS for the County's CMP facilities are shown in Maps 5.5 through 5.10. LOS is calculated using peak hour traffic count data from Caltrans and from the local member agencies (Cities and the County) on State highway segments and at key regionally-significant intersections. For more information on specific LOS methodologies, see Chapter 3 and Appendix E. Currently, all CMP facilities are operating at LOS D or better with the exception of one intersection (Mission Street/101 Southbound Ramps) located in the City of Santa Barbara.

Performance Summary:

- As of May 2016, one regionally-significant intersection is operating with deficient levels of congestion (LOS E or worse) during the P.M. peak hour in Santa Barbara County.
- The following locations are currently operating at LOS D. The regionally-significant intersections will continue to be monitored on an annual basis:

Table 5.3 CMP Segments Currently Operating at LOS D

<table>
<tr><th>Intersections (2015)</th><th colspan="2">State Highway Segments (2014)</th></tr>
<tr><td rowspan="3">City of Goleta
Patterson / 101 SB Ramps

City of Santa Barbara
Mission / 101 SB Ramps (LOS E)
Garden St. / 101 NB Ramps

City of Santa Maria
Donovan / 101 NB Ramps-Carlotti</td><td colspan="2">Route 1
U.S. 101 to Route 246</td></tr>
<tr><td>U.S. 101 (Northbound)
Bailard to Evans (a.m. peak hour)
Sheffield to Olive Mill (a.m. peak hour)
Carrillo to La Cumbre</td><td>U.S. 101 (Southbound)
Rte. 217 to Turnpike (a.m. peak hour)
Rte. 217 to State St. (p.m. peak hour)
La Cumbre to Mission
Olive Mill to Sheffield (p.m. peak hour)</td></tr>
<tr><td colspan="2">Route 166
Guadalupe/Route 1 to Blosser Road</td></tr>
</table>

Mission St. / 101 Southbound Ramps: According to data provided by City of Santa Barbara staff, this intersection is currently operating at LOS E (V/C = 0.92) during the P.M. peak hour, which would normally trigger the requirement for the City of Santa Barbara to prepare a deficiency plan at this location. However, the City prepared a deficiency plan for this location, which SBCAG (acting as the CMA) approved in 1999 that consisted of the following system-wide improvements: 1) Implementation of the MTD Crosstown Shuttle, and 2) Class II bicycle lanes on Mission Street connecting Modoc Road with Castillo Street. These improvements are currently in place at this location. Policy VI provides:

> *If a jurisdiction is either precluded from pursuing capital improvements or chooses not to make physical improvements to a deficient facility, it may allow the facility to remain deficient if system-wide strategies to improve circulation or air quality are implemented instead of roadway improvements.*[6]

Due to the full implementation of the system-wide improvements identified in the City's CMP Deficiency Plan, the City may allow the facility to remain deficient (see Appendix E, Section IV).

According to Table 4.3 and Map 4.1, the intersection is located within an Infill Opportunity Zone/Transit Priority Area. As described in Chapter 4:

[6] Congestion Management Program Appendix F Deficiency Plan Guidelines and Criteria, SBCAG, 2009.

- A local jurisdiction may designate an infill opportunity zone by adopting a resolution after determining that the infill opportunity zone meets the CMP requirements and is consistent with the local agency General Plan and any applicable specific plan, as well as priority transit areas identified by the Regional Transportation Plan-Sustainable Communities Strategy.[7] A summary description of the regional transit priority area definition and analysis from the RTP/SCS is provided in Appendix F.

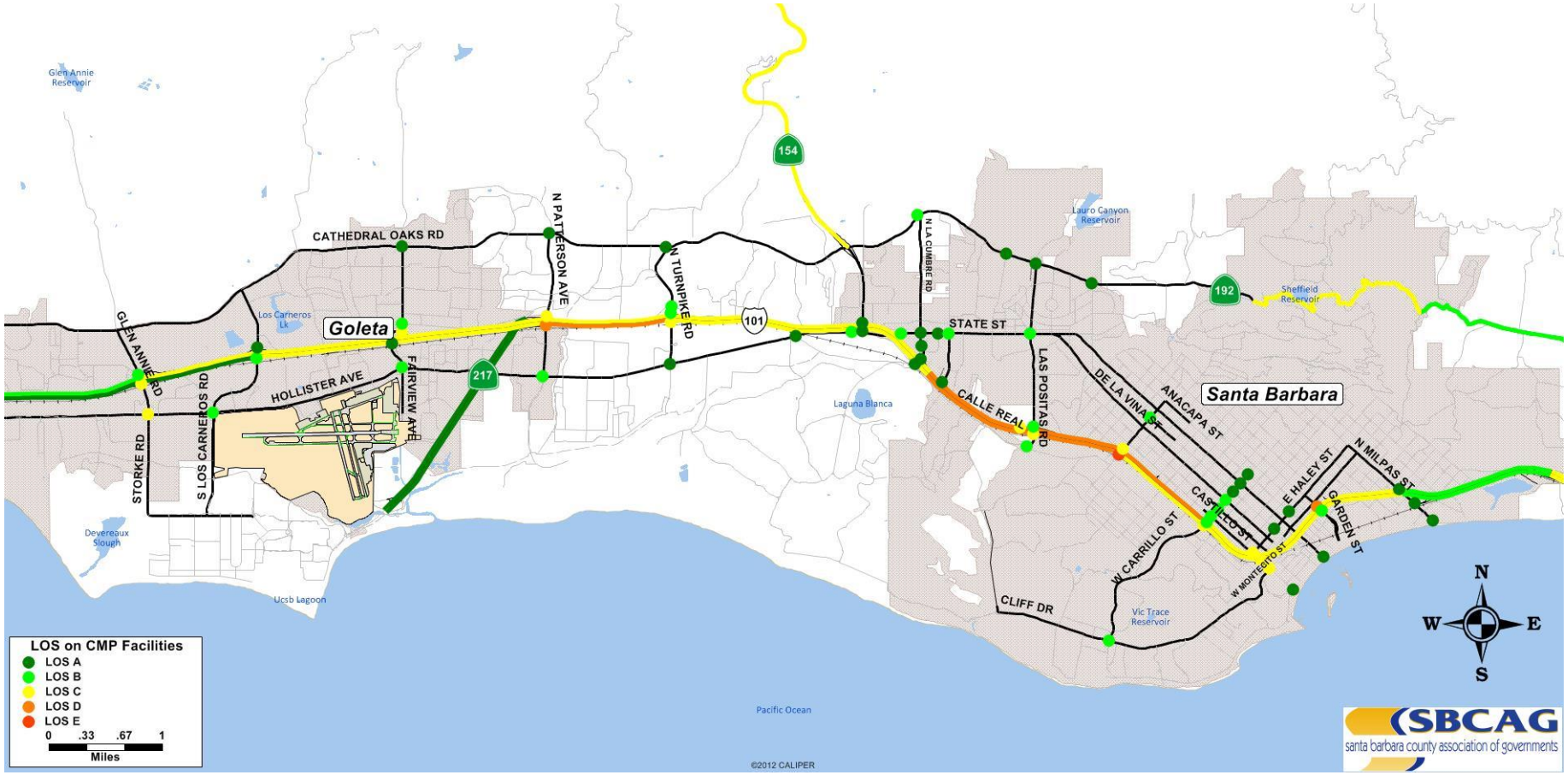
- If a local jurisdiction opts to designate an area as an Infill Opportunity Zone, the CMP LOS standard would not apply to the intersections located within the Infill Opportunity Zone and would therefore be exempt from the monitoring and deficiency plan requirements as described above (see Gov. Code Sec. 65089 (a)(1)(A)).

[7] Priority transit areas identified by the Regional Transportation Plan-Sustainable Communities Strategy are based on the same criteria specified by Government Code Section 65088.1(e) for "infill opportunity zones," noted in the text box above.

A major transit stop is defined as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods (Pub. Res. Code § 21064.3).

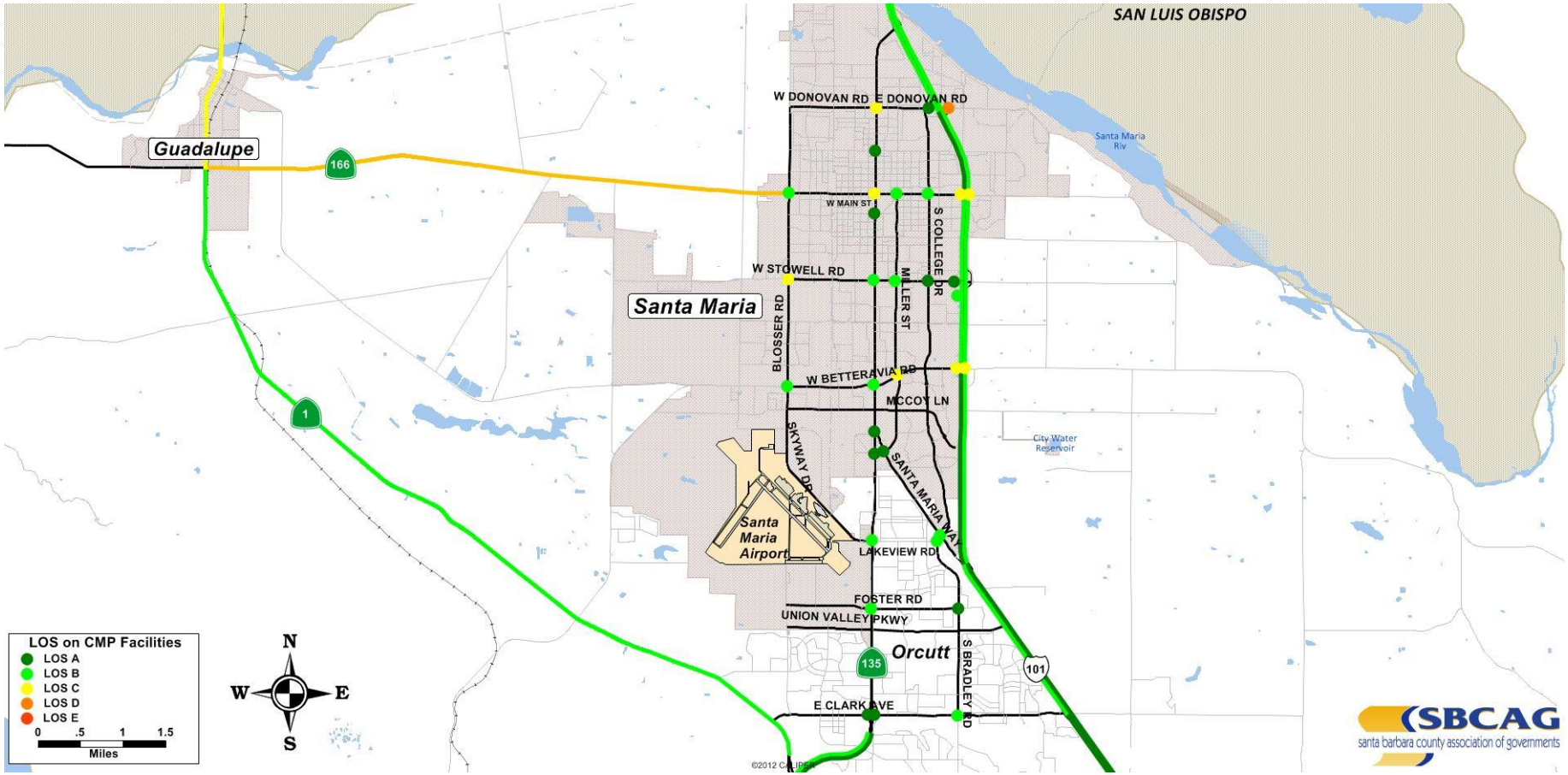
Map 5.5 Existing A.M. Peak Hour Level Service on South Coast U.S. 101 Corridor (Year 2014)

Map 5.6 Existing P.M. Peak Hour Roadway and Intersection Level of Service (LOS) – Goleta and Santa Barbara Area

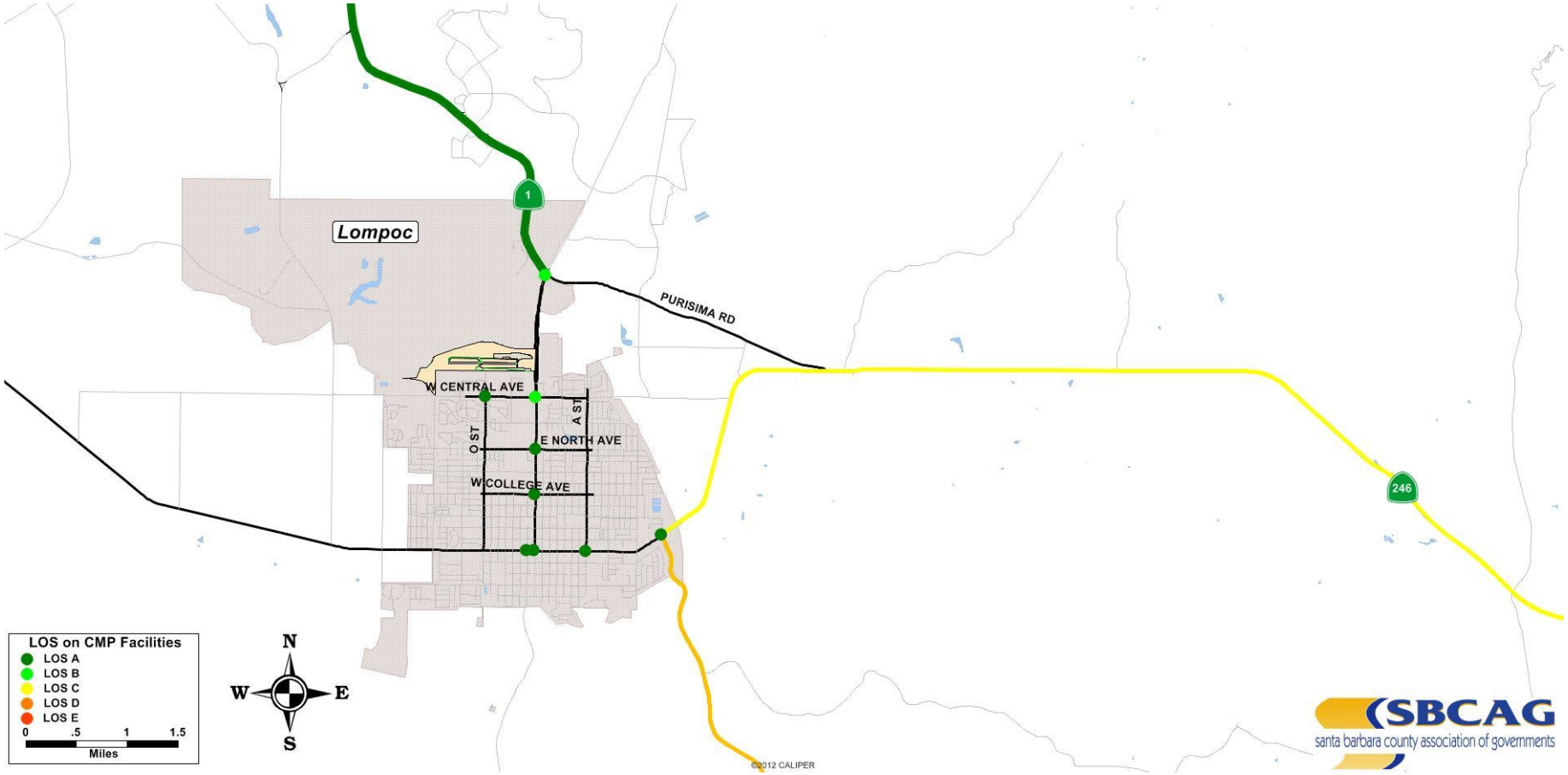


Map 5.7 Existing P.M. Peak Hour Roadway and Intersection LOS – Montecito and Carpinteria Area

Map 5.8 Existing P.M. Peak Hour Roadway and Intersection LOS – Santa Maria Valley



Map 5.9 Existing P.M. Peak Hour Roadway and Intersection LOS – Lompoc Valley



Map 5.10 Existing P.M. Peak Hour Roadway and Intersection LOS – Santa Ynez Valley

5.3.2 Transit Performance

The transit performance measure evaluates service and performance trends (in terms of ridership and efficiency) at both the local fixed-route level and regional transit network scale in Santa Barbara County. A comprehensive transit performance evaluation for each of the local and regional services is contained in Appendix G. A performance summary for the local and regional services is included below.

Local Transit Services Performance Summary

Santa Barbara Metropolitan Transit District (MTD): Ridership on MTD increased from 7.1 million riders in FY 2005 to 8.1 million riders in FY 2009, then declined slightly through FYs 2010-2014. Passengers per hour and per mile have remained relatively constant over the past ten years, which indicates efficiency.

Santa Maria Area Transit (SMAT): Ridership on SMAT's local fixed route increased from FYs 2005 to 2008. SMAT saw a ridership dip in FY 2012 coinciding with a reduction in revenue hours and the opening of the new Santa Maria transit center.

City of Lompoc Transit (COLT): Ridership on COLT peaked in FY 2008 and has been dropping ever since (with the exception of FY 2010), in alignment with COLT's reduction in service miles and service hours. COLT's passenger per hour and passengers per mile measures have increased over the last two fiscal years, which indicates increased efficiency.

Santa Ynez Valley Transit (SYVT): Ridership, service miles, and service hours on SYVT peaked in FY 2011 and very gradually decreased thereafter (average annual decrease of 2-5%). The charts also show that SYVT has become more efficient between FYs 2005-2012, with slight decreases in passengers per hour and mile in the last two years due to lower ridership.

Regional Transit Services Performance Evaluation

There are five major regional transit services in Santa Barbara County for which SBCAG provides, at minimum, a partnership role in planning, funding, and/or implementing. A brief description and performance summary of these services over the last ten fiscal years is summarized below.

The *VISTA Coastal Express* connects the Cities of Carpinteria, Goleta, Santa Barbara, Ventura, and Oxnard with daily bidirectional service. The service is managed and funded jointly by SBCAG and the Ventura County Transportation Commission (VCTC), with VCTC acting as the lead agency. It's worth noting that demand on some peak hour trips exceeds seating capacity. The service operates within the congested corridor of the U.S. 101 between the Ventura-Santa Barbara County line and the City of Goleta, as indicated on Maps 5.5 and 5.6, providing Ventura County residents that work in Santa Barbara County with a viable alternative to driving alone.

The *Clean Air Express* operates between North Santa Barbara County (Santa Maria, Lompoc, Solvang, and Buellton) and the South Coast (Goleta and Santa Barbara) during weekday peak commute hours. The service is funded with Measure A and administered by the City of Lompoc. SBCAG serves as the Clean Air Express policy board.

The *Guadalupe Flyer* connects the Cities of Guadalupe and Santa Maria with daily bidirectional service. The Flyer is administered by the City of Guadalupe and contracted out to the Santa Maria Organization of Transportation Helpers (SMOOTH). It operates within the Route 166 corridor between Guadalupe and Santa Maria, which is moderately congested during the P.M. peak hour as shown on Map 5.7. Considering that many Guadalupe residents and Flyer riders are transit-dependent, the Guadalupe Flyer is the only option of transportation for many Guadalupe residents wanting to travel to and from Santa Maria. For those with an option of using a car, the

service presents a viable public transportation option and contributes to reduced drive-alone trips during peak hours.

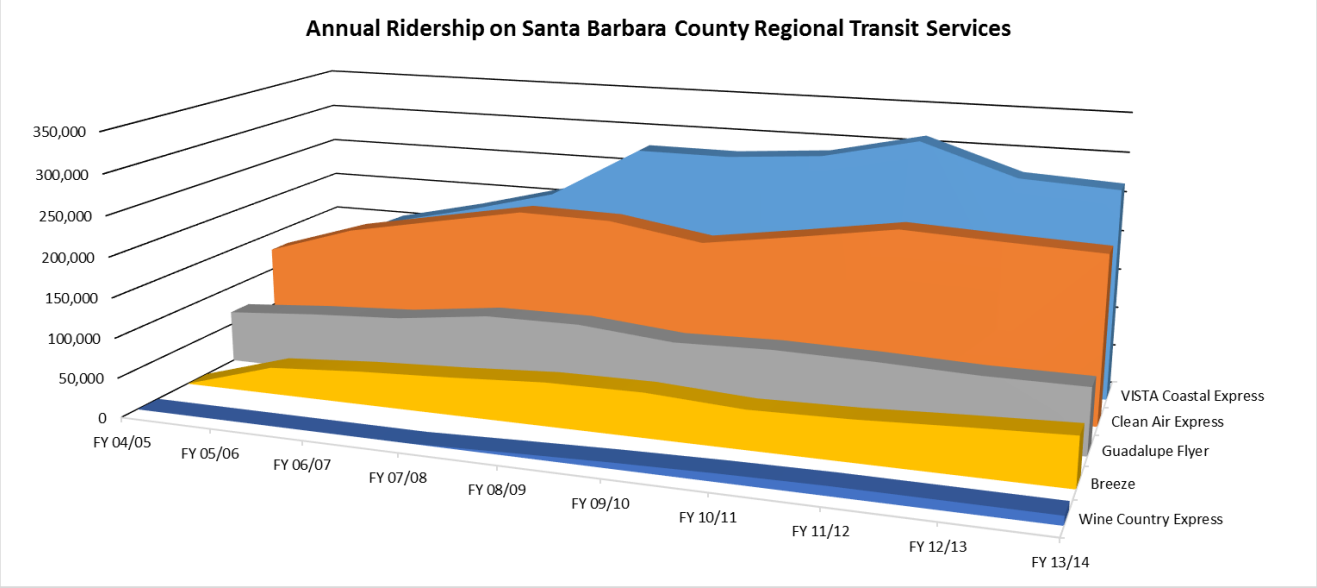
The *Breeze* buses are administered by the City of Santa Maria and serve Santa Maria, Orcutt, Vandenberg Air Force Base, Vandenberg Village, Lompoc, Los Alamos, and Santa Ynez during the morning, mid-day and afternoon peak commute hours.

The *Wine Country Express* provides three daily round trips between Lompoc, Buellton and Solvang and is operated by the City of Lompoc.

Another major regional service that was not included in the quantitative ridership summary below is the San Luis Obispo Regional Transit Authority's (SLORTA) Route 10. SLORTA Route 10 operates daily bidirectional service and connects Santa Maria with various stops throughout San Luis Obispo County.

Figure 5.10 illustrates the performance trends (ridership) for each of the regional services listed above.

Figure 5.10: Regional Transit Services – Annual Ridership



As shown, ridership on each of the major regional transit services increased steadily from years 2008/09 to 2011/12. Since that time, regional ridership has dipped slightly on all services, except for the Breeze.

5.3.3 Transit Accessibility

Performance measures were developed for population and jobs proximity to "frequent and reliable" transit using demographic data from the 2010 Census and transit schedule data from 2015 for three, major fixed-route local transit providers; Santa Barbara Metropolitan Transportation District (SBMTD), Santa Maria Area Transit (SMAT), and City of Lompoc Transit (COLT). Santa Ynez Valley Transit was not included, since its buses run on headways of one hour or more in the rural Santa Ynez Valley. The performance measures that were selected for transit in the CMP were:

- % of population served within ¼ mile of frequent and reliable public transit, and
- % of jobs served within ¼ mile of frequent and reliable public transit

These performance measures were included in the 2009 CMP and therefore a comparison analysis was completed to determine progress made towards the CMP multi-modal access and reliability objective.

For the purposes of this analysis, frequent and reliable was defined as 30-minute headways or less during morning (7:00-9:00 A.M.) and evening (4:00-6:00 P.M.) peak periods. This was a necessary starting point, since COLT and SMAT (historically) have no routes with less than 30-minute headways. For MTD's service area, transit accessibility was measured based on peak period frequency (e.g., percentage of population within ¼ mile of bus stop with 15 minutes or less headways and 30 minutes or less headways). Total population and job estimates for each of the sub-regions are described in Table 5.7 below. The transit accessibility performance measure results are shown in Table 5.8 and on Maps 5.10 through 5.12.

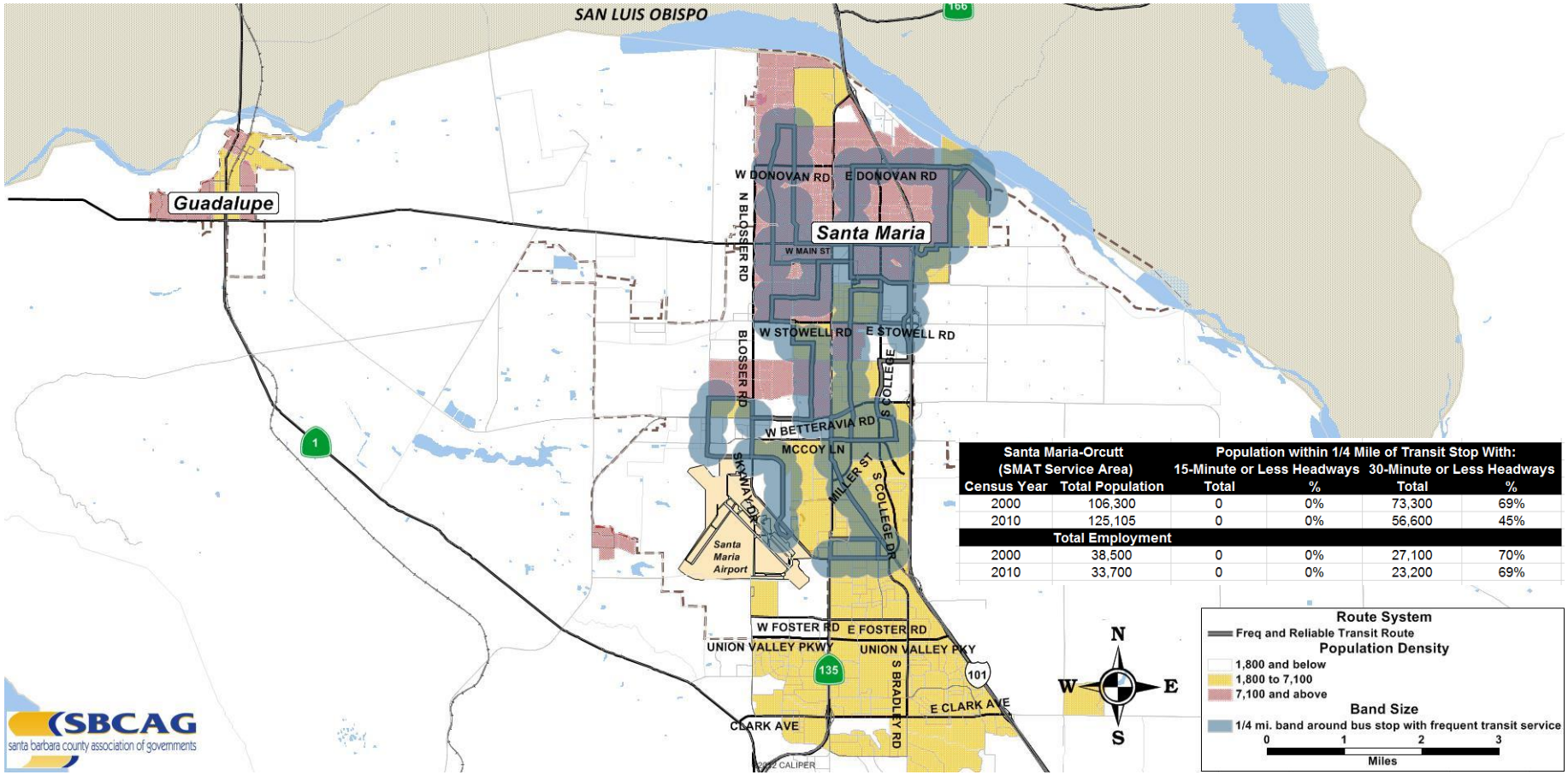
Table 5.7: Population and Job Estimates by Region

Sub-Region	Population Assumptions	Job Assumptions
South Coast	2010 Census totals for urbanized TAZs. Includes unincorporated urban areas in Santa Barbara, Montecito, Summerland and Carpinteria	"Total Employment" from 2010 Census for urbanized TAZs. Includes unincorporated urban areas in Santa Barbara, Montecito, Summerland and Carpinteria
Santa Maria-Orcutt	2010 Census totals for urbanized TAZs. Includes unincorporated urban areas in Orcutt	"Total Employment" from 2010 Census for urbanized TAZs. Includes unincorporated urban areas in Orcutt
Lompoc	2010 Census totals for City of Lompoc only. Does not include unincorporated areas	"Total Employment" from 2010 Census for City of Lompoc only. Does not include unincorporated areas

Table 5.8: Transit Accessibility for MTD, SMAT, AND COLT Service Areas

Indicator	Year	Geographic Area Total	Within ¼ Mile of Transit Route or Stop			
			15-Minute or Less Headways		30-Minute or Less Headways	
			Total	%	Total	%
South Coast (MTD Service Area)						
Population	2000	186,200	58,200	31%	103,100	55%
	2010	198,300	53,000	27%	101,700	51%
Jobs	2000	116,000	67,600	58%	86,200	74%
	2010	108,300	50,400	47%	84,200	78%
Santa Maria-Orcutt (SMAT Service Area)						
Population	2000	106,300	0	-	73,300	69%
	2010	125,105	0	-	56,600	45%
Jobs	2000	38,500	0	-	27,100	70%
	2010	33,700	0	-	23,200	69%
City of Lompoc (COLT Service Area)						
Population	2000	41,100	0	-	32,500	79%
	2010	42,400	0	-	0	-
Jobs	2000	10,700	0	-	8,500	58%
	2010	10,600	0	-	0	-

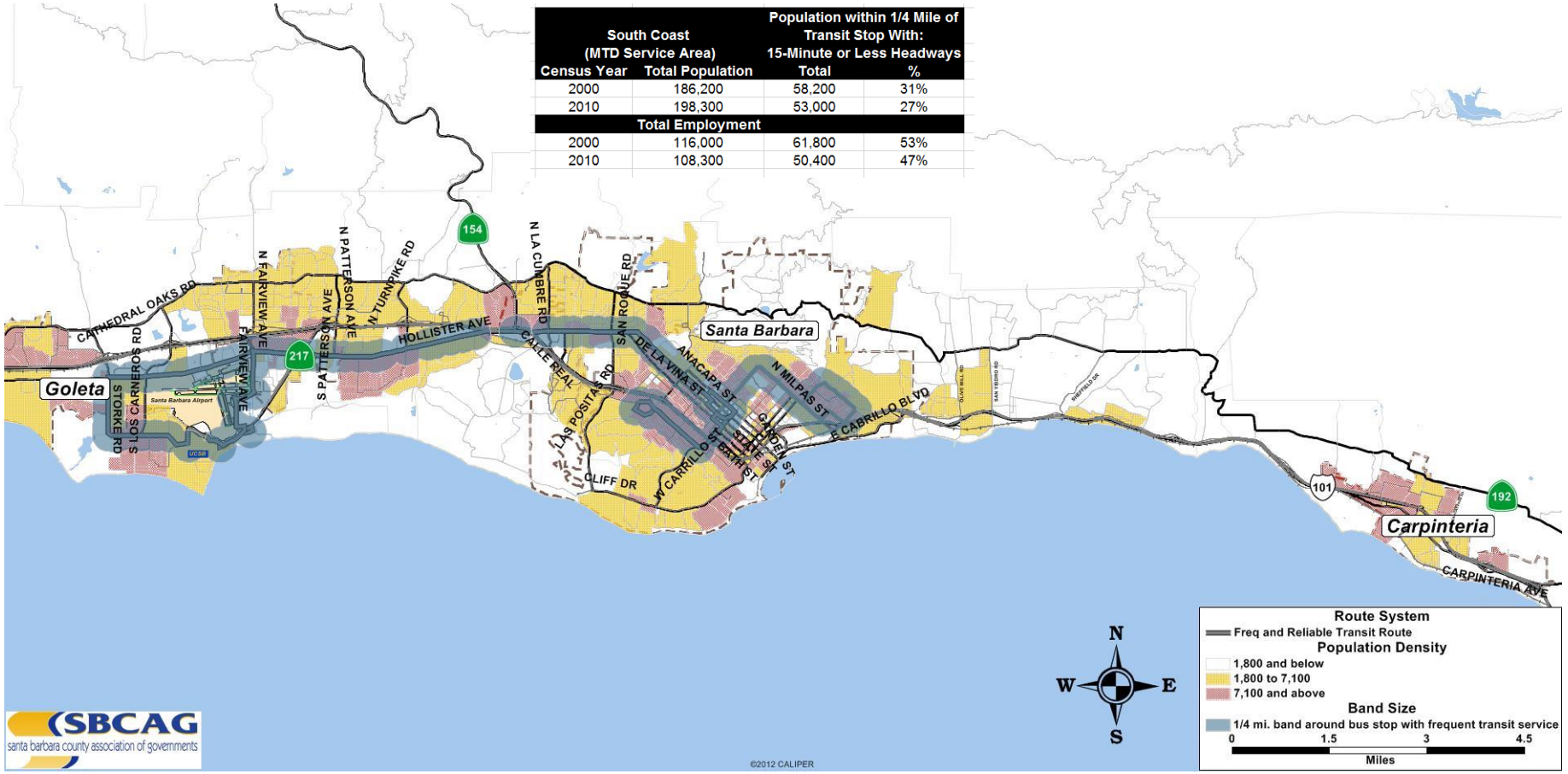
Map 5.10 Transit Accessibility – Santa Maria Area Transit: 30-Minute Headways or Less



Santa Maria-Orcutt (SMAT Service Area)		Population within 1/4 Mile of Transit Stop With: 15-Minute or Less Headways		30-Minute or Less Headways	
Census Year	Total Population	Total	%	Total	%
2000	106,300	0	0%	73,300	69%
2010	125,105	0	0%	56,600	45%
Total Employment					
2000	38,500	0	0%	27,100	70%
2010	33,700	0	0%	23,200	69%

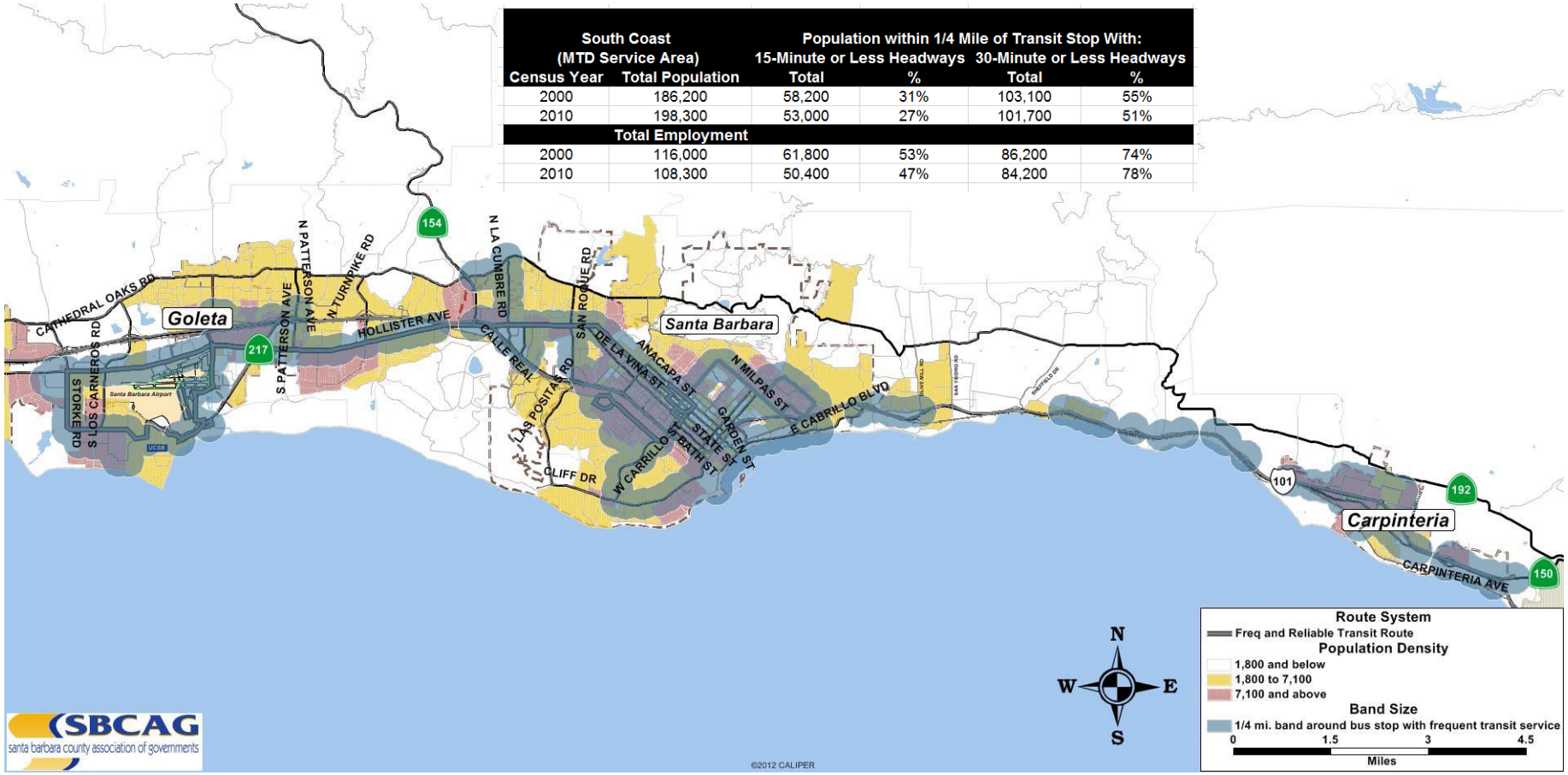
Map 5.11 Transit Accessibility – South Coast (MTD): 15-Minute Headways or Less

South Coast (MTD Service Area)		Population within 1/4 Mile of Transit Stop With: 15-Minute or Less Headways	
Census Year	Total Population	Total	%
2000	186,200	58,200	31%
2010	198,300	53,000	27%
Total Employment			
2000	116,000	61,800	53%
2010	108,300	50,400	47%



Map 5.12 Transit Accessibility – South Coast (MTD): 30-Minute Headways or Less

South Coast (MTD Service Area)		Population within 1/4 Mile of Transit Stop With: 15-Minute or Less Headways		30-Minute or Less Headways	
Census Year	Total Population	Total	%	Total	%
2000	186,200	58,200	31%	103,100	55%
2010	198,300	53,000	27%	101,700	51%
Total Employment					
2000	116,000	61,800	53%	86,200	74%
2010	108,300	50,400	47%	84,200	78%



Performance Summary

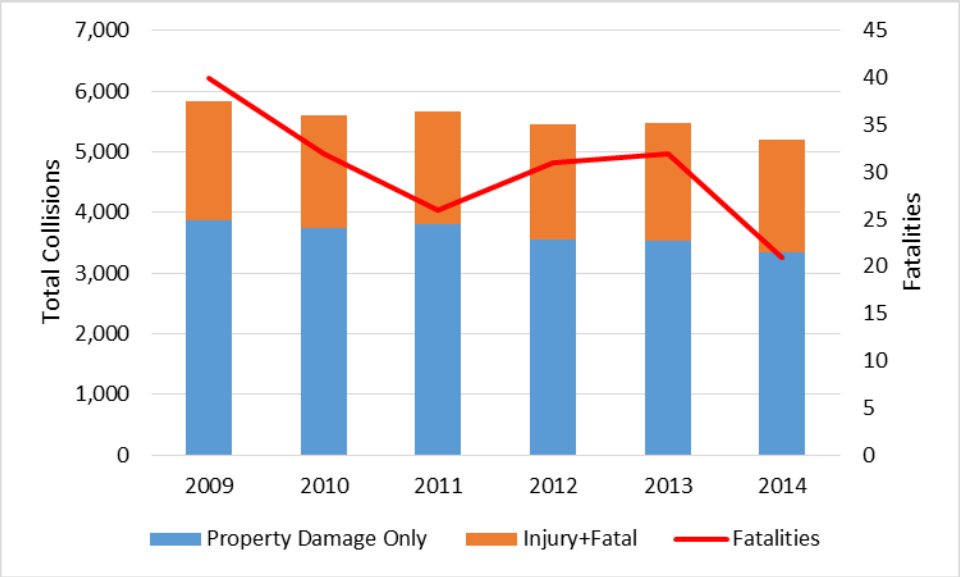
Table 5.8 indicates that access to frequent transit routes declined when compared with the analysis completed in the 2009 CMP.

- COLT has chosen to implement service cuts in an attempt to make the fixed route service more efficient, which has the unintended consequence of reducing ridership levels and accessibility for local residents. As shown in the transit performance evaluation, revenue service miles on COLT declined from approximately 334,000 in fiscal year 2005/06 to 195,200 in FY 2013/14.
- Transit accessibility within SMAT's service area has declined slightly in the last ten years. This is due to a number of factors including the major route changes and modifications associated with the Santa Maria Transit Center opening in June 2011. SMAT adjusted its routes, based on public input, in order to more efficiently circulate bus trips in a bi-directional and pulse configuration to the Transit Center at regular and more predicable time intervals. One of the route changes included increasing headway time to and from Orcutt from 30 minutes to 90 minutes. This was the primary factor for the transit accessibility factor decrease within the SMAT service area for "population within ¼ mile of transit stop with 30-minute or less headways" from 69% in the 2009 CMP document (utilizing 2000 Census data and the SMAT schedule prior to the Transit Center opening) to 45% (utilizing 2010 Census data and the most current SMAT schedule).
- Transit accessibility within MTD's service area has remained relatively the same in the last ten years. Since the 2009 CMP was prepared, MTD has implemented the Isla Vista Shuttle, which provides service between Isla Vista and the Camino Real Marketplace every 15 minutes. Some routes (such as the Downtown and Crosstown Shuttles) were providing service every 15 minutes when the 2009 CMP was prepared, but are now providing less frequent service. Therefore, the accessibility levels are down slightly (from 55% to 51% for the population in the South Coast), particularly in the Santa Barbara area, due to the reductions in frequency.

5.3.4 Collisions, Fatalities, and Severe Injuries – Autos

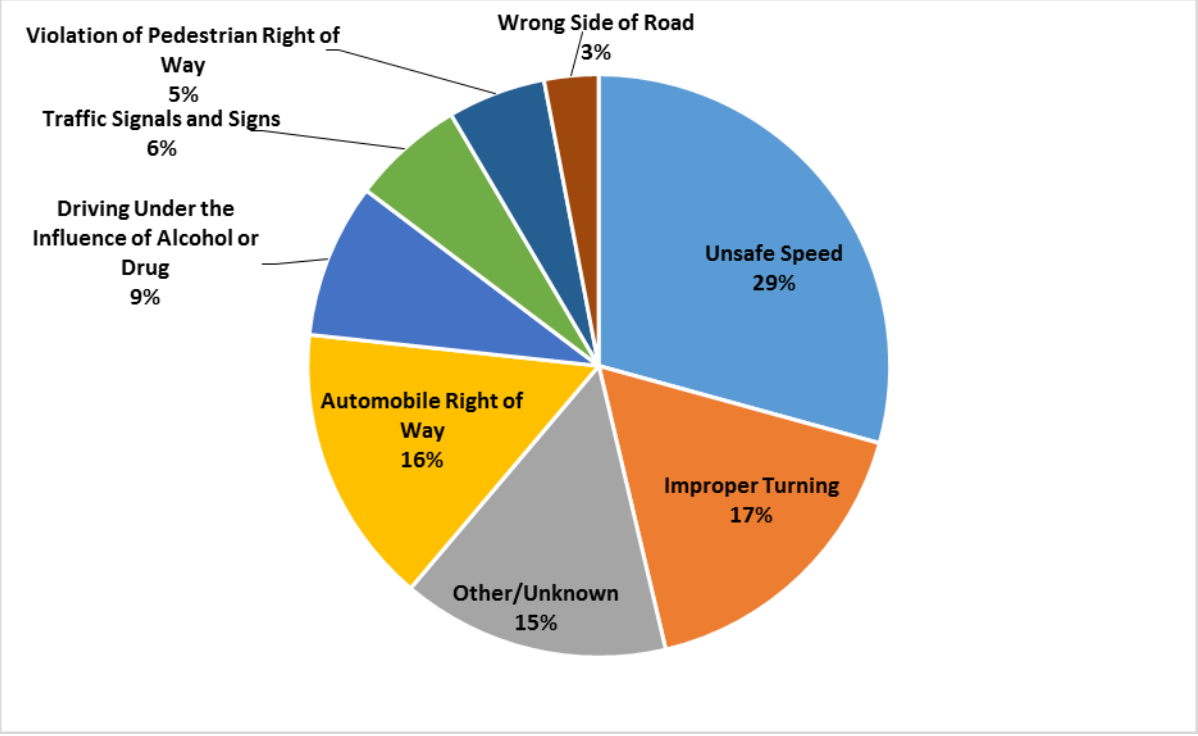
One of the key indicators of non-recurrent congestion is the frequency of collisions. This performance measure tracks the trend in the total collisions, fatalities, and severe injuries per year. This data is collected from the California Highway Patrol Statewide Integrated Traffic Records System (SWITRS). Figure 5.10 shows the trends from 2009 to 2014 and Figure 5.11 shows the most common causes for injury and fatal collisions, according to the SWITRS data.

Figure 5.11: Roadway Collisions in Santa Barbara County



Source: California Highway Patrol, Statewide Highway Integrated Traffic Records System (SWITRS) database.

Figure 5.12: Primary Factor for Collisions Involving Injuries and Fatalities (2014)



5.3.5 Freeway Service Patrol Area

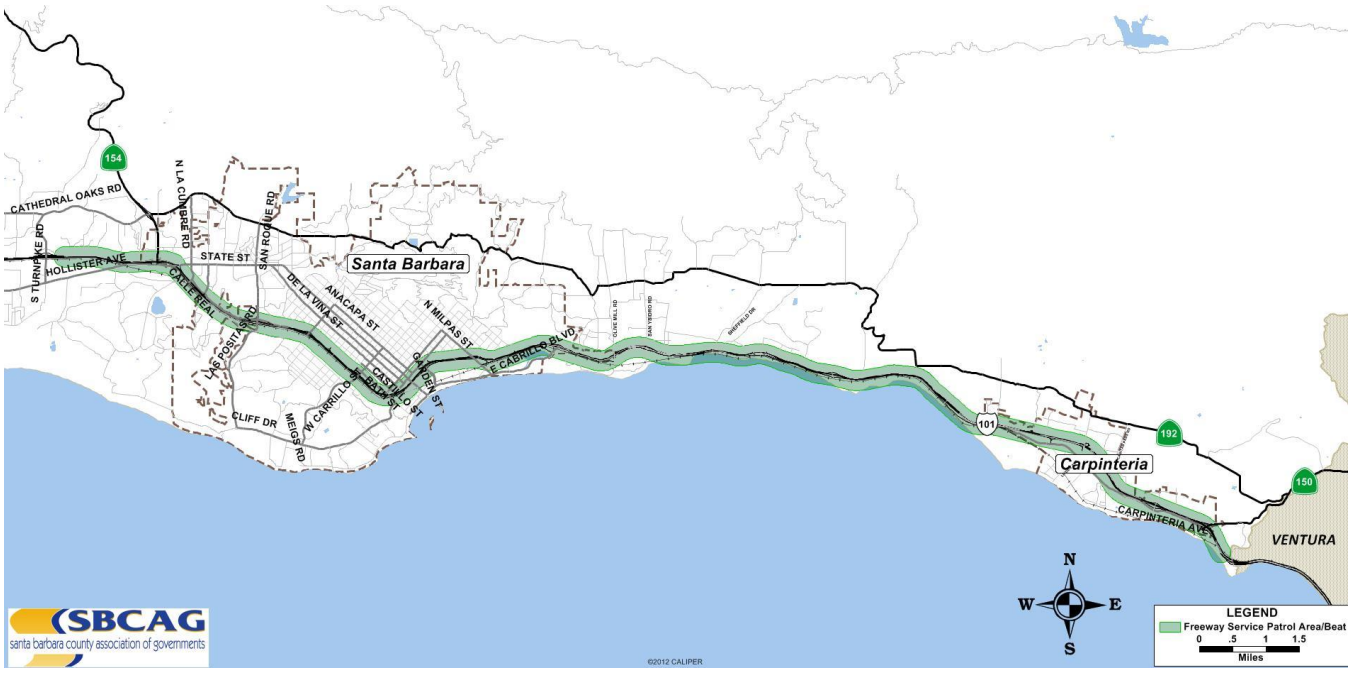
The SBCAG Freeway Service Patrol (FSP) Program was identified as a congestion relief project in the South Coast 101 Corridor Deficiency Plan and was supported as an early action item in the 101 in Motion planning effort. The FSP operates on the South Coast of Highway 101, Monday through Friday, from 6:30-9:30 AM and from 4:00-7:00 PM. The FSP reduces non-recurrent congestion on U.S. 101 by quickly clearing stalled vehicles and other obstructions. For each minute a stalled vehicle is in a lane, it takes four minutes for traffic to return to the original flow condition. The FSP program also benefits air quality in the region by reducing the amount of time a vehicle idles in traffic producing exhaust.

The following performance measures have been tracked by the FSP program manager:

- Over 50% of motorists are waiting less than 5 minutes before an FSP driver arrives to assist them. 70% are waiting less than 10 minutes. This quick response time helps rapidly clear the freeway of breakdowns that can cause rubbernecking and congestion.
- 98% of motorists' responses to the program in 2011/12 rated the FSP as "Excellent." Overwhelmingly, motorist response has been positive and supportive.

No new areas were added to the FSP "beat" when the latest contract was awarded in 2012. Map 5.13 shows the current FSP Patrol area on the South Coast U.S. 101 during the 6:30-9:30 A.M. peak period and 4:00-7:00 P.M. peak period.

Map 5.13 SBCAG Freeway Service Patrol Area

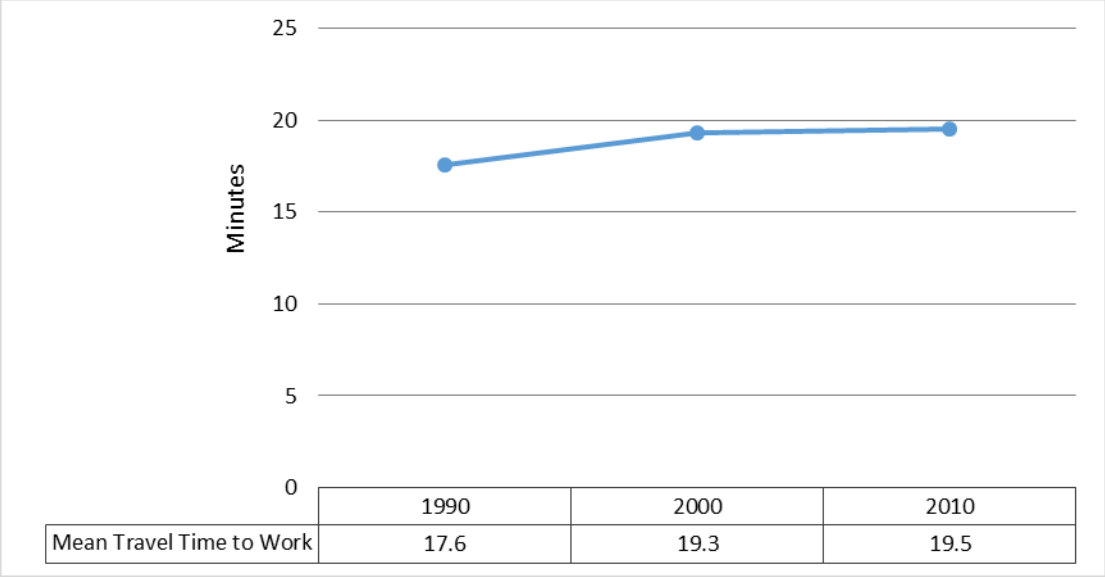


5.4 ECONOMIC VITALITY PERFORMANCE MEASURES

5.4.1 Commute Time

With the exception of those that work at home, there are approximately 178,000 workers that reside in Santa Barbara County who rely on the transportation system to get to work. Commute time and distance are key considerations when choosing a transportation mode (driving, public transportation, walking, bicycling or carpooling) for the trip to work. Regional travel time can also indicate economic vitality by illustrating the rate of increase or decrease in time spent traveling to work, which can be an indicator for productivity in the region for the workforce. Figure 5.12 shows the mean travel to work countywide over the last twenty years and Figure 5.13 shows most current mean travel time to work by sub-region for three of the most common mode shares (drive alone, carpool, and public transit).

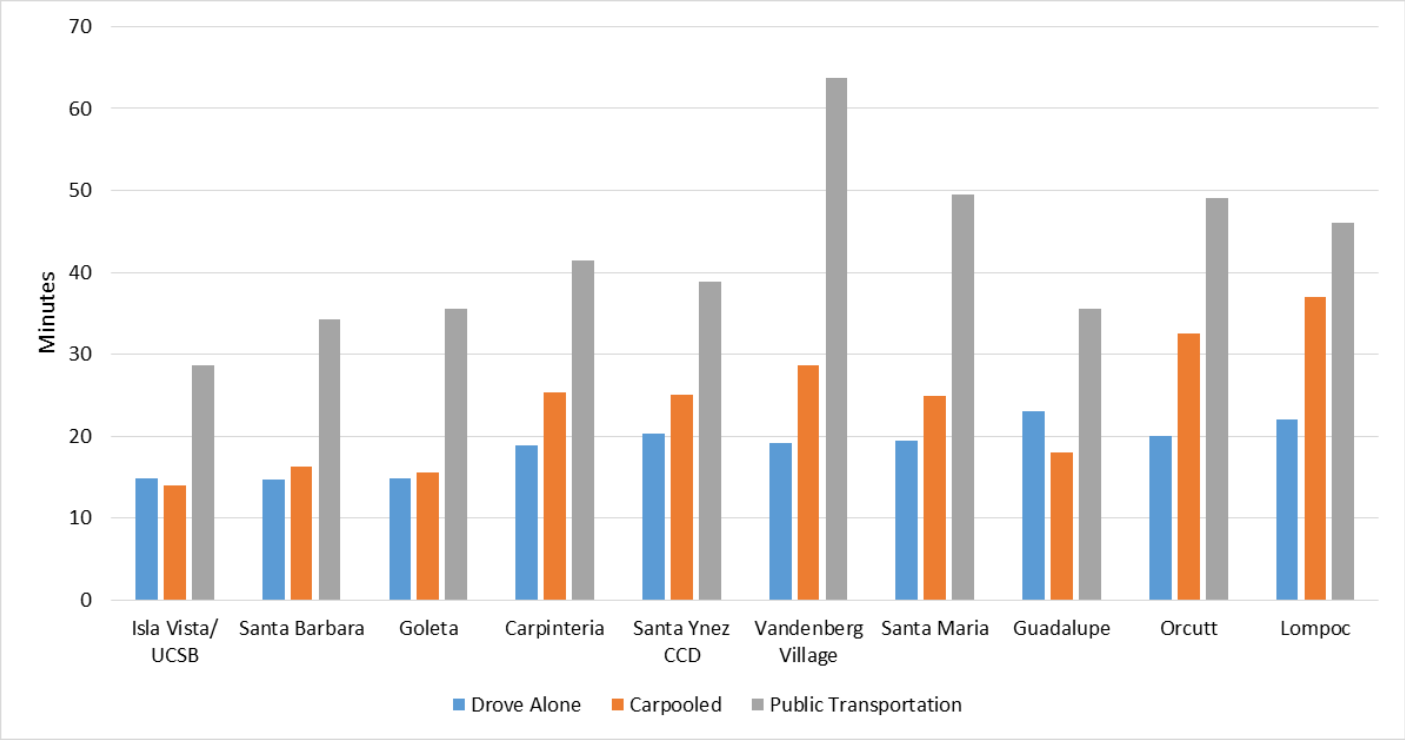
Figure 5.13 Mean Travel Time to Work for Santa Barbara County Workers (Not Working at Home)



	1990	2000	2010
Mean Travel Time to Work	17.6	19.3	19.5

Sources: 1990 Census, 2000 Census, 2006-2010 American Community Survey

Figure 5.14 Mean Travel Time to Work by Sub-Region



Performance Summary:

- Over the last 20 years, the mean travel time to work for Santa Barbara County residents increased slightly from 17.6 minutes in 1980 to 19.5 minutes in 2010.
- Areas in the South Coast which contain large employment centers tend to have lower mean travel times to work.

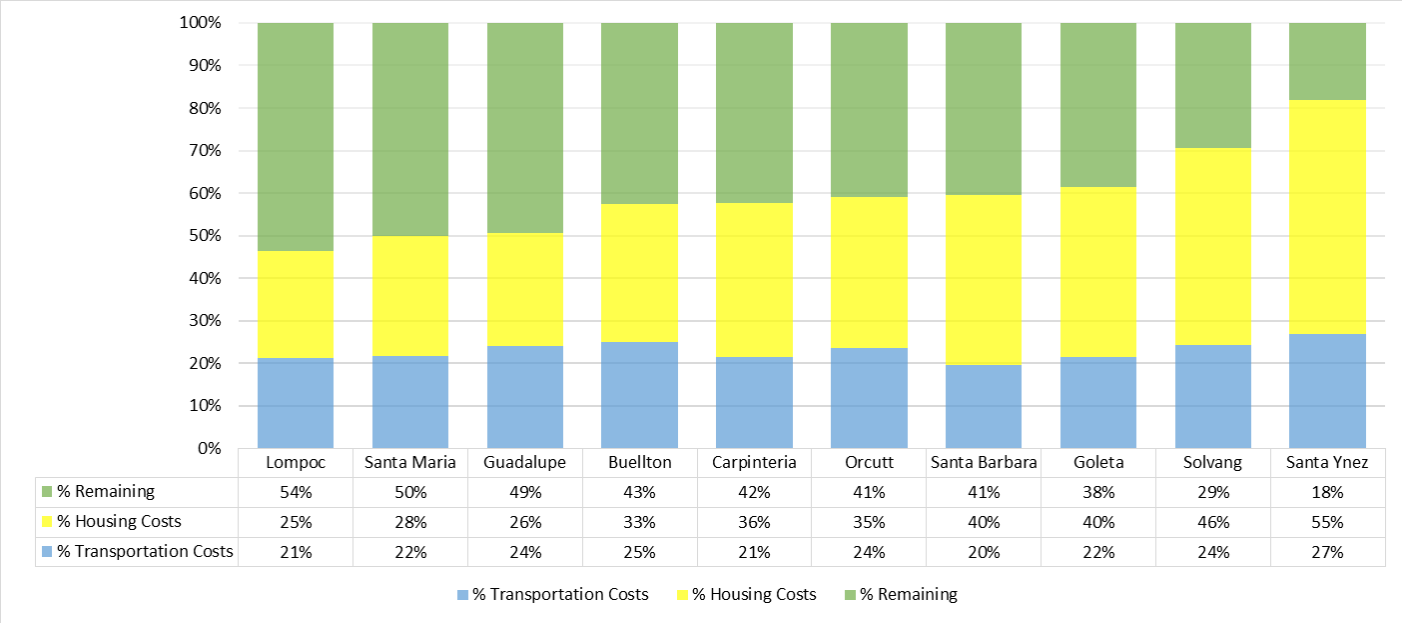
5.4.2 Housing and Transportation Affordability Index

The Center for Neighborhood Technology has developed an on-line tool called the Housing and Transportation Affordability Index (H+T Index). The tool allows the user to enter in a location (MPO, County, city, census block) and calculates the underlying housing and transportation expenses associated with the particular location entered.

> *By taking into account the cost of housing as well as the cost of transportation, H+T provides a more comprehensive understanding of the affordability of place. Dividing these costs by the representative income illustrates the cost burden of housing and transportation expenses placed on a typical household. While housing alone is traditionally deemed affordable when consuming no more than 30% of income, the H+T Index incorporates transportation costs – usually a household's second-largest expense – to show that location efficient places can be more livable.*
>
> Center for Neighborhood Technology http://htaindex.cnt.org/map/

A sub-regional H+T Index analysis was completed for each city and some unincorporated areas (Orcutt and Santa Ynez) in the County using the on-line tool developed by the Center for Neighborhood Technology. The results are shown in Figure 5.14 below.

Figure 5.15 Housing and Transportation Affordability Index for Santa Barbara County Communities



	Lompoc	Santa Maria	Guadalupe	Buellton	Carpinteria	Orcutt	Santa Barbara	Goleta	Solvang	Santa Ynez
% Remaining	54%	50%	49%	43%	42%	41%	41%	38%	29%	18%
% Housing Costs	25%	28%	26%	33%	36%	35%	40%	40%	46%	55%
% Transportation Costs	21%	22%	24%	25%	21%	24%	20%	22%	24%	27%

Source: H+T Index Fact Sheets, http://htaindex.cnt.org

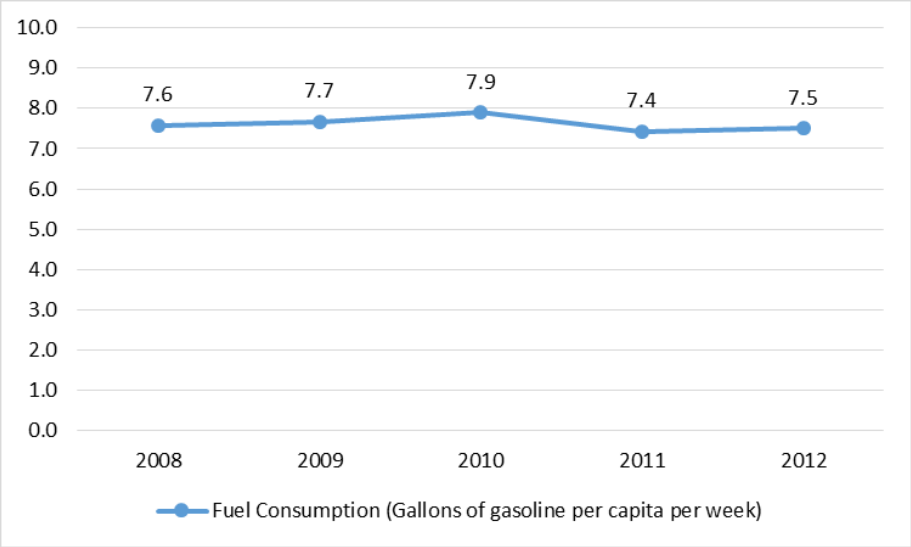
Performance Summary:

- The results of the H + T Index analysis indicate that Santa Barbara County residents typically spend more on housing costs than on transportation costs, especially on the South Coast and Santa Ynez Valley.

5.4.3 Fuel Consumption per Capita

As noted for the prior performance measure, transportation costs can consume (on average) one-quarter of a household's monthly or yearly cost of living. Maintenance costs and fuel costs make up the majority of these transportation costs. Tracking fuel consumption per capita (on a countywide basis) allows for the gauging of regional economic health while considering the effects of population growth. The figure below shows average fuel consumption per capita.

Figure 5.16 Fuel Consumption per Capita: Santa Barbara County



Source: Energy Almanac, California Energy Commission

Performance Summary:

- In 2011, fuel consumption was at its lowest point (per capita) of any of the prior years. This trend is also consistent with trends relative to vehicle miles traveled, which had also declined due to stagnant economic growth and unemployment rates.
- As newer and more fuel-efficient cars are purchased and brought on-road and as the economy is expected to recover and VMT is expected to increase again, it will be an important task to continue to monitor this measure.

CHAPTER 6 – TRAVEL DEMAND ELEMENT

Government Code Section 65089(b)(3) states that the CMP shall contain:

> A travel demand element that promotes alternative transportation methods, including, but not limited to, carpools, vanpools, transit, bicycles, and park-and-ride lots; improvements in the balance between jobs and housing; and other strategies, including, but not limited to, flexible work hours, telecommuting, and parking management programs. The agency shall consider parking cash-out programs during the development and update of the travel demand element.

6.1 ALTERNATIVE TRANSPORTATION

SBCAG's Traffic Solutions Division administers a voluntary transportation demand management program involving commuters and employers throughout Santa Barbara County. SBCAG's Traffic Solutions Program is one example of a successful, incentive-based program to promote commute alternatives through employer-based Transportation Demand Management programs, alternative commute competitions and other, similar measures. The Traffic Solutions Program engages directly with the public across the region to promote alternative commuting options and in so doing increases awareness of SBCAG's important role in this area.

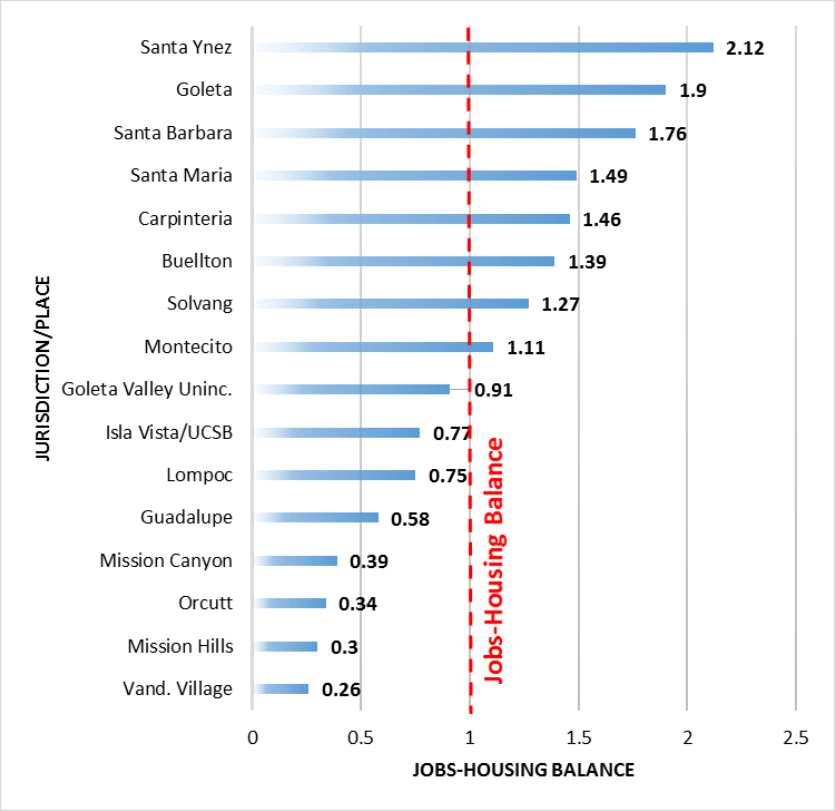
For more information, refer to the Traffic Solutions webpage here: http://www.trafficsolutions.info/

6.2 JOBS-HOUSING BALANCE

SBCAG's State of the Commute Report contains comprehensive, quantitative information regarding origins and destinations of commuters, including those that live outside of the region (San Luis Obispo and Ventura Counties). The 2040 Regional Transportation Plan-Sustainable Communities Strategy identifies the jobs-housing imbalance (Section 2.3.1) as a key issue and addresses it in the preferred growth scenario by allocating future growth distribution directly addresses jobs/housing balance issues by emphasizing job growth in the North County and housing growth in the South County". Additional detail on how these planning documents promote improvements to the jobs-housing balance is discussed below.

The SBCAG *State of the Commute Report* contained a jobs-housing balance analysis and determined a "jobs-housing balance ratio" for sub-regions within the County. The jobs-housing balance ratio indicates the relative proportion of jobs vs. existing housing. For example, the State of the Commute Report concluded that Vandenberg AFB has the highest jobs-housing balance ratio of 5.29, meaning it has 5.29 jobs for each housing unit. This ratio indicates that it has a surplus of jobs compared to available housing and thus a significant proportion of in-commuters. In contrast, the report determined that the City of Lompoc has a jobs-housing balance ratio of 0.75, meaning it has 0.75 jobs for each housing unit, indicating a significant proportion of out-commuters. On the South Coast, there is a greater abundance of jobs vs. housing as indicated by its 1.46 jobs-housing balance as compared to North County, with its 1.16 jobs-housing balance. This difference in the job and housing balance between the county subregions may continue to contribute to long distance commutes from the North County jurisdictions, such as the City of Lompoc, for available jobs in the South Coast. The figure below shows the jobs-housing balance for each sub-region in the county according to the State of the Commute Report.

Figure 6.1 Santa Barbara County Jobs-Housing Balance by Sub-Region



Source: State of the Commute Report (SBCAG, March 2014)

The SBCAG *2040 Regional Transportation Plan-Sustainable Communities Strategy* (RTP-SCS) preferred growth scenario outlines a voluntary implementation strategy for local jurisdictions that emphasizes job growth in the North County and increased housing in the South Coast, with an emphasis on transit-oriented development. The preferred growth scenario includes a land use pattern that seeks to correct the imbalance of jobs and housing that lies at the root of many of the region's planning challenges both regionally and locally. The RTP-SCS utilized a ratio of jobs to housing as an indicator of balance for distribution and correction when considering the total numbers by sub-region for housing units and jobs.

> *Meeting the ideal ratio (where every jurisdiction provides one job for every worker) does not in practice ensure that people will choose to live near their jobs or have shorter commutes. In the SCS, the principal employment centers in the City of Goleta and the City of Santa Barbara receive greater distribution of housing to correct the existing housing deficit on the South Coast. The North County jobs deficit is likewise corrected in the City of Santa Maria and in the City of Lompoc for the preferred scenario to boost the number of jobs per housing unit.*
>
> Section 6.3.2, 2040 RTP-SCS.

The benefits of the land use strategy contained in the preferred growth scenario in the RTP-SCS were weighed against a range of other scenarios, including the "Future Baseline," which was considered a "business as usual" scenario for the purposes of the RTP-SCS. When compared to the future baseline/business-as-usual scenario, the benefits of the SCS include:

- Reduces overall vehicle miles traveled by 16%, vehicle travel time by 15%, and average daily traffic (ADT) volumes by 7%.

- Reduces overall congestion (as measured by congested vehicle miles traveled) by 32%.
- Achieves an increase in transit accessibility (the percentage of population within a ½ mile of bus stops with 15-minute or less headways) of 14% and an increase in transit accessibility for low income populations (the percentage of low income population within a ½ mile of bus stops with 15-minute or less headways) of 120%.
- Increases transit ridership by 13% (50,010 daily boardings for the preferred scenario versus 44,310 for the business-as-usual) and results in an 8% increase in alternative transportation trips (biking, walking, and transit).
- Accommodates 30% of new housing growth to infill areas (compared to 12% in the business-as-usual scenario).
- Reduces average vehicle trip time by 10% and average vehicle commute time for workers by 5%.
- Saves County residents and workers over $400,000 annually in auto operating costs (a 16% reduction).
- A reduction in per capita on-road motor vehicle fuel consumption from 1.17 to 1.06 gallons per day.
- Protection of virtually all agricultural land and open space from conversion to urban uses.

If fully implemented, the RTP-SCS would also achieve a reduction in passenger vehicle greenhouse gas emissions per capita of 10.5% by 2020 and 15.4% by 2035 when compared with the year 2005.

6.3 PARKING CASH OUT

State law requires certain employers who provide subsidized parking for their employees to offer a cash allowance in lieu of a parking space. This law is called the parking cash-out program (Assembly Bill 2109, Katz; Chapter 554, Statutes of 1992). It was enacted after studies showed cash allowances in lieu of parking encourage employees to find alternate means of commuting to work, such as public transit, carpooling, vanpooling, bicycling, or walking (such as Donald Shoup's Parking Cash-Out Study). Parking cash-out offers the opportunity to improve air quality and reduce traffic congestion by reducing vehicle trips and emissions. For years, negative tax implications limited the implementation of the law. But in 1998, the federal Transportation Equity Act for the 21st Century (TEA-21) included amendments to the Internal Revenue Code that fixed this problem.

The law does not apply to all employers or all employees. Employers with over 50 employees in an air basin designated in nonattainment for any state air quality standard must offer a parking cash-out program to those employees who have the availability of subsidized parking that meets certain criteria. The California Air Resources Board is the agency authorized by the Legislature to interpret and administer the parking cash-out law.[8] For additional information on the State Parking Cash-Out Program, refer to the following webpage: http://www.arb.ca.gov/planning/tsaq/cashout/cashout.htm.

[8] California's Parking Cash-Out Program: An Informational Guide for Employers, Air Resources Board, 2009.

CHAPTER 7 LAND USE ANALYSIS PROGRAM

Government Code Section 65089(b)(4) states that the CMP shall contain:

> A program to analyze the impacts of land use decisions made by local jurisdictions on regional transportation systems, including an estimate of the costs associated with mitigating those impacts. This program shall measure, to the extent possible, the impact to the transportation system using the performance measures described in paragraph (2). In no case shall the program include an estimate of the costs of mitigating the impacts of interregional travel. The program shall provide credit for local public and private contributions to improvements to regional transportation systems. However, in the case of toll road facilities, credit shall only be allowed for local public and private contributions which are unreimbursed from toll revenues or other state or federal sources. The agency shall calculate the amount of the credit to be provided. The program defined under this section may require implementation through the requirements and analysis of the California Environmental Quality Act, in order to avoid duplication.

SBCAG's CMP land use analysis program was designed to address transportation impacts associated with land use development decisions and to promote regional information-sharing, while at the same time acknowledging that land use decisions are the purview of local jurisdictions. This design is accomplished in a number of ways, but most effectively through (1) the CMP impact thresholds, which traditionally, have been used in the CEQA review process, and (2) the semi-annual submittal of development activity by local agency planning staff. Also, SBCAG periodically reviews traffic models utilized by local agencies in order to ensure consistency with SBCAG's regional traffic model. These components of the land use program are described briefly below.

7.1 LAND USE REVIEW PROCESS

The CMP land use program focuses on proposed development rather than existing land uses. Consistency of proposed land use plans and projects with the CMP and network facilities are assessed through the CMP land use review process. To address the forthcoming CEQA Guidelines changes proposed by the Office of Planning and Research pursuant to SB 743, which eliminates consistency with CMPs from the CEQA impact checklist, references to the review of projects under CEQA have been removed. The rationale for this change is outlined in greater detail below.

7.1.1 Office of Planning and Research CEQA Guidelines Update (Pending)

Intent / Background

Senate Bill 743 was passed by the California State Legislature and signed into law in September 2013. One of the intentions of the bill was to ensure that "the environmental impacts of traffic, such as noise, air pollution, and safety concerns, continue to be properly addressed and mitigated through the California Environmental Quality Act," acknowledging a need for:

> *New methodologies under the California Environmental Quality Act (CEQA) to evaluate transportation impacts that are better able to promote the state's goals of reducing greenhouse gas emissions and traffic-related air pollution, promoting the development of a multi-modal transportation system, and providing clean, efficient access to destinations.* (SB 743, Section I, Findings, (a) (2))

The methodology traditionally used to determine transportation impacts in CEQA analysis is "automobile delay," usually represented as "level of service." SB 743 represents a paradigm shift for analysis of transportation

impacts under the CEQA, as the bill (and subsequent statements from the Office of Planning and Research) indicate that automobile delay is not an impact to the physical environment under CEQA. The State legislature tasked the Office of Planning and Research (OPR) with developing new metrics to assist lead agencies in determining transportation impacts for CEQA purposes. Over the past two years, OPR has been releasing information to the public on this topic. Its most recent release, *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA* (January 20, 2016), recommends that lead agencies use thresholds of significance for vehicle miles traveled (VMT), subject to a rule of a reason. The VMT thresholds can be applied to CEQA analyses conducted for land use and transportation projects.

Another purpose of SB 743 was to "more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions."

The proposed CEQA Guidelines remove the requirement for a project to demonstrate consistency as part of the CEQA review process with the policies and programs contained in the Congestion Management Program. In the 1990's, SBCAG worked with our member agencies to develop project-specific impact thresholds for CMP network analysis in CEQA documents. The member agencies also agreed to a standard, uniform intersection LOS methodology to be used Countywide (ICU with "Santa Barbara" defaults). This work effort was incorporated into each local jurisdiction's local CEQA impact thresholds for traffic, as necessary.

7.1.2 Proposed Change to Land Use Action Review Process

Taking into account the statutory requirement to implement "a program to analyze the impacts of land use decisions made by local jurisdictions on regional transportation systems" and OPR's proposed revisions to the CEQA Guidelines, the CMP Land Use Action Review Process makes the following changes:

- **Requires Jurisdictions to Evaluate LOS Effects of Projects Through Traffic Studies**

Each local jurisdiction in Santa Barbara County currently has project-specific impact thresholds for analyzing impacts of land use projects under CEQA. SB 743 and the new OPR Guidance require each jurisdiction, acting as a lead agency under CEQA, to update these thresholds to utilize VMT to measure the potential impacts to regional transportation systems from individual land use projects. The current draft proposal from OPR requires that lead agencies develop these thresholds within two years of finalization of the new regulations. Therefore, each member agency currently has and will be updating programs to analyze impacts of land use decisions on regional transportation systems, consistent with state requirements. Previously, the CMP land use analysis, where required for projects large enough to meet screening criteria, was accomplished as part of the local agency's environmental review of projects under CEQA. As noted, the proposed CEQA Guidelines remove the requirement for a project to demonstrate consistency as part of the CEQA review process with the policies and programs contained in the Congestion Management Program. Therefore, it is no longer necessary or appropriate to include specific CEQA impact thresholds as part of the CMP.

However, Government Code Section 65089(b)(4) still requires inclusion of a "program to analyze the impacts of land use decisions made by local jurisdictions . . ." using the performance measures from Chapter 5. Furthermore, the CMP statute still endorses an approach based on traditional level of service measures. Thus, the CMP retains the existing, LOS-based land use analysis program, but severs the connection to the environmental review of projects under CEQA. In particular, the CMP land use analysis program retains project size screening criteria and LOS-based review criteria.

Project Size

A project should be evaluated for potential impacts to the "off-site" CMP system if total trip generation exceeds 50 peak hour trips or 500 average daily trips. Examples of projects at this threshold would be a 50-lot single-family residential project or a 20,000 square-foot office building.

Traffic Assignment

Assignment of trips to the CMP system normally should be carried out no further than two signalized intersections from the project site (excluding signals at non-arterial streets), or to the nearest freeway interchange, regardless of jurisdictional boundaries. The study area may be extended at the discretion of the traffic engineer or SBCAG. In no case should project-added volumes less than 10 peak hour trips be considered in analysis of a CMP system impact.

Significant Impacts

The following are guidelines as to what constitutes a significant impact to the CMP network:

1) For any roadway or intersection operating at LOS A or B, a decrease of two levels of service from project-added traffic;

2) For any roadway or intersection operating at LOS C, project-added traffic that results in a LOS D or worse;

3) For ***intersections*** on the CMP network with existing congestion, the following will define significant impacts,

Intersection Level of Service	*Project-Added Peak Hour Trips*
D	20
E or F	10

4) For ***freeway or highway segments*** with existing congestion, the following table will define significant impacts,

Highway Level of Service	*Project-Added Peak Hour Trips*
D	100
E or F	50

It should be noted that the thresholds stated here apply exclusively to the CMP land use analysis and are not to be confused with CEQA impact thresholds. Following SB 743, CEQA will no longer evaluate transportation impacts based on traditional LOS measures of congestion.

Local jurisdictions are responsible for conducting the land use analysis for projects meeting screening criteria, applying the thresholds above. Formerly, prior to SB 743, this analysis was typically performed as part of environmental review under CEQA. Going forward, SBCAG recommends that the local jurisdictions address this analysis as part of traffic studies prepared for particular projects. Many jurisdictions already have General Plan policies requiring analysis of LOS effects of projects, so that this analysis will be conducted anyway. Threshold

#4 is related to impacts to State Highway facilities. Therefore, the CMP serves as an effective tool for monitoring impacts on State Highways.

Level of Service Methodology

The type of methodology used to calculate LOS depends on the type of facility. The preferred LOS methodologies for CMP facilities are shown in Chapter 4, Table 4.1. Traffic studies that include CMP facilities should also utilize the methodologies shown in Table 3.1.

Traffic impact studies that include a CMP analysis of intersections on a State Highway should also calculate LOS using the HCM Operations method, which is consistent with the *Caltrans Guide for the Preparation of Traffic Impact Studies*. The HCM Operations method should also be used for facilities that are shown to be operating at LOS E or worse with the ICU method, in order to determine appropriate mitigation measures.

Mitigation Measures

Capital projects identified as mitigation measures for approved projects will be incorporated in the biennial CMP Capital Improvement Program. The Capital Improvement Program will need to establish anticipated development schedules and expected revenues from impact fees and other local sources. The Capital Improvement Program is included as the next chapter of this document.

Infill Opportunity Zones

As was discussed in Chapter 4, a local jurisdiction may designate an infill opportunity zone by adopting a resolution after determining that the infill opportunity zone is consistent with the local agency general plan and any applicable specific plan and is a transit priority area within a sustainable community strategy or alternative planning strategy adopted by the applicable Metropolitan Planning Organization.[9] The intent of the allowance for infill opportunity zones is to:

> *Balance the need for level of service standards with the need to build infill housing and mixed use commercial uses within walking distance of mass transit facilities and to provide greater flexibility to local governments to balance these sometimes competing needs.*[10]

Consistent with state law, the CMP LOS standards shall not apply to the streets and highways that are located within a local jurisdiction's infill opportunity zone.[11]

7.2 DEVELOPMENT ACTIVITY SUBMITTALS

The CMP requires local agency planning staff to submit development activity information (i.e., approved projects, building permits issued) annually to SBCAG and neighboring jurisdictions. This process ensures that that bordering cities and unincorporated areas are not adversely affected by larger development projects.

[9] Gov. Code Section 65088.4(c)

[10] Gov. Code Section 65088.4(a)

[11] Gov. Code Section 65088.4(b)

Figure 7.1 Residential Dwelling Units Approved and Not Occupied as of December 2015 by Jurisdiction

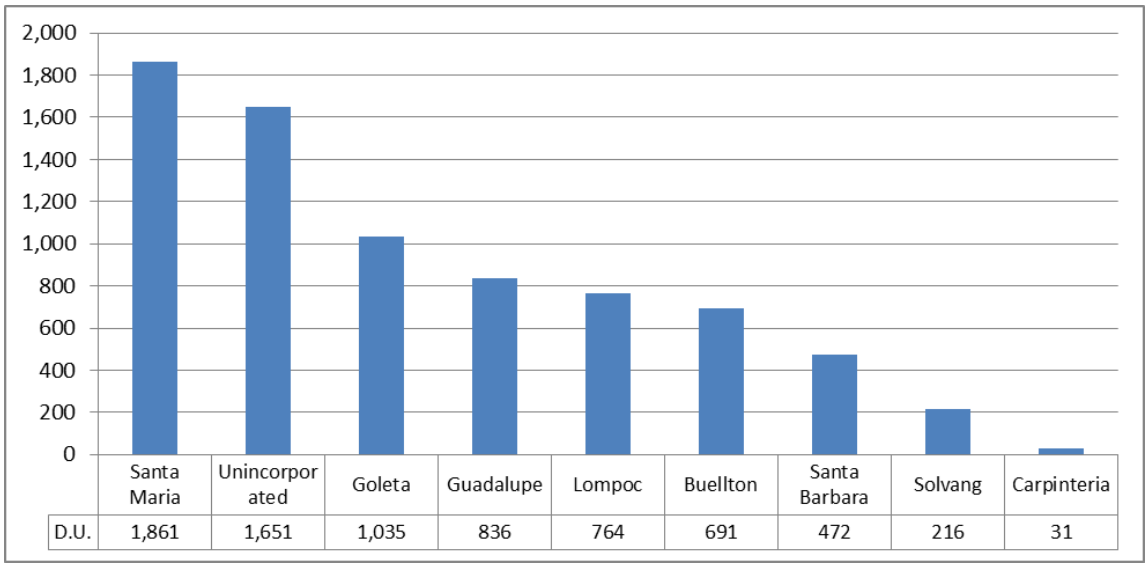
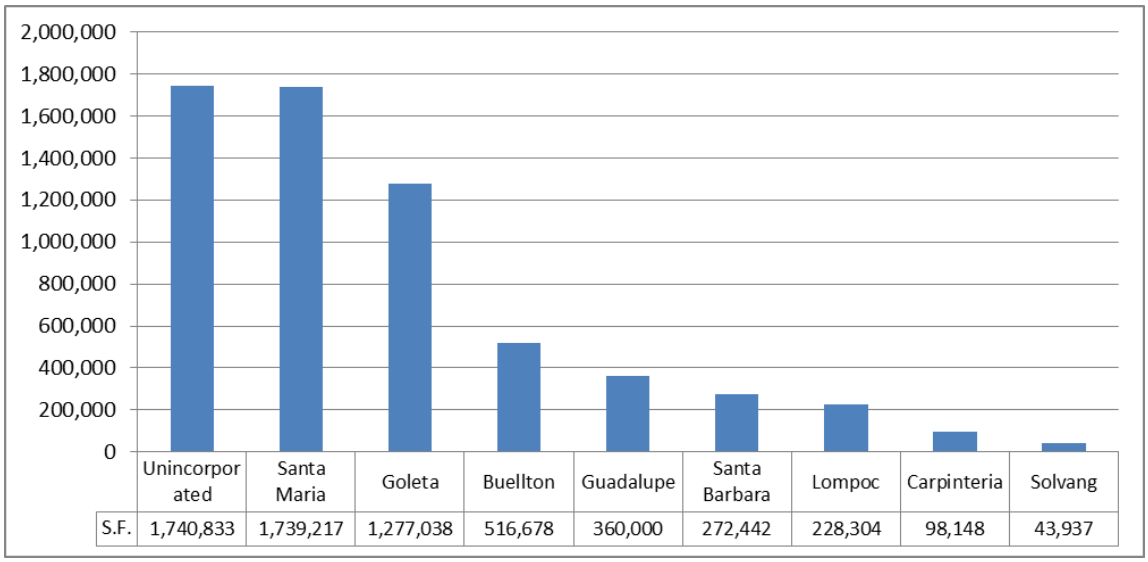


Figure 7.2 Commercial Square Footage Approved and Not Occupied as of December 2015 by Jurisdiction



7.3 TRAVEL DEMAND FORECASTING

Federal and state law requires MPOs to develop regional travel models. SBCAG has additional authority under the state CMP legislation as well. California Government Code Section 65089(c) states that:

> *The agency (CMA), in consultation with the cities and the county, shall develop a uniform database on traffic impacts for use in a countywide transportation computer model and shall approve transportation computer models of specific areas within the county that will be used by local jurisdictions to determine the quantitative impacts of development on the circulation system.*

SBCAG maintains a countywide regional travel demand model to forecast changes in trips and traffic growth, assess demand for transportation needs and identify potential improvements, and determine consistency between

transportation and air quality plans. The sections below briefly summarize SBCAG's current travel model, as well as efforts that are being undertaken to improve consistency between the SBCAG regional model and the numerous local agency traffic models that are in place.

7.3.1 Description of SBCAG Regional Travel Model

SBCAG currently maintains a countywide regional travel demand model that runs on the TransCAD platform. Staff applies and maintains the model in-house and works in close cooperation with State, regional and local agencies to forecast traffic growth, assess demand for transportation infrastructure improvements, and evaluate corridor alignment alternatives.

The SBCAG model is a 4-step travel demand model that performs the following classical modeling steps: trip generation, trip distribution, mode choice, and assignment. The mode choice model is a nested logit model that is employed to analyze and predict choices of travel mode. Mode choice outputs include auto (including drive-alone and carpool), transit, bike, and walk trips. Once transit trips are estimated, they are assigned to the transit route network. The 2001 Caltrans Household Survey for Santa Barbara County provides crucial travel information on trip purpose, modes, trip lengths, frequency, and other travel characteristics including time-of-day distributions for model calibration and validation. From the peak and off-peak mode choice models, the time of day models split the trips into 7 distinct time periods: AM (7-9 AM), Late AM (9 AM-12 PM), Lunch (12-2 PM), Early PM (2-4 PM), PM (4-6 PM), Evening (6-8 PM), Late Evening (8 PM-12 AM), and Night (12-7 AM).

Since the completion of the last Congestion Management Program, the SBCAG regional travel demand model was improved using Strategic Growth Council awarded Proposition 84 funds. Staff worked with a consultant to make upgrades to the model to comply with the requirements of SB 375 and to ensure consistency with the updated RTP Guidelines. These upgrades included:

- Traffic Analysis Zones (TAZs) and demographics data were developed based on 2010 Census block geography and data. Other datasets used include ACS block group 2005-2009 demographics, 2010 InfoUSA employment data, ACS Public Use Micro Sample (PUMS) data and 2009 Longitudinal Employment Dynamics (LEHD) data.

- A "4D" variable was added-on to the regional travel demand model that takes each of the four "D's" (*D*ensity, *D*iversity, *D*esign, and *D*estination) into account during the model runs. This addition allows SBCAG's regional model to respond to changes to various land use scenarios. For example, the model accounts for the various mix of land use types within traffic analysis zones (diversity). Also, the model is sensitive to transportation improvements that have traditionally not been accounted for in the past, including walkability factors into the trip generation model. To model the 4D variables correctly, the number of TAZs in the model was expanded from 281 to 1188 zones.

- Times, speeds, capacities and other network attributes were re-estimated for the model update to better reflect existing conditions. TAZ-to-TAZ highway and transit network skims were estimated from the networks.

- Trip generation models were updated to generate individual persons and households within the county. Population synthesis was used to generate persons and households in a manner similar to the process in activity-based models. An auto ownership model was then estimated for each individual household based upon the household size, and included 4D variables.

- The ability to perform sensitivity tests on the model parameters and variables, such as local and system-wide housing and employment growth, income variations, changing transit frequencies, value of time, auto operating costs, and gas prices.

- As part of the Sustainable Communities Strategy, SBCAG and its consultant developed a land use model which allows for evaluation of alternative future land use planning scenarios on the transportation network. Under the scope of work approved by the SBCAG Board, the consultant integrated the land use model (UPlan) with the travel demand model by writing software to connect the two software products seamlessly through the model interface. The UPlan model database was built and integrated with the UPlan software and can be run as part of the travel demand model stream.

7.3.2 Relationship to Local Agency Traffic Models

In addition to the SBCAG regional model, there are a number of local models that have been utilized in the County, such as the County, and the Cities of Santa Maria, Santa Barbara, Goleta, and Lompoc. The SBCAG model provides coverage of the major freeways, arterials, and secondary roads in Santa Barbara County, as well as portions of San Luis Obispo County and Ventura County. Geographically, the SBCAG model provides a macro-level perspective. Because of its regional coverage, the SBCAG model is able to provide detailed inter-county, inter-regional, and inter-community travel information. Travel demand is forecast using socioeconomic factors, such as population, households, and employment.

Local models have a finer grained level of geography within a city boundary. They have more refined TAZs and networks in order to identify local circulation and project-related impacts. With local models, travel demand is forecast using land use factors, such as residential dwelling units and commercial building square footage.

Due to some of these fundamental differences, there may be inconsistencies between output from the SBCAG model and output from local models. Different travel demand forecasts can result in a good deal of confusion and may over- or underestimate the need of a particular transportation improvement project. Currently there is no formal process in place for approval of these models. Instead, the SBCAG/CMA policy will be to work with the local agencies individually as the SBCAG regional model is being developed or updated to ensure consistency, to the maximum extent feasible, between SBCAG's regional model and local models. During the most recent SBCAG regional travel demand model update, the consultant worked to incorporate local model attributes into the regional travel demand model (including local model land use inputs/trip rates for the various land use categories, TAZ boundaries, local model attraction variables, and local model special generator trip rates). The model update included both consultant meetings with a Modeling Subcommittee and a Peer Review group, which included member jurisdictions and state agencies (such as Caltrans and the California Air Resources Board).

CHAPTER 8 CAPITAL IMPROVEMENT PROGRAM

Section 65089(b)(5) of the CMP statute requires the development of a seven-year Capital Improvement Program:

> Using the CMP performance measures, to determine effective projects that maintain or improve the performance of the multimodal system for the movement of people and goods, to mitigate regional transportation impacts.
>
> The program shall conform to transportation-related vehicle emission air quality mitigation measures, and include any project that will increase the capacity of the multimodal system. It is the intent of the Legislature that, when roadway projects are identified in the program, consideration be given for maintaining bicycle access and safety at a level comparable to that which existed prior to the improvement or alteration. The capital improvement program may also include safety, maintenance, and rehabilitation projects that do not enhance the capacity of the system but are necessary to preserve the investment in existing facilities.

The goal of the Capital Improvement Program is to develop a program of projects that contributes towards fulfilling the County's regional congestion management objectives (identified in Chapter 2). It includes projects that improve traffic operations, transportation demand management programs, and new or expanded transit services that have been identified in SBCAG's Regional Transportation Plan and Regional Transportation Improvement Program. State law requires that the program only include projects that have a reasonable expectation of construction or implementation within seven years of adoption of the biennial CMP.

The criteria for projects to be included in the Capital Improvement Program are that the project should be:

- On or influence the CMP system;
- A capital improvement to address an identified congestion problem;
- Planned for construction within the seven-year term of the Capital Improvement Program (2016-2023); and,
- Defined as a regionally-significant project, and;
- Addresses at least one of the regional congestion management objectives identified in the CMP.

Projects not on the designated CMP system that may contribute to improving the level of service and performance of the system may be included. Every effort is made to identify projects that address the regional congestion management objectives identified in Chapter 2 as well as those projects that provide congestion relief.

There are a number of projects from the 2009 CMP Capital Improvement Program that have been implemented. Of those that have been built and are in operation, the following projects were selected for evaluation in determining their effectiveness in providing congestion relief and meeting the regional congestion management objectives of the CMP:

- U.S. 101 Widening over Santa Maria River Bridge
- SBCAG Freeway Service Patrol (on-going)
- SBCAG/Vista Coastal Express (on-going)

Figures 8.1 through 8.3 provide additional information and evaluation of the projects listed above.

As discussed in Chapter 1, State law requires the CMP to be consistent with the programs and projects contained in the County's Regional Transportation Plan (California Government Code §65089.2(a). SBCAG's 2040 Regional Transportation Plan/Sustainable Community Strategy, which was approved by the SBCAG Board in August 2013, established policies and goals for the investment of federal, state, regional, and local transportation funds. As noted in Chapter 2, this CMP establishes regional congestion management objectives that are consistent with the vision and goals contained in the adopted 2040 RTP-SCS. For a statement of the CMP regional congestion management objectives (and their relationship to the RTP-SCS goals), see Table 2.1.

The congestion management objectives stated in Table 2.1 serve as a guide for planning and funding improvements in the RTP-SCS. By adopting these objectives in the CMP, the CMP serves as a supporting mechanism to assist in implementing the goals and policies set in SBCAG's RTP-SCS.

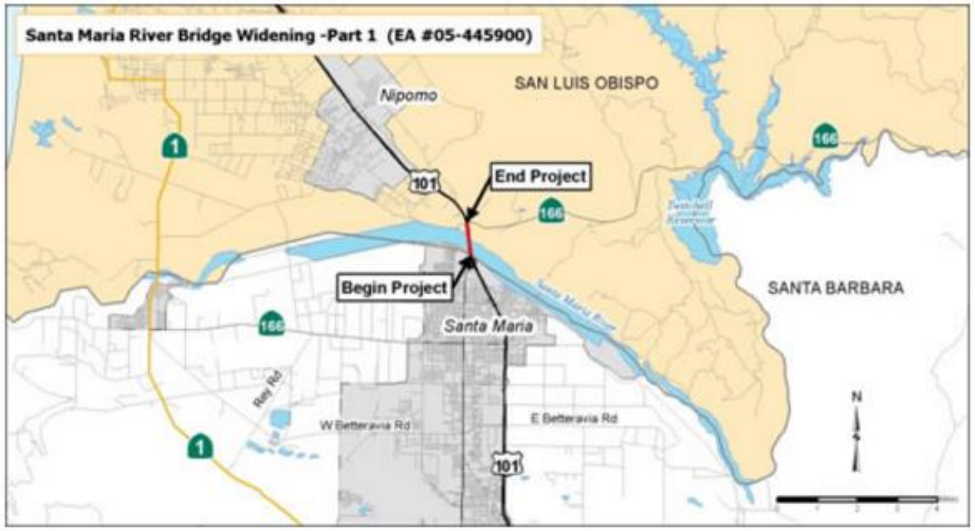
The list of projects included in the CMP Capital Improvement Program is provided in Table 8.1.

TABLE 8.1 CMP CAPITAL IMPROVEMENT PROGRAM						
				CMP REGIONAL OBJECTIVES		
PROJECT NAME	PROJECT DESCRIPTION	ACTION YEAR	FF2040 COST ESTIMATE ($000s)	LIVABILITY	MULTI-MODAL ACCESS AND RELIABILITY	ECONOMIC VITALITY
STATE HIGHWAY SYSTEM						
Linden Ave/Casitas Pass Interchanges (101 Widening Phase 3) (CT# 4482U)	Reconstruct Linden Ave and Casitas Pass Rd interchanges in Carpinteria. Construct missing link in frontage road system. Reconstruct US 101 bridge over Carpinteria Creek.	2019	$ 55,500		✓	✓
CARPINTERIA						
Traffic Maintenance and Signal Coordination	Supplement local funding to perform traffic maintenance and traffic signal coordination, including: Carpinteria Ave/Palm Ave signalization and Traffic Operations Program.	Ongoing	$ 90		✓	✓
Safe Routes to School: Main School Sidewalk	Sidewalk infill along Walnut and 6th around the perimeter of Main School	2016	$ 200	✓	✓	
Rincon Trail	Construct a multiuse trail from Rincon Park to Carpinteria Avenue (part of the Carpinteria Coastal Vista Trail)	2016	$ 8,000	✓	✓	
GOLETA						
Traffic Signal Coordination and Maintenance	Supplement local funding to perform traffic signal and traffic signal maintenance.	Ongoing	$ 800		✓	
Fowler & Ekwill / Fairview / Kellogg / Rt217	Local road improvements & interchange modifications at Ekwill and Fowler Rds. Construct new east-west roadways & extend Fowler Rd and Ekwill St from Fairview Ave on the west to Kellogg Ave & Route 217 on the east.	2020	$ 7,000		✓	✓
Hollister Redesign	Modify Hollister Ave left turn channelization and raise medians in Old Town area.	2019	$ 12,000		✓	✓
Patterson Avenue/HWY 101 Interchange NB and SB Ramp Modifications	Widen or replace existing overcrossing and overhead to accommodate additional turn lanes and Class II bike lanes. Additional left turn onto SB ramp, additional right turn onto SB ramp, additional right turn onto the NB ramp. Signal modifications as necessary to accommodate peds and bikes.	2020	$ 6,800		✓	✓

TABLE 8.1 CMP CAPITAL IMPROVEMENT PROGRAM						
				CMP REGIONAL OBJECTIVES		
PROJECT NAME	PROJECT DESCRIPTION	ACTION YEAR	FF2040 COST ESTIMATE ($000s)	LIVABILITY	MULTI-MODAL ACCESS AND RELIABILITY	ECONOMIC VITALITY
Hollister Avenue/Patterson Avenue Operational Improvements	Add a WB Hollister Avenue free right turn lane onto NB Patterson Avenue; Widen Hollister on the south side as necessary; install a new traffic signal at the Hollister Avenue/Patterson Avenue intersection.	2020	$ 1,077		✓	
Fairview Avenue and Calle Real Intersection Operational Improvement Project	Add additional eastbound through lane on Calle Real in western leg of intersection by adding separate turn pocket. Add additional northbound left turn lane on Fairview Avenue in the southern leg of the intersection to accommodate double left turns. Add Class II bike lanes in both directions on Fairview Avenue in southern leg.	2021	$ 1,840		✓	
Fairview Avenue/HWY 101 Interchange SB Ramp Modifications	Ramp and intersection improvements to allow for right turn lane; install bike activated signal at the SB on-ramp.	2021	$ 4,900		✓	✓
Fairview Avenue/HWY 101 Interchange NB Ramp Modifications	Add WB though lane on the NB off-ramp to SB Fairview Avenue. Replace traffic signals at intersection and relocate standards. Add additional right turn lane from NB Fairview Avenue at NB 101 on-ramp.	2021	$ 3,980		✓	✓
South Fairview Improvements	Location: Fairview Ave, Hollister Ave to Fowler Rd. Construct class II bike lanes, landscaped raised medians, and vehicle capacity modifications.	2019	$ 1,300		✓	
San Jose Creek Bikeway-Middle Segment	Construct class I bike path from north of Calle Real to Hollister.	2022	$ 4,210	✓	✓	
Hollister Class I Bikeway	Construct class 1 bike path, Pacific Oaks-Ellwood Elementary.	2017	$ 2,600	✓	✓	
SANTA BARBARA						
Intersection Improvements – Las Positas and Cliff	Construct roundabout	2016	$ 0		✓	✓

TABLE 8.1 CMP CAPITAL IMPROVEMENT PROGRAM						
				CMP REGIONAL OBJECTIVES		
PROJECT NAME	PROJECT DESCRIPTION	ACTION YEAR	FF2040 COST ESTIMATE ($000s)	LIVABILITY	MULTI-MODAL ACCESS AND RELIABILITY	ECONOMIC VITALITY
COUNTY OF SANTA BARBARA						
Clark Ave. and US 101 NB Ramp Improvements	Location: Clark Ave and US 101. Relocate northbound on and off ramps and install signal.	2019	$ 2,494		✓	
SBCAG						
Freeway Service Patrol (FSP)	A fleet of tow and pickup trucks patrol designated portions (beats) of freeways during morning and afternoon commute hours clearing accidents and removing debris	ongoing	$ 4,937		✓	✓
SANTA BARBARA MTD						
MTD-UCSB Mitigation Agreement	New MTD Line 28 and enhancements to MTD Lines 12x & 24x	2016	$ 41,703	✓	✓	

Figure 8.1 Summary of Santa Maria River Bridge Widening Project



NAME

Santa Maria River Bridge Widening

DESCRIPTION

The project widened the bridges over the Santa Maria River from two to three lanes each, comprised of three 12-foot wide lanes with 10-foot wide shoulders. The entire bridge deck was resurfaced as part of the project. A Class I bicycle path was constructed along the southbound lanes of the freeway, connecting the Santa Maria Levee bikeway to Class II bikeways in San Luis Obispo County.

COMPLETED

The project was completed two months ahead of schedule in March 2014 and under budget.

CMP REGIONAL CONGESTION MANAGEMENT OBJECTIVES MET

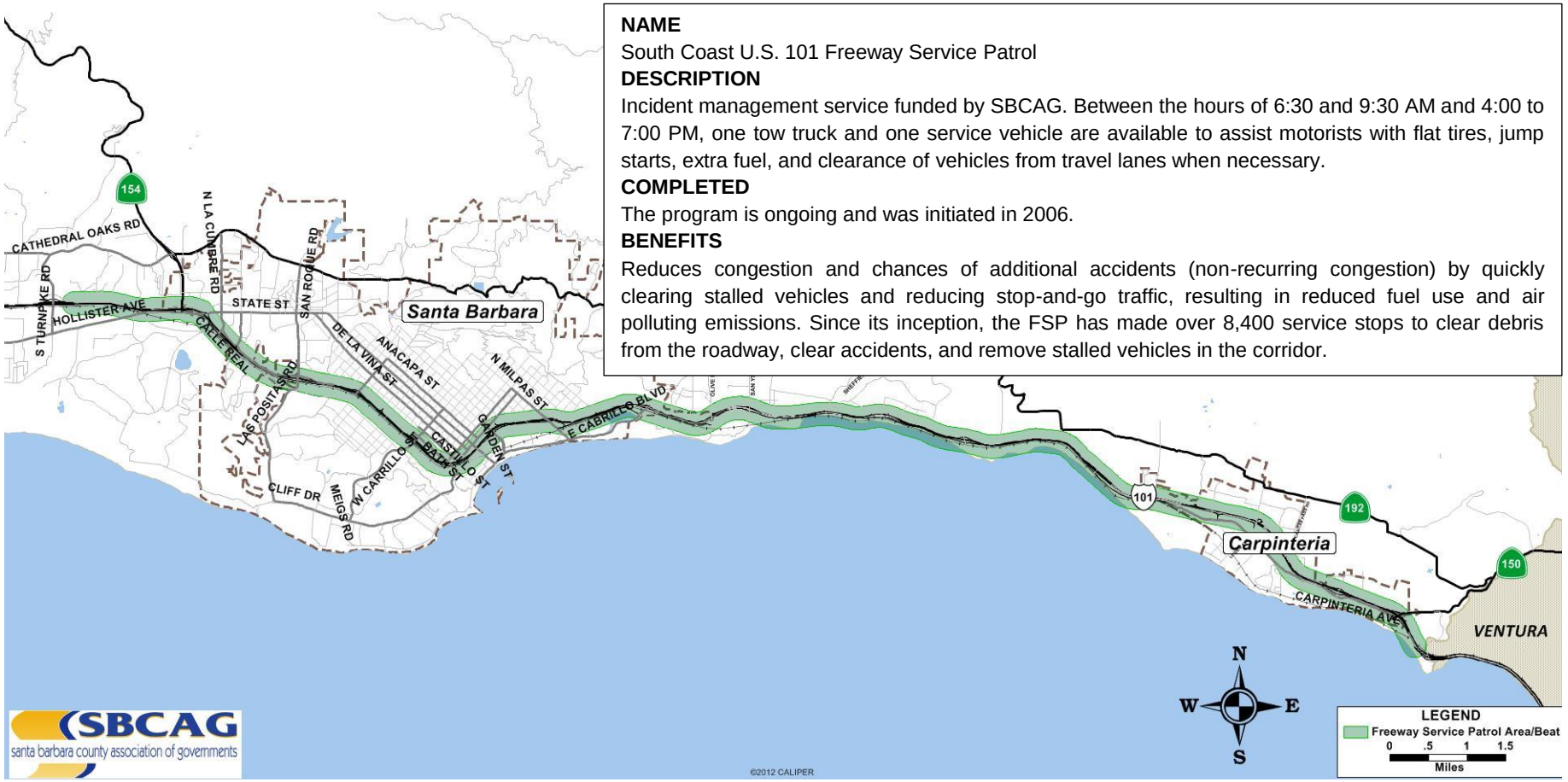
Livability: Work to foster livable communities – areas where coordinated transportation, housing, and commercial development give people access to affordable and environmentally sustainable transportation.	
Multi-Modal Access & Reliability: Implement congestion relief strategies where necessary to reduce travel times, encourage increased coordination amongst service providers, provide a healthy, safe and reliable multi-modal network, and increase opportunities for all users of the regional transportation system.	✓
Economic Vitality: Support growth in economic activity and maintain quality of life in the region by promoting the efficient movement of people and goods	✓

OTHER BENEFITS

Congestion Relief

U.S. 101 (Rte. 135 to SLO County Line)	Before (2 lanes)	After (3 lanes)
Northbound	20.2 pc/mi/ln / LOS C	13.0 pc/mi/ln / LOS B
Southbound	19.2 pc/mi/ln / LOS C	12.5 pc/mi/ln / LOS B

Figure 8.2 Summary of SBCAG South Coast U.S. 101 Freeway Service Patrol



NAME

South Coast U.S. 101 Freeway Service Patrol

DESCRIPTION

Incident management service funded by SBCAG. Between the hours of 6:30 and 9:30 AM and 4:00 to 7:00 PM, one tow truck and one service vehicle are available to assist motorists with flat tires, jump starts, extra fuel, and clearance of vehicles from travel lanes when necessary.

COMPLETED

The program is ongoing and was initiated in 2006.

BENEFITS

Reduces congestion and chances of additional accidents (non-recurring congestion) by quickly clearing stalled vehicles and reducing stop-and-go traffic, resulting in reduced fuel use and air polluting emissions. Since its inception, the FSP has made over 8,400 service stops to clear debris from the roadway, clear accidents, and remove stalled vehicles in the corridor.

CMP REGIONAL CONGESTION MANAGEMENT OBJECTIVES MET

Livability	
Multi-Modal Access & Reliability:	✓
Economic Vitality	✓

Figure 8.3 Summary of VISTA Coastal Express Service

NAME

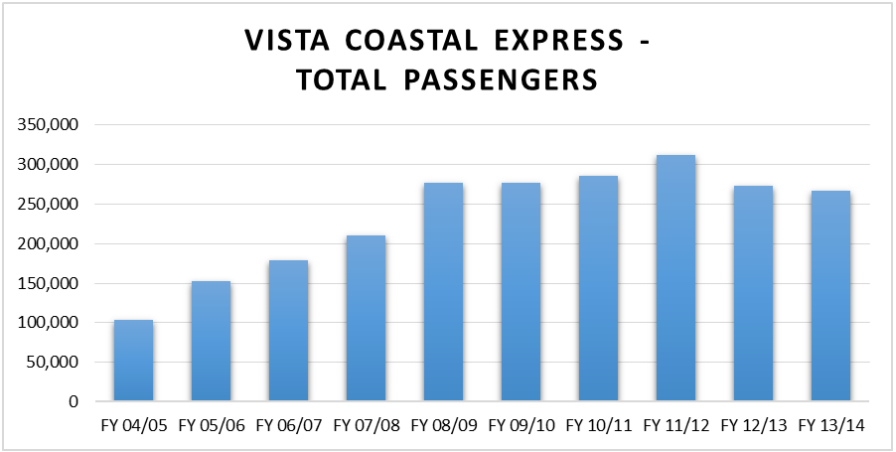
VISTA Coastal Express Regional Transit Service

DESCRIPTION

The Coastal Express is an intercommunity bus service that serves Ventura, Carpinteria, Santa Barbara, and Goleta. It provides 45 daily trips on weekdays, 20 daily trips on Saturdays, and 18 trips on Sundays. The service is jointly funded and administered by SBCAG and the Ventura County Transportation Commission.

COMPLETED

The service is ongoing and began in 2002.



CMP REGIONAL CONGESTION MANAGEMENT OBJECTIVES MET

Livability	
Multi-Modal Access & Reliability:	✓
Economic Vitality	✓

APPENDIX

A. STATE LEGISLATIVE REQUIREMENTS FOR CONGESTION MANAGEMENT PROGRAMS

B. FEDERAL REQUIREMENTS FOR CONGESTION MANAGEMENT SYSTEMS

C. LIST OF ROADWAY SEGMENTS INCLUDED ON THE SANTA BARBARA COUNTY CONGESTION MANAGEMENT SYSTEM

D. LEVEL OF SERVICE DEFINITIONS AND PROCEDURES

E. DEFICIENCY PLAN GUIDELINES AND CRITERIA

F. EXISTING LEVEL OF SERVICE FOR CMP FACILITIES

G. CEQA NOTICE OF EXEMPTION

CALIFORNIA GOVERNMENT CODE SECTION 65088-65089.10

65088. The Legislature finds and declares all of the following:

(a) Although California's economy is critically dependent upon transportation, its current transportation system relies primarily upon a street and highway system designed to accommodate far fewer vehicles than are currently using the system.

(b) California's transportation system is characterized by fragmented planning, both among jurisdictions involved and among the means of available transport.

(c) The lack of an integrated system and the increase in the number of vehicles are causing traffic congestion that each day results in 400,000 hours lost in traffic, 200 tons of pollutants released into the air we breathe, and three million one hundred thousand dollars ($3,100,000) added costs to the motoring public.

(d) To keep California moving, all methods and means of transport between major destinations must be coordinated to connect our vital economic and population centers.

(e) In order to develop the California economy to its full potential, it is intended that federal, state, and local agencies join with transit districts, business, private and environmental interests to develop and implement comprehensive strategies needed to develop appropriate responses to transportation needs.

(f) In addition to solving California's traffic congestion crisis, rebuilding California's cities and suburbs, particularly with affordable housing and more walkable neighborhoods, is an important part of accommodating future increases in the state's population because homeownership is only now available to most Californians who are on the fringes of metropolitan areas and far from employment centers.

(g) The Legislature intends to do everything within its power to remove regulatory barriers around the development of infill housing, transit-oriented development, and mixed use commercial development in order to reduce regional traffic congestion and provide more housing choices for all Californians.

(h) The removal of regulatory barriers to promote infill housing, transit-oriented development, or mixed use commercial development does not preclude a city or county from holding a public hearing nor finding that an individual infill project would be adversely impacted by the surrounding environment or transportation patterns.

65088.1. As used in this chapter the following terms have the following meanings:

(a) Unless the context requires otherwise, "agency" means the agency responsible for the preparation and adoption of the congestion management program.

(b) "Bus rapid transit corridor" means a bus service that includes at least four of the following attributes:

(1) Coordination with land use planning.
(2) Exclusive right-of-way.
(3) Improved passenger boarding facilities.
(4) Limited stops.
(5) Passenger boarding at the same height as the bus.
(6) Prepaid fares.
(7) Real-time passenger information.
(8) Traffic priority at intersections.
(9) Signal priority.
(10) Unique vehicles.

(c) "Commission" means the California Transportation Commission.

(d) "Department" means the Department of Transportation.

(e) "Infill opportunity zone" means a specific area designated by a city or county, pursuant to subdivision (c) of Section 65088.4, that is within one-half mile of a major transit stop or high quality transit corridor included in a regional transportation plan. A major transit stop is as defined in Section 21064.3 of the Public Resources Code, except that, for purposes of this section, it also includes major transit stops that

are included in the applicable regional transportation plan. For purposes of this section, a high-quality transit corridor mean a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

(f) "Interregional travel" means any trips that originate outside the boundary of the agency. A "trip" means a one-direction vehicle movement. The origin of any trip is the starting point of that trip. A roundtrip consists of two individual trips.

(g) "Level of service standard" is a threshold that defines a deficiency on the congestion management program highway and roadway system which requires the preparation of a deficiency plan. It is the intent of the Legislature that the agency shall use all elements of the program to implement strategies and actions that avoid the creation of deficiencies and to improve multimodal mobility.

(h) "Local jurisdiction" means a city, a county, or a city and county.

(i) "Multimodal" means the utilization of all available modes of travel that enhance the movement of people and goods, including, but not limited to, highway, transit, nonmotorized, and demand management strategies including, but not limited to, telecommuting. The availability and practicality of specific multimodal systems, projects, and strategies may vary by county and region in accordance with the size and complexity of different urbanized areas.

(j) (1)"Parking cash-out program" means an employer-funded program under which an employer offers to provide a cash allowance to an employee equivalent to the parking subsidy that the employer would otherwise pay to provide the employee with a parking space. "Parking subsidy" means the difference between the out-of-pocket amount paid by an employer on a regular basis in order to secure the availability of an employee parking space not owned by the employer and the price, if any, charged to an employee for use of that space.

(2) A parking cash-out program may include a requirement that employee participants certify that they will comply with guidelines established by the employer designed to avoid neighborhood parking problems, with a provision that employees not complying with the guidelines will no longer be eligible for the parking cash-out program.

(k) "Performance measure" is an analytical planning tool that is used to quantitatively evaluate transportation improvements and to assist in determining effective implementation actions, considering all modes and strategies. Use of a performance measure as part of the program does not trigger the requirement for the preparation of deficiency plans.

(l) "Urbanized area" has the same meaning as is defined in the 1990 federal census for urbanized areas of more than 50,000 population.

(m) Unless the context requires otherwise, “regional agency” means the agency responsible for preparation of the regional transportation improvement program.

65088.3. This chapter does not apply in a county in which a majority of local governments, collectively comprised of the city councils and the county board of supervisors, which in total also represent a majority of the population in the county, each adopt resolutions electing to be exempt from the congestion management program.

65088.4. (a) It is the intent of the Legislature to balance the need for level of service standards for traffic with the need to build infill housing and mixed use commercial developments within walking distance of mass transit facilities, downtowns, and town centers and to provide greater flexibility to local governments to balance these sometimes competing needs.

(b) Notwithstanding any other provision of law, level of service standards described in Section 65089 shall not apply to the streets and highways within an infill opportunity zone.

(c) The city or county may designate an infill opportunity zone by adopting a resolution after determining that the infill opportunity zone is consistent with the general plan and any applicable specific plan, and is a transit priority area within a sustainable communities strategy or alternative planning strategy adopted by the applicable metropolitan planning organization.

65088.5. Congestion management programs, if prepared by county transportation commissions and transportation authorities created pursuant to Division 12 (commencing with Section 130000) of the Public Utilities Code, shall be used by the regional transportation planning agency to meet federal requirements for a congestion management system, and shall be incorporated into the congestion management system.

65089. (a) A congestion management program shall be developed, adopted, and updated biennially, consistent with the schedule for adopting and updating the regional transportation improvement program, for every county that includes an urbanized area, and shall include every city and the county. The

program shall be adopted at a noticed public hearing of the agency. The program shall be developed in consultation with, and with the cooperation of, the transportation planning agency, regional transportation providers, local governments, the department, and the air pollution control district or the air quality management district, either by the county transportation commission, or by another public agency, as designated by resolutions adopted by the county board of supervisors and the city councils of a majority of the cities representing a majority of the population in the incorporated area of the county.

(b) The program shall contain all of the following elements:

(1) (A) Traffic level of service standards established for a system of highways and roadways designated by the agency. The highway and roadway system shall include at a minimum all state highways and principal arterials. No highway or roadway designated as a part of the system shall be removed from the system. All new state highways and principal arterials shall be designated as part of the system, except when it is within an infill opportunity zone. Level of service (LOS) shall be measured by Circular 212, by the most recent version of the Highway Capacity Manual, or by a uniform methodology adopted by the agency that is consistent with the Highway Capacity Manual. The determination as to whether an alternative method is consistent with the Highway Capacity Manual shall be made by the regional agency, except that the department instead shall make this determination if either (i) the regional agency is also the agency, as those terms are defined in Section 65088.1, or (ii) the department is responsible for preparing the regional transportation improvement plan for the county.

(B) In no case shall the LOS standards established be below the level of service E or the current level, whichever is farthest from level of service A except when the area is in an infill opportunity zone. When the level of service on a segment or at an intersection fails to attain the established level of service standard outside an infill opportunity zone, a deficiency plan shall be adopted pursuant to Section 65089.4.

(2) A performance element that includes performance measures to evaluate current and future multimodal system performance for the movement of people and goods. At a minimum, these performance measures shall incorporate highway and roadway system performance, and measures established for the frequency and routing of public transit, and for the coordination of transit service provided by separate operators. These performance measures shall support mobility, air quality, land use, and economic objectives, and shall be used in the development of the capital improvement program required pursuant to paragraph (5), deficiency plans required pursuant to Section 65089.4, and the land use analysis program required pursuant to paragraph (4).

(3) A travel demand element that promotes alternative transportation methods, including, but not limited to, carpools, vanpools, transit, bicycles, and park-and-ride lots; improvements in the balance between jobs and housing; and other strategies, including, but not limited to, flexible work hours, telecommuting, and parking management programs. The agency shall consider parking cash-out programs during the development and update of the travel demand element.

(4) A program to analyze the impacts of land use decisions made by local jurisdictions on regional transportation systems, including an estimate of the costs associated with mitigating those impacts. This program shall measure, to the extent possible, the impact to the transportation system using the performance measures described in paragraph (2). In no case shall the program include an estimate of the costs of mitigating the impacts of interregional travel. The program shall provide credit for local public and private contributions to improvements to regional transportation systems. However, in the case of toll road facilities, credit shall only be allowed for local public and private contributions which are unreimbursed from toll revenues or other state or federal sources.
The agency shall calculate the amount of the credit to be provided.
The program defined under this section may require implementation through the requirements and analysis of the California Environmental Quality Act, in order to avoid duplication.

(5) A seven-year capital improvement program, developed using the performance measures described in paragraph (2) to determine effective projects that maintain or improve the performance of the multimodal system for the movement of people and goods, to mitigate regional transportation impacts identified pursuant to paragraph (4).

The program shall conform to transportation-related vehicle emission air quality mitigation measures, and include any project that will increase the capacity of the multimodal system. It is the intent of the Legislature that, when roadway projects are identified in the program, consideration be given for maintaining bicycle access and safety at a level comparable to that which existed prior to the improvement or alteration. The capital improvement program may also include safety, maintenance, and rehabilitation projects that do not enhance the capacity of the system but are necessary to preserve the investment in existing facilities.

(c) The agency, in consultation with the regional agency, cities, and the county, shall develop a uniform data base on traffic impacts for use in a countywide transportation computer model and shall approve

transportation computer models of specific areas within the county that will be used by local jurisdictions to determine the quantitative impacts of development on the circulation system that are based on the countywide model and standardized modeling assumptions and conventions. The computer models shall be consistent with the modeling methodology adopted by the regional planning agency. The data bases used in the models shall be consistent with the data bases used by the regional planning agency. Where the regional agency has jurisdiction over two or more counties, the data bases used by the agency shall be consistent with the data bases used by the regional agency.

(d) (1) The city or county in which a commercial development will implement a parking cash-out program that is included in a congestion management program pursuant to subdivision (b), or in a deficiency plan pursuant to Section 65089.4, shall grant to that development an appropriate reduction in the parking requirements otherwise in effect for new commercial development.

(2) At the request of an existing commercial development that has implemented a parking cash-out program, the city or county shall grant an appropriate reduction in the parking requirements otherwise applicable based on the demonstrated reduced need for parking, and the space no longer needed for parking purposes may be used for other appropriate purposes.

(e) Pursuant to the federal Intermodal Surface Transportation Efficiency Act of 1991 and regulations adopted pursuant to the act, the department shall submit a request to the Federal Highway Administration Division Administrator to accept the congestion management program in lieu of development of a new congestion management system otherwise required by the act.

65089.1. (a) For purposes of this section, "plan" means a trip reduction plan or a related or similar proposal submitted by an employer to a local public agency for adoption or approval that is designed to facilitate employee ridesharing, the use of public transit, and other means of travel that do not employ a single-occupant vehicle.

(b) An agency may require an employer to provide rideshare data bases; an emergency ride program; a preferential parking program; a transportation information program; a parking cash-out program, as defined in subdivision (f) of Section 65088.1; a public transit subsidy in an amount to be determined by the employer; bicycle parking areas; and other noncash value programs which encourage or facilitate the use of alternatives to driving alone. An employer may offer, but no agency shall require an employer to offer, cash, prizes, or items with cash value to employees to encourage participation in a trip reduction program as a condition of approving a plan.

(c) Employers shall provide employees reasonable notice of the content of a proposed plan and shall provide the employees an opportunity to comment prior to submittal of the plan to the agency for adoption.

(d) Each agency shall modify existing programs to conform to this section not later than June 30, 1995. Any plan adopted by an agency prior to January 1, 1994, shall remain in effect until adoption by the agency of a modified plan pursuant to this section.

(e) Employers may include disincentives in their plans that do not create a widespread and substantial disproportionate impact on ethnic or racial minorities, women, or low-income or disabled employees.

(f) This section shall not be interpreted to relieve any employer of the responsibility to prepare a plan that conforms with trip reduction goals specified in Division 26 (commencing with Section 39000) of the Health and Safety Code, or the Clean Air Act (42 U.S.C. Sec. 7401 et seq.).

(g) This section only applies to agencies and employers within the South Coast Air Quality Management District.

65089.2. (a) Congestion management programs shall be submitted to the regional agency. The regional agency shall evaluate the consistency between the program and the regional transportation plans required pursuant to Section 65080. In the case of a multicounty regional transportation planning agency, that agency shall evaluate the consistency and compatibility of the programs within the region.

(b) The regional agency, upon finding that the program is consistent, shall incorporate the program into the regional transportation improvement program as provided for in Section 65082. If the regional agency finds the program is inconsistent, it may exclude any project in the congestion management program from inclusion in the regional transportation improvement program.

(c) (1) The regional agency shall not program any surface transportation program funds and congestion mitigation and air quality funds pursuant to Section 182.6 and 182.7 of the Streets and Highways Code in a county unless a congestion management program has been adopted by December 31, 1992, as required pursuant to Section 65089. No surface transportation program funds or congestion mitigation and air quality funds shall be programmed for a project in a local jurisdiction that has been found to be in

nonconformance with a congestion management program pursuant to Section 65089.5 unless the agency finds that the project is of regional significance.

(2) Notwithstanding any other provision of law, upon the designation of an urbanized area, pursuant to the 1990 federal census or a subsequent federal census, within a county which previously did not include an urbanized area, a congestion management program as required pursuant to Section 65089 shall be adopted within a period of 18 months after designation by the Governor.

(d) (1) It is the intent of the Legislature that the regional agency, when its boundaries include areas in more than one county, should resolve inconsistencies and mediate disputes which arise between agencies related to congestion management programs adopted for those areas.

(2) It is the further intent of the Legislature that disputes which may arise between regional agencies, or agencies which are not within the boundaries of a multicounty regional transportation planning agency, should be mediated and resolved by the Secretary of Business, Housing and Transportation Agency, or an employee of that agency designated by the secretary, in consultation with the air pollution control district or air quality management district within whose boundaries the regional agency or agencies are located.

(e) At the request of the agency, a local jurisdiction that owns, or is responsible for operation of, a trip-generating facility in another county shall participate in the congestion management program of the county where the facility is located. If a dispute arises involving a local jurisdiction, the agency may request the regional agency to mediate the dispute through procedures pursuant to subdivision (d) of Section 65089.2. Failure to resolve the dispute does not invalidate the congestion management program.

65089.3. The agency shall monitor the implementation of all elements of the congestion management program. The department is responsible for data collection and analysis on state highways, unless the agency designates that responsibility to another entity. The agency may also assign data collection and analysis responsibilities to other owners and operators of facilities or services if the responsibilities are specified in its adopted program. The agency shall consult with the department and other affected owners and operators in developing data collection and analysis procedures and schedules prior to program adoption. At least biennially, the agency shall determine if the county and cities are conforming to the congestion management program, including, but not limited to, all of the following:

(a) Consistency with levels of service standards, except as provided in Section 65089.4.

(b) Adoption and implementation of a program to analyze the impacts of land use decisions, including the estimate of the costs associated with mitigating these impacts.

(c) Adoption and implementation of a deficiency plan pursuant to Section 65089.4 when highway and roadway level of service standards are not maintained on portions of the designated system.

65089.4. (a) A local jurisdiction shall prepare a deficiency plan when highway or roadway level of service standards are not maintained on segments or intersections of the designated system. The deficiency plan shall be adopted by the city or county at a noticed public hearing.

(b) The agency shall calculate the impacts subject to exclusion pursuant to subdivision (f) of this section, after consultation with the regional agency, the department, and the local air quality management district or air pollution control district. If the calculated traffic level of service following exclusion of these impacts is consistent with the level of service standard, the agency shall make a finding at a publicly noticed meeting that no deficiency plan is required and so notify the affected local jurisdiction.

(c) The agency shall be responsible for preparing and adopting procedures for local deficiency plan development and implementation responsibilities, consistent with the requirements of this section. The deficiency plan shall include all of the following:

(1) An analysis of the cause of the deficiency. This analysis shall include the following:

(A) Identification of the cause of the deficiency.

(B) Identification of the impacts of those local jurisdictions within the jurisdiction of the agency that contribute to the deficiency. These impacts shall be identified only if the calculated traffic level of service following exclusion of impacts pursuant to subdivision (f) indicates that the level of service standard has not been maintained, and shall be limited to impacts not subject to exclusion.

(2) A list of improvements necessary for the deficient segment or intersection to maintain the minimum level of service otherwise required and the estimated costs of the improvements.

(3) A list of improvements, programs, or actions, and estimates of costs, that will (A) measurably improve multimodal performance, using measures defined in paragraphs (1) and (2) of subdivision (b) of Section 65089, and (B) contribute to significant improvements in air quality, such as improved public transit service and facilities, improved nonmotorized transportation facilities, high occupancy vehicle facilities, parking cash-out programs, and transportation control measures. The air quality management

district or the air pollution control district shall establish and periodically revise a list of approved improvements, programs, and actions that meet the scope of this paragraph. If an improvement, program, or action on the approved list has not been fully implemented, it shall be deemed to contribute to significant improvements in air quality. If an improvement, program, or action is not on the approved list, it shall not be implemented unless approved by the local air quality management district or air pollution control district.

(4) An action plan, consistent with the provisions of Chapter 5 (commencing with Section 66000), that shall be implemented, consisting of improvements identified in paragraph (2), or improvements, programs, or actions identified in paragraph (3), that are found by the agency to be in the interest of the public health, safety, and welfare. The action plan shall include a specific implementation schedule. The action plan shall include implementation strategies for those jurisdictions that have contributed to the cause of the deficiency in accordance with the agency's deficiency plan procedures. The action plan need not mitigate the impacts of any exclusions identified in subdivision (f). Action plan strategies shall identify the most effective implementation strategies for improving current and future system performance.

(d) A local jurisdiction shall forward its adopted deficiency plan to the agency within 12 months of the identification of a deficiency. The agency shall hold a noticed public hearing within 60 days of receiving the deficiency plan. Following that hearing, the agency shall either accept or reject the deficiency plan in its entirety, but the agency may not modify the deficiency plan. If the agency rejects the plan, it shall notify the local jurisdiction of the reasons for that rejection, and the local jurisdiction shall submit a revised plan within 90 days addressing the agency's concerns. Failure of a local jurisdiction to comply with the schedule and requirements of this section shall be considered to be nonconformance for the purposes of Section 65089.5.

(e) The agency shall incorporate into its deficiency plan procedures, a methodology for determining if deficiency impacts are caused by more than one local jurisdiction within the boundaries of the agency.

(1) If, according to the agency's methodology, it is determined that more than one local jurisdiction is responsible for causing a deficient segment or intersection, all responsible local jurisdictions shall participate in the development of a deficiency plan to be adopted by all participating local jurisdictions.

(2) The local jurisdiction in which the deficiency occurs shall have lead responsibility for developing the deficiency plan and for coordinating with other impacting local jurisdictions. If a local jurisdiction responsible for participating in a multi-jurisdictional deficiency plan does not adopt the deficiency plan in accordance with the schedule and requirements of paragraph (a) of this section, that jurisdiction shall be considered in nonconformance with the program for purposes of Section 65089.5.

(3) The agency shall establish a conflict resolution process for addressing conflicts or disputes between local jurisdictions in meeting the multi-jurisdictional deficiency plan responsibilities of this section.

(f) The analysis of the cause of the deficiency prepared pursuant to paragraph (1) of subdivision (c) shall exclude the following:

(1) Interregional travel.

(2) Construction, rehabilitation, or maintenance of facilities that impact the system.

(3) Freeway ramp metering.

(4) Traffic signal coordination by the state or multi-jurisdictional agencies.

(5) Traffic generated by the provision of low-income and very low income housing.

(6) (A) Traffic generated by high-density residential development located within one-fourth mile of a fixed rail passenger station, and

(B) Traffic generated by any mixed use development located within one-fourth mile of a fixed rail passenger station, if more than half of the land area, or floor area, of the mixed use development is used for high density residential housing, as determined by the agency.

(g) For the purposes of this section, the following terms have the following meanings:

(1) "High density" means residential density development which contains a minimum of 24 dwelling units per acre and a minimum density per acre which is equal to or greater than 120 percent of the maximum residential density allowed under the local general plan and zoning ordinance. A project providing a minimum of 75 dwelling units per acre shall automatically be considered high density.

(2) "Mixed use development" means development which integrates compatible commercial or retail uses, or both, with residential uses, and which, due to the proximity of job locations, shopping opportunities, and residences, will discourage new trip generation.

65089.5. (a) If, pursuant to the monitoring provided for in Section 65089.3, the agency determines, following a noticed public hearing, that a city or county is not conforming with the requirements of the congestion management program, the agency shall notify the city or county in writing of the specific areas

of nonconformance. If, within 90 days of the receipt of the written notice of nonconformance, the city or county has not come into conformance with the congestion management program, the governing body of the agency shall make a finding of nonconformance and shall submit the finding to the commission and to the Controller.

(b) (1) Upon receiving notice from the agency of nonconformance, the Controller shall withhold apportionments of funds required to be apportioned to that nonconforming city or county by Section 2105 of the Streets and Highways Code.

(2) If, within the 12-month period following the receipt of a notice of nonconformance, the Controller is notified by the agency that the city or county is in conformance, the Controller shall allocate the apportionments withheld pursuant to this section to the city or county.

(3) If the Controller is not notified by the agency that the city or county is in conformance pursuant to paragraph (2), the Controller shall allocate the apportionments withheld pursuant to this section to the agency.

(c) The agency shall use funds apportioned under this section for projects of regional significance which are included in the capital improvement program required by paragraph (5) of subdivision (b) of Section 65089, or in a deficiency plan which has been adopted by the agency. The agency shall not use these funds for administration or planning purposes.

65089.6. Failure to complete or implement a congestion management program shall not give rise to a cause of action against a city or county for failing to conform with its general plan, unless the city or county incorporates the congestion management program into the circulation element of its general plan.

65089.7. A proposed development specified in a development agreement entered into prior to July 10, 1989, shall not be subject to any action taken to comply with this chapter, except actions required to be taken with respect to the trip reduction and travel demand element of a congestion management program pursuant to paragraph (3) of subdivision (b) of Section 65089.

65089.9. The study steering committee established pursuant to Section 6 of Chapter 444 of the Statutes of 1992 may designate at least two congestion management agencies to participate in a demonstration study comparing multimodal performance standards to highway level of service standards. The department shall make available, from existing resources, fifty thousand dollars ($50,000) from the Transportation Planning and Development Account in the State Transportation Fund to fund each of the demonstration projects. The designated agencies shall submit a report to the Legislature not later than June 30, 1997, regarding the findings of each demonstration project.

65089.10. Any congestion management agency that is located in the Bay Area Air Quality Management District and receives funds pursuant to Section 44241 of the Health and Safety Code for the purpose of implementing paragraph (3) of subdivision (b) of Section 65089 shall ensure that those funds are expended as part of an overall program for improving air quality and for the purposes of this chapter.

B. FEDERAL REQUIREMENTS FOR CONGESTION MANAGEMENT SYSTEMS AND CHECKLIST

§ 450.320

Congestion management process in transportation management areas.

(a) The transportation planning process in a TMA shall address congestion management through a process that provides for safe and effective integrated management and operation of the multimodal transportation system, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53 through the use of travel demand reduction and operational management strategies.

(b) The development of a congestion management process should result in multimodal system performance measures and strategies that can be reflected in the metropolitan transportation plan and the TIP. The level of system performance deemed acceptable by State and local transportation officials may vary by type of transportation facility, geographic location (metropolitan area or subarea), and/or time of day. In addition, consideration should be given to strategies that manage demand, reduce single occupant vehicle (SOV) travel, and improve transportation system management and operations. Where the addition of general purpose lanes is determined to be an appropriate congestion management strategy, explicit consideration is to be given to the incorporation of appropriate features into the SOV project to facilitate future demand management strategies and operational improvements that will maintain the functional integrity and safety of those lanes.

(c) The congestion management process shall be developed, established, and implemented as part of the metropolitan transportation planning process that includes coordination with transportation system management and operations activities. The congestion management process shall include:

(1) Methods to monitor and evaluate the performance of the multimodal transportation system, identify the causes of recurring and non-recurring congestion, identify and evaluate alternative strategies, provide information supporting the implementation of actions, and evaluate the effectiveness of implemented actions;

(2) Definition of congestion management objectives and appropriate performance measures to assess the extent of congestion and support the evaluation of the effectiveness of congestion reduction and mobility enhancement strategies for the movement of people and goods. Since levels of acceptable system performance may vary among local communities, performance measures should be tailored to the specific needs of the area and established cooperatively by the State(s), affected MPO(s), and local officials in consultation with the operators of major modes of transportation in the coverage area;

(3) Establishment of a coordinated program for data collection and system performance monitoring to define the extent and duration of congestion, to contribute in determining the causes of congestion, and evaluate the efficiency and effectiveness of implemented actions. To the extent possible, this data collection program should be coordinated with existing data sources (including archived operational/ITS data) and coordinated with operations managers in the metropolitan area;

(4) Identification and evaluation of the anticipated performance and expected benefits of appropriate congestion management strategies that will contribute to the more effective use and improved safety of existing and future transportation systems based on the established performance measures. The following categories of strategies, or combinations of strategies, are some examples of what should be appropriately considered for each area:

(i) Demand management measures, including growth management and congestion pricing;

(ii) Traffic operational improvements;

(iii) Public transportation improvements;

(iv) ITS technologies as related to the regional ITS architecture; and

(v) Where necessary, additional system capacity;

(5) Identification of an implementation schedule, implementation responsibilities, and possible funding sources for each strategy (or combination of strategies) proposed for implementation; and

(6) Implementation of a process for periodic assessment of the effectiveness of implemented strategies, in terms of the area's established performance measures. The results of this evaluation shall be provided to decision makers and the public to provide guidance on selection of effective strategies for future implementation.

(d) In a TMA designated as nonattainment area for ozone or carbon monoxide pursuant to the Clean Air Act, Federal funds may not be programmed for any project that will result in a significant increase in the carrying capacity for SOVs (i.e., a new general purpose highway on a new location or adding general purpose lanes, with the exception of safety improvements or the elimination of bottlenecks), unless the project is addressed through a congestion management process meeting the requirements of this section.

(e) In TMAs designated as nonattainment for ozone or carbon monoxide, the congestion management process shall provide an appropriate analysis of reasonable (including multimodal) travel demand reduction and operational management strategies for the corridor in which a project that will result in a significant increase in capacity for SOVs (as described in paragraph (d) of this section) is proposed to be advanced with Federal funds. If the analysis demonstrates that travel demand reduction and operational management strategies cannot fully satisfy the need for additional capacity in the corridor and additional SOV capacity is warranted, then the congestion management process shall identify all reasonable strategies to manage the SOV facility safely and effectively (or to facilitate its management in the future). Other travel demand reduction and operational management strategies appropriate for the corridor, but not appropriate for incorporation into the SOV facility itself, shall also be identified through the congestion management process. All identified reasonable travel demand reduction and operational management strategies shall be incorporated into the SOV project or committed to by the State and MPO for implementation.

(f) State laws, rules, or regulations pertaining to congestion management systems or programs may constitute the congestion management process, if the FHWA and the FTA find that the State laws, rules, or regulations are consistent with, and fulfill the intent of, the purposes of 23 U.S.C. 134 and 49 U.S.C. 5303.

FEDERAL CONGESTION MANAGEMENT SYSTEM REQUIREMENTS CHECKLIST

Federal Requirement	Covered?	Location in CMP Plan
Multimodal system performance measures and strategies that can be reflected in the RTP and the TIP	☑	Chapter 5 – Performance Measures Element
Consideration given to strategies that manage demand, reduce single occupant vehicle (SOV) travel, and improve transportation system management and operations	☑	Chapter 2 – Regional Congestion Management Objectives Chapter 8 – Capital Improvement Program
Include methods to monitor and evaluate the performance of the multimodal transportation system, identify the causes of recurring and non-recurring congestion, identify and evaluate alternative strategies, provide information supporting the implementation of actions, and evaluate the effectiveness of implemented actions	☑	Chapter 4 – Level of Service Standards (Deficiency Plan Requirements) Chapter 5 – Performance Measures Element
Define congestion management objectives and appropriate performance measures to assess the extent of congestion	☑	Chapter 2 – Regional Congestion Management Objectives Chapter 5 – Performance Measures Element
Establishment of a coordinated program for data collection and system performance monitoring	☑	Chapter 4 – Level of Service Standards Chapter 5 – Performance Measures Element
Identification of an implementation schedule, implementation responsibilities, and possible funding sources for each strategy (or combination of strategies) proposed for implementation	☑	Chapter 8 – Capital Improvement Program
Implementation of a process for periodic assessment of the effectiveness of implemented strategies, in terms of the area's established performance measures	☑	Chapter 5 – Performance Measures Element Chapter 8 – Capital Improvement Program (Exhibits 8.1-8.3)

C. LIST OF ROADWAY SEGMENTS INCLUDED ON THE SANTA BARBARA COUNTY CONGESTION MANAGEMENT SYSTEM

CMP Network Corridor	Segment (From/To)	Jurisdiction
State Highways		
U.S. 101	San Luis Obispo County line to Ventura County line	Caltrans
Route 1	San Luis Obispo County line to U.S. 101 (near Gaviota)	Caltrans
Route 135	U.S. 101 (Santa Maria Valley) to U.S. 101 (in Los Alamos)	Caltrans
Route 150	U.S. 101 to Ventura County line	Caltrans
Route 154	U.S. 101 (near Buellton) to Route 192 (Santa Barbara)	Caltrans
Route 166	U.S. 101 (in Santa Maria) to Route 1 (in Guadalupe)	Caltrans
Route 192	Rte. 154 to Rte. 150	Caltrans
Route 217	U.S. 101 to Sandspit Rd.	Caltrans
Route 225	U.S. 101 (Las Positas interchange) to U.S. 101 (Castillo St. interchange)	Caltrans
Route 246	V St. (Lompoc) to Route 154 (Santa Ynez)	Caltrans
Principal/Minor Arterials – Santa Maria Valley		
Blosser Rd.	Donovan Rd. to Betteravia Rd.	City of Santa Maria
Skyway Dr.	Betteravia Rd. to Rte. 135-Orcutt Expwy.	City of Santa Maria
Miller St.	Rte. 166-W. Main St. to Rte. 135-Orcutt Expwy.	City of Santa Maria
Santa Maria Way	Rte. 135-Orcutt Expwy. to U.S. 101	City of Santa Maria
Donovan Rd.	Blosser Rd. to U.S. 101	City of Santa Maria
Stowell Rd.	Blosser Rd. to U.S. 101	City of Santa Maria
Betteravia Rd.	Blosser Rd. to U.S. 101	City of Santa Maria
College Dr.	Donovan Rd. to Lakeview Rd.	City of Santa Maria
McCoy Ln.	Blosser Rd. to U.S. 101	City of Santa Maria
Bradley Rd.	Santa Maria Way to Clark Ave.	County of Santa Barbara
Clark Ave.	Rte. 1 to U.S. 101	County of Santa Barbara

CMP Network Corridor	Segment (From/To)	Jurisdiction
Union Valley Pkwy.*	Blosser Rd. to U.S. 101	County of Santa Barbara
Principal/Minor Arterials – Lompoc Valley		
La Purisima Rd.	Rte. 1 to Rte. 246	County of Santa Barbara
Central Ave.	O St. to A St.	City of Lompoc
Ocean Ave.	Surf to Lompoc City limit	County of Santa Barbara
Principal/Minor Arterials – South Coast		
Glen Annie-Storke Rd.	Cathedral Oaks Rd. to El Colegio Rd.	City of Goleta
Los Carneros Rd.	Cathedral Oaks Rd. to El Colegio Rd.	City of Goleta
Fairview Ave.	Cathedral Oaks Rd. to Olney St.	City of Goleta
Patterson Ave.	Cathedral Oaks Rd. to Hollister Ave.	County of Santa Barbara / City of Goleta
Turnpike Rd.	Cathedral Oaks Rd. to Hollister Ave.	County of Santa Barbara
Cathedral Oaks Rd.	Calle Real to Rte. 154	City of Goleta / County of Santa Barbara
Hollister Ave.	U.S. 101 to State St.	City of Goleta / County of Santa Barbara
El Colegio Rd.	Storke Rd. to UCSB Campus	County of Santa Barbara
Las Positas Rd.	State St. to U.S. 101	City of Santa Barbara
De La Vina St.	State St. to Mission St.	City of Santa Barbara
Mission St.	Anacapa St. to U.S. 101	City of Santa Barbara
Carrillo St.-Meigs Rd.	Anacapa St. to Rte. 225-Cliff Dr.	City of Santa Barbara
Haley St.	Milpas St. to U.S. 101	City of Santa Barbara
Gutierrez St.	Milpas St. to Bath St.	City of Santa Barbara
State St.	Hollister Ave. to De La Vina St.	City of Santa Barbara
Anacapa St.	Mission St. to U.S. 101	City of Santa Barbara
Chapala St.	Mission St. to Gutierrez St.	City of Santa Barbara
Milpas St.	Haley St. to Cabrillo Blvd.	City of Santa Barbara
Garden St.	Haley St. to Cabrillo Blvd.	City of Santa Barbara

CMP Network Corridor	Segment (From/To)	Jurisdiction
Cabrillo Blvd.	Castillo St. to U.S. 101	City of Santa Barbara
Carpinteria Ave.	U.S. 101 to Rte. 150	City of Carpinteria

D. LEVEL OF SERVICE DEFINITIONS AND PROCEDURES

LEVEL-OF-SERVICE DEFINITIONS

Roadway level-of-service (LOS) is a qualitative measure describing operational conditions within a traffic stream, and their perception by motorists and/or passengers. A LOS definition generally describes these conditions in terms of such factors as speed, and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety.

LOS is measured for two types of traffic facilities, uninterrupted flow facilities and interrupted flow facilities. Uninterrupted flow facilities have no fixed elements, such as traffic signals, external to the traffic stream that cause interruptions to traffic flow. Traffic flow conditions are the result of interactions among vehicles in the traffic stream, and between vehicles and the geometric and environmental characteristics of the roadway. Interrupted flow facilities have fixed elements causing periodic interruptions to traffic flow. Such elements include traffic signals, stop signs, and other types of controls. These devices cause traffic to periodically stop (or significantly slow) irrespective of how much traffic exists.
Six levels of service are defined for each type of facility for which analysis procedures are available. They are given letter designations, from A to F, with LOS A representing the best operating conditions and LOS F the worst.

General definitions of LOS for different types of facilities analyzed in this report, and as described in the 2000 Highway Capacity Manual (Transportation Research Board, National Research Council, 2000), are provided on the following pages.

Roadway Level-of-Service Definitions

LOS Interrupted Flow Facilities

A Represents excellent flow conditions through the intersection. A large portion of the flow is not interrupted by signalization with only slight delays experienced by those which are. Given the maximum efficiency conditions at this LOS, driver dissatisfaction will be at a minimum.

B Quality of service is comparable to LOS A except for a larger portion of total traffic volume will be subject to delay. Though delay time is short, small queues may form, lowering the quality of service perceived by motorists. All vehicles however, are able to clear the intersection during a single cycle.

C At this level of service, moderate sized queues will form during each signalized cycle. Although the percentage of delay-free utilization has greatly diminished, all vehicles should clear the intersection during the green phase for their approach.

D At this stage, queues will begin to become extensive in length. They will form for every cycle with a small number of vehicles being delayed for more than one cycle. This is considered unacceptable to most motorists and will significantly increase their frustration. Queues should not however, extend beyond the allocated space provided for vehicle storage (e.g., off-ramps, distance from upstream intersection).

E An intersection operating at this LOS will have long queues and a large amount of delay for most vehicles. A significant number of motorists will require more than one complete cycle to clear the intersection. Queues may extend beyond

the available vehicle storage. An increase in traffic can cause intersection failure (LOS F).

F This LOS is indicative of intersection failure, characteristics of which include: excessive vehicle delay; excessive queue lengths which extend beyond the available storage; and, a large percentage of vehicles delayed for multiple signal cycles.

LOS Uninterrupted Flow Facilities

A Represents free flow. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream.

B Within the range of free flow. The ability to maneuver within the traffic stream is only slightly restricted, and the level of physical and psychological comfort provided to drivers is still high.

C Provides for flow with speeds still at or near the free flow speed. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more vigilance.

D Speeds begin to decline slightly with increasing flows. Freedom to maneuver within the traffic stream is more noticeably restricted

E Represents operating conditions at or near the capacity level. Vehicles are spaced at approximately six car lengths, leaving little room to maneuver within the traffic stream at speeds that still exceed 50 mph. Maneuverability within the traffic stream is extremely limited, and the level of physical and psychological comfort afforded the driver is extremely poor.

F Defined as forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point. Vehicles may progress at reasonable speeds for several hundred feet or more, than be required to stop in a cyclic fashion.

LOS Arterials

A Primarily free flow-operations. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Stopped delay at signalized intersections is minimal.

B Reasonably unimpeded operations. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome.

C Represents stable operations. However, ability to maneuver and change lanes in mid-block locations may be more restricted than in LOS B.

D Borders on a range on which small increases in flow may cause substantial increases in approach delay and decreases in arterial speed.

E Characterized by significant approach delays and average travel speeds of one-third the free low speed or lower.

F Characterizes arterial flow at extremely low speeds below one-third to one-quarter of the free flow speed. Intersection congestion is likely at critical signalized intersections, which high approach delays resulting.

RECOMMENDED PROCEDURES FOR LOS MEASUREMENT

For basic freeway segments: Measure/estimate hourly traffic volumes. Use the 2000 Highway Capacity Manual (HCM) Operational Analysis Method for Basic Freeway Segments (Chapter 23) to estimate LOS. Allow for field measurement of travel speeds to verify deficient (LOS E/F) segments.

Freeway Level of Service Analysis Description

Traffic Volume

Use most recent ADT volumes published in Traffic Volume on California State Highways, Caltrans traffic count station data. Adjust ADT volumes to reflect 1-hour flow rates for a single direction of travel.

Peak Hour Directional Volume Estimation

Estimate directional split and peak hour factors directly from Caltrans hourly traffic counts or use directional split and peak hour factors published in the most recent Caltrans Annual Traffic Volume Report.

If directional split and peak hour factors are derived from count data, exclude Fridays, Saturdays, Sundays and holidays from consideration. Derive weekday evening peak hour and directional split factors by comparing the highest volume hour of the evening peak period (4:00 pm - 7:00 pm) relative to ADT. Compute average over all monitoring days and months for each count location. Use the highest volume hour to derive directional splits and average for each month at each count location.

Physical Roadway Characteristics

Roadway characteristics/conditions pertaining to lane width, shoulder width, grades etc., should be taken from field observations or the most recent publication of Caltrans' Route Segment Report.

Percent of Truck Traffic and Other Heavy Duty Vehicles

Percent of truck traffic volume data should be taken from the most recent publication of Caltrans' Annual Average Daily Truck Traffic on California State Highways. Bus and recreational vehicles taken together should be assumed to comprise 2 percent of total traffic during the weekday evening peak period.

Highway Capacity Manual Operational Analysis

Compute level of service (LOS) for each direction of travel based on Exhibit 23-2 from the 2000 HCM using the McTrans Highway Capacity Software.

For multi-lane highways: Measure hourly traffic volumes. Use 2000 HCM Operational Analysis Method (Chapter 21) to estimate LOS. Allow for field measurement of travel speeds to verify deficient (LOS E/F) segments.

Multi-Lane Highway Level of Service Analysis Description

Traffic Volume

Use most recent ADT volumes published in Traffic Volume on California State Highways, Caltrans. Adjust ADT volumes to reflect 1-hour flow rates for a single direction of travel.

Peak Hour Directional Volume Estimation

Estimate directional split and peak hour factors directly from Caltrans hourly traffic counts or use directional split and peak hour factors published in the most recent Caltrans Annual Traffic Volume Report.

If directional split and peak hour factors are derived from count data, exclude Fridays, Saturdays, Sundays and holidays from consideration. Derive weekday evening peak hour and directional split factors by comparing the highest volume hour of the evening peak period (4:00 pm - 7:00 pm) relative to ADT. Average over all monitoring days and months for each count location. Use the highest volume hour to derive directional splits and average for each month at each count location.

Physical Roadway Characteristics

Roadway characteristics/conditions pertaining to lane width, shoulder width, grades etc., should be taken from field observations or the most recent publication of Caltrans' Route Segment Report.

Percent of Truck Traffic and Other Heavy Duty Vehicles

Percent of truck traffic volume data should be taken from the most recent publication of Caltrans' Annual Average Daily Truck Traffic on California State Highways. Bus and recreational vehicles taken together, should be assumed to comprise 2 percent of total traffic during the weekday evening peak period.

Highway Capacity Manual Operational Analysis

Compute level of service (LOS) for each direction of travel based on Exhibit 21-2 from the 2000 HCM using the McTrans Highway Capacity Software.

For two lane highways: The 2000 HCM is a guideline for approximating LOS from average daily traffic counts. LOS for two-lane highway sections can be determined by estimating "percent time spent following" and average travel speed measures based on Exhibit 20-3 and 20-4 of the 2000 HCM. Given the complexity of this analysis – LOS results must be computer generated using software based on the 2000 HCM methodology. Speed and delay studies will be undertaken only if the following conditions being met:

1) Measured ADT exceeds the minimum threshold for LOS D as specified by Exhibit 20-3.

2) The local traffic engineer has evidence of regular speed reductions on the segment in question.

3) The uninterrupted segment is at least three miles in length. For shorter segments, individual intersection standards shall apply.

4) The uninterrupted segments are not in mountainous terrain with grades of 3 percent or more over a length of 0.6 miles or more. If such conditions apply, performance must be analyzed as specific upgrades or downgrades.

Two-Lane Highway Level of Service Analysis Description

Traffic Volume

Use most recent ADT volumes published in Traffic Volume on California State Highways, Caltrans. Adjust ADT volumes to reflect 1-hour flow rates for both directions of travel.

Peak Hour Directional Volume Estimation

Estimate directional split and peak hour factors directly from Caltrans hourly traffic counts or use directional split and peak hour factors published in the most recent Caltrans Annual Traffic Volume Report.

If directional split and peak hour factors are derived from count data, exclude Fridays, Saturdays, Sundays and holidays from consideration. Derive weekday evening peak hour and directional split factors by comparing the highest volume hour of the evening peak period (4:00 pm - 7:00 pm) relative to ADT. Average over all monitoring days and months for each count location. Use the highest volume hour to derive directional splits and average for each month at each count location. The latter reflects the characteristic of two-lane highways in which normal traffic flow in one direction influences flow in the opposite direction.

Physical Roadway Characteristics

Roadway characteristics/conditions pertaining to lane width, shoulder width, grades, sight restriction for passing etc., should be taken from field observations or the most recent publication of Caltrans' Route Segment Report. In lieu of adequate sight restriction information, the following default assumptions should be used: 1) the percent of no passing zones on Route 154 between the junctures at Route 246 and 192 is 40 percent; 2) for all two-lane highway segments the percent of no passing zones is assumed to be 20 percent.

Percent of Truck Traffic and Other Heavy Duty Vehicles

Percent of truck traffic volume data should be taken from the most recent publication of Caltrans' Annual Average Daily Truck Traffic on California State Highways. Bus and recreational vehicles taken together, should be assumed to comprise 2.1 percent of total traffic during the weekday evening peak period.

Highway Capacity Manual Operational Analysis

Given the peak hour volume estimate and the directional split ratio combined with the percent of truck and other heavy duty vehicle traffic data and physical attribute information (e.g., free flow speed, lane width, terrain type, percent grade), level of service (LOS) calculations using the 2000 HCM Operational Analysis Method for Two-Lane Highways (Chapter 20) can be made using the McTrans Highway Capacity Software.

For intersections: Measure peak period turning movements. Based on the following parameter ranges, use Intersection Capacity Utilization (ICU) to compute intersection v/c and equate to LOS. Allow for field measurement of delay to verify LOS.

LOS	V/C Ratio Range	Avg. Seconds of Delay per Vehicle
A	0.00 - 0.60	0.0 – 10.0
B	0.61 - 0.70	10.1 – 20.0
C	0.71 - 0.80	20.1 - 35.0
D	0.81 - 0.90	35.1 – 55.0
E	0.91 - 1.00	55.1 - 80.0
F	1.01 +	80.1 +

Traffic counts that reflect the peak hour of travel are required. The peak hour typically falls between 4:00-6:00 PM but occasionally a facility can experience greater utilization during the morning peak (7:00-9:00 AM).

The ICU method calculates an intersection's LOS by taking the sum of each pair of intersection critical movements (conflicting turning movements) and dividing that value by the intersection's saturation flow rate (capacity). The saturation flow rate for all CMP intersections is 1,600 vehicles per lane per hour. Each critical movement's volume to capacity ratio is then summed and a ten percent lost time (.10) adjustment is added to this sum to derive the intersection volume to capacity ratio for the peak hour. Right-Turn-On-Red (RTOR) counts are recommended. If this data is not counted or available, a 30 percent default reduction should be applied.

LOS measurement for state highway ramp intersections may potentially "trigger" further analysis of a congestion problem (e.g., a scoping study for a capital improvement and/or Project Study Report). In consultation with Caltrans, subsequent analysis of the congestion problem using the HCM Operational Analysis methodology may be needed.

LOS Monitoring Guidance

In conformance with the methodology outlined in the previous section the following guidance is given:

1. Locations to Monitor

   For US 101: Caltrans control stations and the PeMS monitoring system on the South Coast will be the continuing source of count data. Additional locations would be subject to the ability of Caltrans to collect the counts.

   For US 101 interchanges: At signalized intersections with arterials, the local jurisdiction will provide turning movement counts.

   For other State Highways: Caltrans control stations will provide "link" count data. At signalized intersections with arterials, the local jurisdiction will provide turning movement counts.

   For other principal arterials: At signalized intersections with arterials, the local jurisdiction will provide turning movement counts.

2. Frequency of Intersection Counts

   A list of all intersections to be counted has been forwarded to the traffic engineer of the responsible jurisdiction. Updates to the initial counts should be done according to the following schedule:

Current LOS	Count Update Frequency
D or worse	1 year
C	2 years
A or B	5 years

Counts can be conducted more frequently subject to the judgement of the local engineer and SBCAG.

Intersections forecasted to operate at LOS E or below within three years despite proposed capital improvements shall be monitored annually. The source of these forecasts may include local Circulation Elements for General Plan updates or SBCAG's CMP Forecasting Analysis. The forecast must be derived from SBCAG's TRANSCAD model or an approved local jurisdiction's transportation model.

Additional monitoring to verify a CMP LOS measurement must be performed within 60 days from the time the existing CMP count was performed. The local jurisdiction must notify the CMA of its' intent to perform additional monitoring. For intersections, HCM operational analysis or a methodology consistent with the HCM analysis must be used. These procedures more closely examine signal design issues, and other traffic factors that may affect intersection performance. Travel speeds and delay studies may be appropriate to confirm the findings when LOS standards are exceeded. If additional monitoring is not performed within 60 days from the time of the CMP LOS measurement, and the facility exceeds the CMP LOS standards, a deficiency plan must be developed for the facility.

3. Peak Traffic Periods

Peak traffic periods for conducting turning movement counts will be determined by the most recently available machine counts for the road segment (i.e., the peak will not have a standard 4:30 - 5:30 definition). Turning movement counts will be conducted for a 90 minute - 120 minute period. LOS will be determined from the peak continuous one hour period (not a peak 15 minutes, or any other duration).

4. Count Variability

Turning movement counts should be done Tuesdays to Thursdays, on normal work days only. Either the fall or spring months are desired for conducting the counts, but other seasons could be acceptable, subject to the limitations outlined here. Total directional approach volumes for the intersection will be compared to available machine counts. SBCAG will have machine counts available for some locations close to its' count program control stations, but other local counts may be required. The machine counts need not necessarily be done for all four intersection approaches (e.g., counts on the major street only could be acceptable). Should any approach volume vary by more than +/- 15% from machine count data, further turning movement counts and/or machine counts will be required to determine what volume data is most representative of the location.

The need for consistent and reliable count data extends beyond the CMP, and should be applied to any counts that are done for traffic studies. At their discretion, local jurisdictions may wish to apply a similar standard to counts used by consultants in traffic studies (or have traffic studies be one source for CMP counts when possible). In this manner, it is hoped a better assessment of LOS will be presented in these documents.

E. DEFICIENCY PLAN GUIDELINES AND CRITERIA

CRITERIA AND GUIDELINES FOR DEVELOPING DEFICIENCY PLANS

Background

The Congestion Management Program (CMP) legislation requires member agencies to prepare deficiency plans for CMP system facilities located within their jurisdictions that exceed the CMP traffic LOS standard. Santa Barbara County's CMP LOS standard is LOS D. The legislation requires that deficiency plans to either mitigate the deficiency at its location through capital improvements or alternatively, implement systemwide improvements which benefit circulation and air quality. If a CMP facility exceeds the LOS standard and does not have a CMA-approved deficiency plan, then the local jurisdiction in which the facility is located is at risk of losing new gas tax revenues provided by Proposition 111.

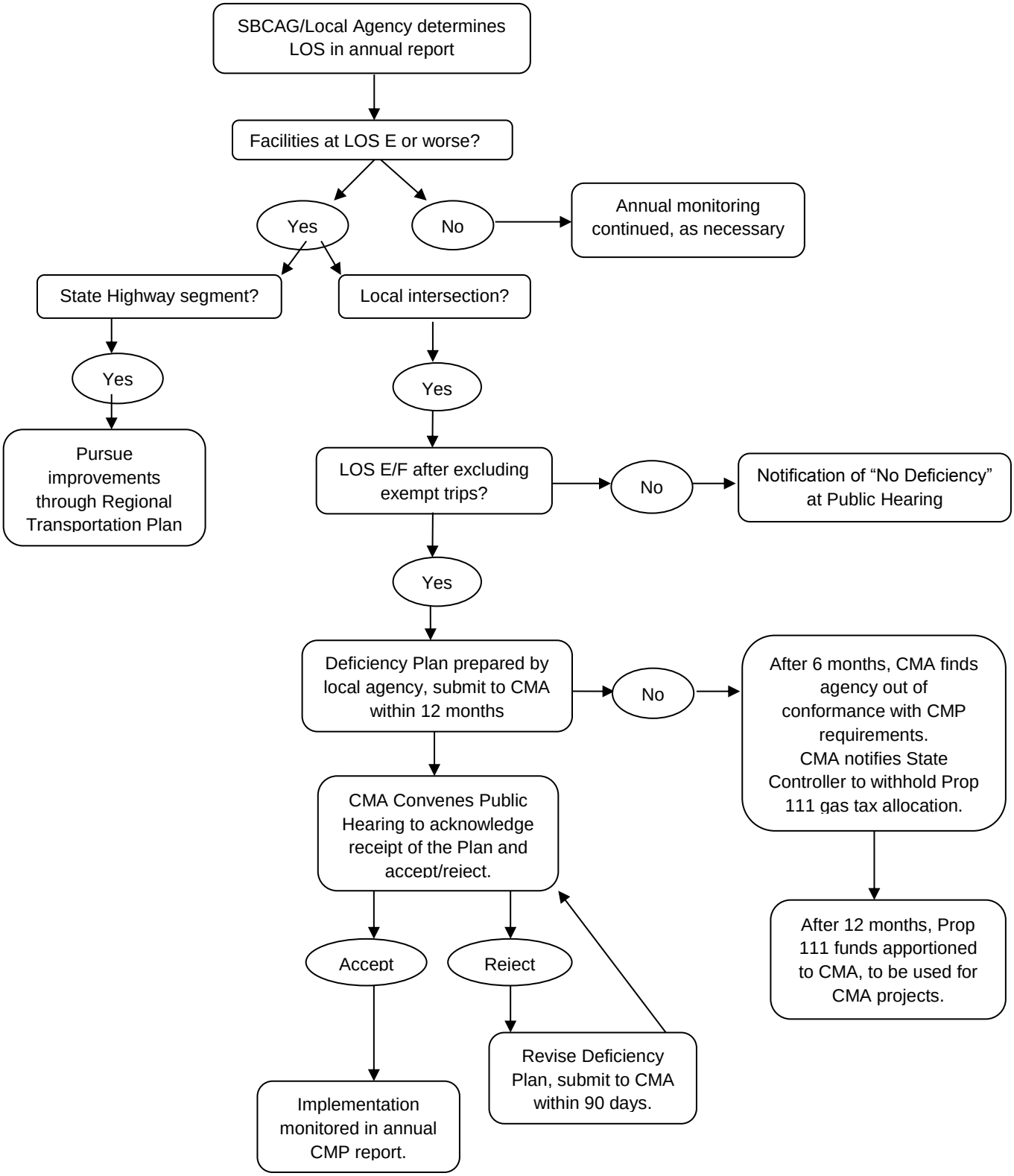
Purpose of Deficiency Plans

There are two primary purposes deficiency plans serve in the CMP process. First, they ensure a jurisdiction will not be found in nonconformance with the CMP for exceeding the CMP traffic LOS standard. Secondly, they serve to increase the funding priority of any improvement identified through the deficiency planning process. This greatly increases the likelihood that a local jurisdiction will obtain funding to implement congestion relief or air quality benefiting projects. Some of the competitive funding programs which explicitly consider, as part of the project selection criteria, whether proposed projects are identified in a CMP deficiency plan include: the federal STP program; the federal CMAQ program; the State Regional Improvement Program and, Santa Barbara County's vehicle registration fee program administered by the Air Pollution Control District.

Deficiency Plans and Land Use

Although deficiency plans are developed as a result of poor system performance, they are inextricably tied to the land use planning process. Development projects which cause a deficiency must as a condition of approval, ensure that all feasible and reasonable physical improvements are made so that the CMP traffic LOS standard violation is minimized. This requirement is consistent with the normal CEQA process for requiring mitigation measures. The planning body could also decide to delay the project until a deficiency plan is developed and approved. For development projects which impact a facility with an approved deficiency plan, the project sponsor, as a condition of approval, must participate in the implementation of the deficiency plan's action list.

CMP Deficiency Planning Process



CMP Exempt Trips

When an intersection or roadway segment is monitored as operating at LOS E or lower, SBCAG, after consultation with the affected local jurisdiction and the APCD, shall exclude from the determination of conformance with level of service standards the impacts of any of the following:

1) Interregional travel[12];

2) Construction, rehabilitation, or maintenance of facilities that impact the CMP system;

3) Ramp metering;

4) Traffic signal coordination by the state or multi-jurisdictional agencies;

5) Traffic generated by the provision of low and very low income housing[13];

6) Traffic generated by high density[14] residential development located within one-fourth mile of a fixed rail passenger station; and,

7) Traffic generated by any mixed use development located within one-fourth mile of a fixed rail passenger station, if more than half the land area, or floor area, of the mixed use development is used for high density residential housing, as determined by the CMA.

Examples of how these exempt trip types as follows:

Interregional travel: Analysis of external through trips using CMA's regional network transportation model and/or origin-destination survey data.

Construction, rehabilitation, or maintenance of facilities: Acquisition of information on detours used during construction and analysis of traffic volume data (peak hour ADT for road segments (peak hour approach volumes for intersections) before improvement effort began relative to current volumes.

Ramp metering: Monitoring of peak hour traffic queuing caused by ramp meter.

Traffic signal coordination: Monitoring of peak hour signal coordination between highway off ramp signals with local signals and its impact on traffic approach progression.

[12] For purposes of implementing the provisions of the CMP legislation, the impacts of a trip which originates in one county and which terminates in another county shall be included in the determination of conformance with the level of service standards with respect to the originating county only. A round trip shall be considered to consist of two individual trips.

[13] The CMP legislation does not define low income housing. To ensure countywide consistency, SBCAG will use the same definition of low income housing defined in each local jurisdiction's adopted General Plan's housing element. The low income housing exemption only applies to low income housing approved after July 10, 1989 (AB1963).

For purposes of implementing the above provisions, the following terms have been defined by the CMP statute: "High Density" means residential development which contains a minimum of 24 dwelling units per acre and a minimum density per acre which is equal to or greater than 120 percent of the maximum residential density allowed under the local general plan and zoning ordinance - a project providing a minimum of 75 units per acre shall automatically be considered high density; "Mixed Use Development" means development which integrates compatible commercial or retail uses, or both, with residential uses, and which, due to the proximity of job locations, shopping opportunities, and residences, will discourage new trip generation.

Low income housing: Remove post-1989 low income housing from CMA approved network transportation model socio-economic (trip production) input files and re-run model; or, manually remove estimated trips using ITE trip generation rates or other published trip rates before assigning trips to assess CMP impacts.

High density housing: Remove post-1989 high density housing within one mile of an existing passenger rail station from the CMA approved network transportation model socio-economic (trip production) input files and re-run model; or, manually remove estimated trips using ITE trip generation rates or other published trip rates before manually assigning trips to assess CMP impacts.

Mixed use development: Remove post-1989 mixed use development within one mile of an existing passenger rail station from the CMA approved network transportation model socio-economic (trip production) input files and re-run model; or, manually remove estimated trips using ITE trip generation rates or other published trip rates before manually assigning trips to assess CMP impacts.

Upon request by a local jurisdiction for which the deficiency is located, the CMA will initiate an analysis to ascertain the relative impact of the aforementioned exempt trips. The methodology and assumptions used by the CMA will be developed through a consultative process with the affected jurisdiction/s. Within one month, the CMA will present its' findings to the Technical Transportation Advisory Committee (TTAC). If it is determined that one or more of the exempt trip categories are causing the facility to violate the CMP LOS standard, the CMA will notify the local jurisdiction that a deficiency plan is not required. The CMA must then hold a public hearing within 60 days finding that a deficiency plan is not required.

If a facility exceeds the CMP LOS standard after excluding the above trip types, a deficiency plan will be required. The deficiency plan must be adopted at a noticed public hearing.

The deficiency plan is required by statute to include:

1) an analysis of the "cause" of the deficiency;
2) a list of improvements required to maintain the minimum LOS standard in the future;
3) cost estimates for the improvements;
4) alternatively, other actions that "contribute to significant improvements" in air quality (subject to the approval of the SBCAPCD); and,
5) an action plan with a specific implementation schedule.

The deficiency plan is to be submitted to SBCAG for its review and approval. If a jurisdiction has a location on the CMP system which does not meet LOS standards, and the jurisdiction fails to prepare a deficiency plan and receive SBCAG approval for that plan, the jurisdiction can be found to be in non-compliance with the CMP. In the event of a multi-jurisdictional deficiency, a multi-jurisdictional deficiency plan may be warranted.

FORMAT AND CRITERIA/GUIDELINES

The CMP requires the development of criteria and guidelines for preparation of deficiency plans. The criteria/guidelines were to be developed to: 1) streamline the development of deficiency plans; 2) ensure consistency of deficiency plans among all jurisdictions; 3) ensure the technical adequacy of the deficiency plan process; and, 4) provide enough information so that government officials and policy makers can make informed decisions.

I. INTRODUCTION

This section provides the legislative context of the deficiency plan process and identifies the deficiency. The following information should be included in this section:

① brief description of the CMP and its purpose;
② the CMP deficiency plan requirements (listed above);

③ the CMP LOS standards;
④ identification of the deficient intersection or roadway;
⑤ the local jurisdiction's General Plan policies violated by the deficiency;
⑥ post-2000 monitoring history of the deficient intersection or roadway including any non-CMP related monitoring if available and a brief discussion of monitoring experience; and,
⑦ a brief description of the deficiency plan format/structure.

II. ANALYSIS OF CAUSE

This section provides a discussion of the current deficiency as analyzed by the CMP monitoring program.
If the deficiency is a road segment, reference and documentation to the speed survey or traffic volume count with the 2000 Highway Capacity Manual (HCM) operational analysis methodology must be described and provided in this section or as an attachment. If the deficiency is an intersection, the Intersection Capacity Utilization (ICU) analysis worksheet must be provided in this section or as an attachment.
The most significant critical turning movements, geometric properties of the deficient section of the facility, signalization phases/properties which contribute to the deficiency, travel demand markets (e.g., specific commuters, shoppers etc.) which place the greatest burden on the facility during the peak period must be described. Travel demand markets can either be derived from a CMP approved network traffic model or professional judgment.

III. NEAR TERM PLANNED CAPITAL IMPROVEMENTS

This section describes any programmed improvements that have authorized funding or an identified funding source and are anticipated to be completed within five years from the time of the LOS evaluation. A cost estimate and the funding source for the identified improvements must be provided. If physical roadway improvements are not going to be pursued as part of the deficiency plan, proceed to Section VI.

IV. LONG TERM PLANNED CAPITAL IMPROVEMENTS

This section describes any programmed improvements that have authorized funding or an identified funding source and are not anticipated to be completed within five years from the time of the LOS evaluation. A cost estimate and the funding source for the identified improvements must be provided. If physical roadway improvements are not going to be pursued as part of the deficiency plan, proceed to Section VI.

V. FORECAST ANALYSIS OF CAPITAL IMPROVEMENTS

SHORT TERM

For road segments, the LOS analysis shall include a forecast of traffic growth out five years from the most recent CMP LOS evaluation. The LOS analysis methodology will be based on the HCM operational analysis method for either: basic freeway; multi-lane highway; or, two-lane highway segments as appropriate. The forecast can be generated by either: a CMP approved network transportation model or traffic growth factors approved by the CMA.

For intersections, the LOS analysis shall include a forecast of traffic growth out five years from the most recent CMP LOS evaluation. The analysis methodology will be based on an LOS approximation using the Intersection Capacity Utilization (ICU) analysis method for signalized intersections[15]. However, if formally requested by the CMA, a neighboring jurisdiction, or Caltrans, the local agency must also include an HCM Operational Analysis methodology analysis of any capital improvements proposed to the state highway system as part of the plan. Consistent with the Caltrans Guide for the Preparation of Traffic Impact Studies, local agencies must consult with

[15] Given its computational ease and minimal data input requirements, the Intersection Capacity Utilization (ICU) was formally adopted as the CMP LOS methodology by the SBCAG board in November 2002. This amendment to the CMP replaced Circular 212 and the Highway Capacity Manual (HCM) Operations Method for estimating LOS at signalized CMP intersections. The decision to replace Circular 212 and the HCM with the ICU Method was the result of yearlong comprehensive study by SBCAG's Transportation Technical Advisory Committee (TTAC). The study included a comparative analysis between the Circular 212, ICU, and the HCM methodologies and surveys of 39 CMP intersections throughout the county to estimate saturation flow rates and lost time that reflect "local" conditions.

Caltrans on the application of the ICU method when traffic analyses involve state facilities. The HCM Operations Method will continue to be used for Project Study Reports (PSRs) and to evaluate proposed mitigation projects on state facilities.

The traffic forecast may be generated by either: a CMP approved network transportation model; trip generation method (based on ITE or other applicable published factors) applied to generate peak period trips from approved land use development anticipated to be completed in five years and assigned to specific turning movements of the intersection; or, traffic growth factors approved by the CMA and applied to all legs of the intersection.
All parameter values, growth factors and assumptions must be disclosed and the results of this analysis described.

LONG TERM

For road segments, the LOS analysis shall include a forecast of traffic growth out ten years from the most recent CMP LOS evaluation or to a build-out assessment (as defined in either: the Land Use Plan, Circulation Element, or accompanying EIRs). The LOS analysis methodology will be based on the HCM operational analysis method for either: freeway, multi-lane highway, or two-lane highway segments as appropriate. The forecast can be generated by either: a CMP approved network transportation model or traffic growth factors approved by the CMA.

For intersections, the LOS analysis shall include a forecast of traffic growth out ten years from the most recent CMP LOS evaluation or to a buildout assessment (as defined in either: the Land Use Plan, Circulation Element, or accompanying EIRs). The analysis methodology will be based on an LOS approximation using the ICU analysis method for signalized intersections. The traffic forecast may be generated by either: a CMP approved network transportation model; trip generation method (based on ITE or other applicable factors) applied to approved land use development anticipated to be completed in the selected forecast horizon (ten years or buildout) and assigned to specific turning movements of the intersection; or, traffic growth factors approved by the CMA.

Long term capital improvements must be analyzed excluding short term improvements discussed in the previous section. If applicable, an LOS analysis reflecting both short and long term capital improvements must also be performed. If an LOS of D cannot be achieved for either the near term or the long term, additional improvements must be identified to address these deficiencies. If the latter improvements are capital improvements, an LOS D must be demonstrated using the long-term forecast LOS methodology. If additional measures are taken from the less capital intensive list of measures described in the following section, a quantitative analysis is not required. All parameter values, growth factors and assumptions must be disclosed and the results of this analysis described.

VI. OTHER IMPROVEMENTS TO IMPROVE LOS AND AIR QUALITY

If a jurisdiction is either precluded from pursuing capital improvements or chooses not to make physical improvements to a deficient facility, it may allow the facility to remain deficient if system-wide strategies to improve circulation or air quality are implemented instead of roadway improvements. This section describes the less-capital intensive system-wide strategies that can be applied in the near term. Twelve strategies developed by the Air Pollution Control District are provided below (See Also Appendix K of the 2009 CMP Plan).

1. Require, as part of the land use planning process, that new development impacting the affected roadway, appropriately design the development to be pedestrian, bicycle, and transit-friendly.
2. Require, as part of the land use planning process, that new business parks impacting the affected roadway, provide amenities, such as cafeterias, postal centers, banking services and child care centers.
3. Require that existing and new employers implement parking management and pricing policies for employee parking areas. This could include preferential parking and financial incentives (bonus/vacation) for carpoolers.
4. Require existing and new employers with 50 employees or more to provide an employee Parking Cash-out Program.
5. Implement parking restrictions during peak hours on congested arterials.

6. Restrict truck traffic during peak hours on congested arterials.
7. Establish shuttle service between major trip destinations along heavily traveled corridors (e.g., between downtown Goleta, Calle Real, and major employment centers in Goleta). This could be accomplished through negotiations with the transit agency.
8. Require employers with 50 employees or more in the area to purchase/lease and operate alternatively fueled vanpools and make this a land use requirement for new large businesses.
9. Implement signal coordination on congested arterials.
10. Fund construction and maintenance of the Regional Bikeway Network.
11. Install bicycle lockers at park-and-ride lots.
12. Provide monetary operating subsidies for new transit services that meet the needs in the congested area.

Other strategies include Transportation Demand Management strategies and/or peak period transit service/frequency improvements which may better serve the deficient facility.

If possible, reduction in vehicle trips, vehicle miles of travel, and on-road vehicle emissions should be quantified. In addition, the selected improvements should be analyzed using the performance measures described in Chapter VI. The analysis should be restricted to a corridor analysis scale. All parameter values and assumptions must be disclosed and the results of this analysis described.

VII. ACTION PLAN AND SCHEDULE

This section describes the schedule for correcting the deficiency. The steps identified in this section must be consistent with those measures identified in Sections V and VI.

Capital improvement schedules must address the following:

Funding Stream - Cash Flow
Environmental Clearance
R-O-W Acquisition
Final Design
Begin Construction
Project Completion

Any formal agreements, MOUs, or plan amendments needed to implement Section VI improvements/strategies must also be identified and discussed. In the case of deficient intersections or segments which exist near another jurisdiction, the lead agency must consult with the CMA and adjoining jurisdiction. Joint adoption of the plan may be advisable.

F. EXISTING LEVEL OF SERVICE FOR CMP FACILITIES

CMP Intersection LOS: County of Santa Barbara

Intersection	2005		2006		2007		2008		2009		2010		2011		2012		2013		2014		2015		2016	
	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
South County																								
State St. / U.S. 101 SB Off Ramp			0.68	B									0.62	B										
Turnpike Rd. / U.S. 101 NB Ramps							0.62	B									0.65	B						
Turnpike Rd. / U.S. 101 SB Ramps											0.63	A									0.71	C		
Rte. 154 / U.S. 101 SB On Ramp			0.46	A																				
Rte. 154 / State St.			0.52	A									0.68	B										
Rte. 154 / Calle Real *			0.60	A																				
La Cumbre Rd. / Rte. 192							0.56	A									0.67	B						
Hollister Ave. / Modoc Rd.					0.55	A									0.59	A								
Hollister Ave. / Turnpike Rd.	0.61	B											0.57	A										
Cathedral Oaks Rd. / Turnpike Rd.					0.55	A									0.67	B								
Cathedral Oaks Rd. / Patterson Ave.					0.43	A									0.54	A								
Calle Real / Turnpike Rd.					0.47	A									0.67	B								
Foothill Rd.-Rte. 192 / San Ysidro Rd.					0.54	A									0.50	A								
North County																								
Betteravia Rd. / U.S. 101 NB Ramps	0.56	A									0.60	A							0.72	C				
Rte. 1-H St.-Harris Grade Rd. / Purisima Rd.					0.62	B													0.68	B				
Rte. 135 NB Ramps / Clark Ave.			0.52	A									0.58	A										
Rte. 135 SB Ramps / Clark Ave.			0.55	A									0.58	A										
Bradley Rd. / Clark Ave.					0.62	B											0.61	B						
Bradley Rd. / Foster Rd.											0.57	A									0.57	A		
Bradley Rd. / Lakeview Ave.					0.73	C			0.70	B													0.55	A
Bradley Rd. / Santa Maria Way	0.64	B									0.74	C					0.61	B						
Rte. 135 / Foster Rd.	0.77	C			0.77	C			0.76	C			0.74	C			0.65	B						
Rte. 135 / Lakeview Ave.					0.88	D	0.77	C			0.79	C					0.79	C			0.67	B		
Rte. 246 / Refugio Rd.					0.64	B									0.75	C			0.76	C				
Rte. 246 / Casino Dr.											0.40	A									0.45	A		
Rte. 135 / Union Valley Parkway																			0.54	A				
Bradley Rd. / Union Valley Parkway																			0.49	A				

* For LOS results after 2011, see City of Santa Barbara table

CMP Intersection LOS: City of Goleta

Intersection	2005		2006		2007		2008		2009		2010		2011		2012		2013		2014		2015	
	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
Storke Rd. / U.S. 101 NB Ramps-Calle Real	0.66	B							0.69	B												
Storke Rd. / U.S. 101 SB Ramps	0.51	A							0.76	C			0.86	D	0.77	C						
Patterson Ave. / U.S. 101 NB Ramps	0.72	C	0.78	C			0.70	B									0.76	C				
Patterson Ave. / U.S. 101 SB Ramps	0.84	D	0.87	D	0.84	D	0.84	D	0.86	D	0.88	D	0.90	D	0.87	D	0.87	D				
Fairview Ave. / U.S. 101 NB Ramps	0.77	C			0.76	C			0.86	D	0.78	C			0.87	D	0.78	C				
Fairview Ave. / U.S. 101 SB Ramps	0.62	B					0.56	A									0.57	A				
Los Carneros Rd. / U.S. 101 NB Ramps	0.56	A									0.53	A										
Los Carneros Rd. / U.S. 101 SB Ramps	0.71	C			0.75	C			0.77	C			0.65	B								
Hollister Ave. / Rte. 217 NB Ramps	0.68	B									0.61	B										
Hollister Ave. / Rte. 217 SB Ramps	0.79	C	0.72	C			0.71	C					0.74	C			0.64	B				
Hollister Ave. / Patterson Ave.	0.69	B									0.61	B										
Hollister Ave. / Fairview Ave.	0.68	B	0.65	B									0.76	C			0.64	B				
Hollister Ave. / Los Carneros Rd.	0.69	B									0.65	B										
Hollister Ave. / Storke Rd.	0.77	C	0.77	C			0.73	C			0.72	C			0.74	C						
Cathedral Oaks Rd. / Fairview Ave.	0.52	A	0.38	A									0.39	A								
Calle Real / Fairview Ave.	0.81	D	0.77	C			0.76	C			0.76	C			0.66	B						

CMP Intersection LOS: City of Santa Barbara

Intersection	2005		2006		2007		2008		2009		2010		2011		2012		2013		2014		2015	
	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
La Cumbre Rd. / Calle Real			0.65	B									0.55	A								
La Cumbre Rd. / U.S. 101 SB Ramps			0.52	A									0.54	A								
Milpas St. / U.S. 101 NB Ramps-Carpinteria St.																						
Milpas St. / U.S. 101 SB Ramps-Indio Muerto St.					0.64	B											0.49	A				
Garden St. / U.S. 101 NB Ramps			0.71	C			0.72	C			0.67	B									0.84	D
Garden St. / U.S. 101 SB Ramps					0.54	A									0.61	B						
Castillo St. / U.S. 101 NB Ramps - Haley St.	0.76	C			0.80	C			0.76	C			0.76	C			0.92	E	0.73	C		
Castillo St. / U.S. 101 SB Ramps	0.61	B											0.83	D	0.74	C			0.74	C		
Carrillo St. / U.S. 101 NB Ramps	0.76	C			0.82	D	0.76	C			0.85	D	0.85	D	0.66	B						
Carrillo St. / U.S. 101 SB Ramps							0.66	B									0.74	C			0.79	C
Mission St. / U.S. 101 NB Ramps	0.76	C					0.89	D	0.87	D	0.85	D	0.84	D	0.78	C					0.79	C
Mission St. / U.S. 101 SB Ramps	1.13	F	1.13	F	0.93	E	0.89	D	0.80	D	0.83	D	0.90	D	0.73	C					0.92	E
Las Positas Rd. / U.S. 101 NB Off Ramp-Calle Real	0.81	D	0.74	C					0.65	B												
Las Positas Rd. / U.S. 101 SB Ramps	0.71	C	0.70	B			0.89	D	0.77	C			0.83	D	0.73	C					0.76	C
Rte. 101 NB On Ramp-Earl Warren / Calle Real	0.71	C	0.74	C			0.64	B									0.72	C				
Hope Ave. / Rte. 101 NB Ramps-Calle Real			0.65	B	0.56	A									0.58	A						
Foothill Rd.-Rte. 192 / Alamar Rd.			0.61	B	0.63	B									0.58	A						
Foothill Rd.-Rte. 192 / San Roque Rd.			0.64	B									0.50	A								
Foothill Rd.-Rte. 192 / Ontare Rd.			0.53	A									0.54	A								
Cabrillo Blvd. / Milpas St.			0.35	A									0.36	A								
Cabrillo Blvd. / State St.			0.52	A									0.43	A								
Cabrillo Blvd. / Castillo St.					0.35	A									0.45	A						
Castillo St. / Montecito St.	0.79	C			0.79	C			0.76	C			0.71	C			0.89	D			0.76	C
Meigs Rd. / Cliff Dr.-Rte. 225					0.58	A									0.61	B						
Carrillo St. / Castillo St.	0.75	C			0.73	C			0.62	B											0.75	C
Carrillo St. / Bath St.					0.62	B									0.69	B						
Carrillo St. / De La Vina St.					0.69	B									0.68	B						
Carrillo St. / Chapala St.					0.69	B									0.58	A						
Carrillo St. / State St.					0.48	A									0.42	A						
Carrillo St. / Anacapa St.					0.68	B									0.60	A						
Anacapa St. / Haley St.					0.45	A									0.51	A						
Chapala St. / Haley St.					0.47	A									0.56	A						
Chapala St. / Mission St.					0.51	A									0.62	B						
Las Positas Rd.-Rte. 225 / Modoc Rd.							0.71	C			0.67	B										
Las Positas Rd. / State St.			0.75	C	0.69	B									0.64	B						
State St. / Hope Ave.	0.71	C	0.72	C			0.62	B									0.70	B				
State St. / La Cumbre Rd.			0.70	B									0.58	A								
State St.-U.S. 101 NB On Ramp / Calle Real	0.68	B	0.64	B									0.58	A								
State St. / La Cumbre Plaza Ln.			0.63	B	0.54	A									0.51	A						
La Cumbre Rd. / La Cumbre Plaza Ln.			0.69	B	0.46	A									0.52	A						
Rte. 154 / Calle Real *													0.55	A								

* For LOS results prior to 2011, see County of SB South County table.

CMP Intersection LOS: City of Santa Maria

Intersection	2005		2006		2007		2008		2009		2010		2011		2012		2013		2014		2015		2016	
	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
Betteravia Rd. / U.S. 101 SB Ramps	0.5	A									0.75	C			0.72	C							0.74	C
Main St.-Rte. 166 / U.S. 101 NB On Ramp-Nicholson Ave.					0.67	B									0.83	D	0.77	C			0.77	C		
Main St.-Rte. 166 / Bradley Rd.-U.S. 101 SB Ramps					0.68	B									0.80	C							0.79	C
Bradley Rd. / Columbia Dr.-U.S. 101 SB Ramps							0.58	A									0.64	B						
Donovan Rd. / U.S. 101 NB Ramps-Carlotti Dr.					0.77	C			0.74	C			0.74	C			0.90	D					0.87	D
Donovan Rd. / U.S. 101 SB Ramps					0.49	A									0.54	A								
College Dr. / Main St.-Rte. 166					0.73	C			0.72	C			0.66	B										
College Dr. / Stowell Rd.			0.58	A									0.54	A										
Blosser Rd. / Betteravia Rd.			0.65	B									0.63	B										
Blosser Rd. / Stowell Rd.			0.81	D	0.81	D	0.66	B									0.73	C			0.76	C		
Blosser Rd. / Main St.-Rte. 166	0.72	C			0.75	C			0.68	C			0.68	B										
Bradley Rd. / Stowell Rd.			0.49	A									0.50	A										
Miller St. / Stowell Rd.							0.5	A									0.70	B						
Miller St. / Main St.-Rte. 166			0.64	B									0.63	B										
Miller St. / Betteravia Rd.	0.65	B									0.67	B									0.71	C		
Miller St. / Santa Maria Way			0.46	A									0.43	A										
Broadway-Rte. 135 / Alvin Ave.					0.65	B									0.60	A								
Broadway-Rte. 135 / Cook St.					0.61	B									0.58	A								
Broadway-Rte. 135 / Santa Maria Way							0.59	A									0.58	A						
Broadway-Rte. 135 / Miller St.			0.51	A									0.77	C					0.56	A				
Broadway-Rte. 135 / Betteravia Rd.							0.80	C					0.70	B										
Broadway-Rte. 135 / Main St.-Rte. 166	0.82	D	0.69	B									0.72	C			0.72	C					0.75	C
Broadway-Rte. 135 / Donovan Rd.			0.76	C			0.70	C			0.70	B									0.73	C		
Broadway-Rte. 135 / Stowell Rd.	0.80	C			0.75	C			0.89	D	0.79	C			0.68	B								

CMP Intersection LOS: Other Jurisdictions

Intersection	2005		2006		2007		2008		2009		2010		2011		2012		2013		2014		2015	
	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
City of Carpinteria																						
Carpinteria Ave. / Casitas Pass Rd.			0.65	B									0.61	B								
Carpinteria Ave. / Linden Ave.			0.68	B									0.57	A								
City of Solvang																						
Rte. 246 / Alamo Pintado Rd.	0.80	C			0.81	D	0.76	C					0.78	C			0.66	B				
Rte. 246 / Alisal Rd.	0.67	B											0.72	C			0.72	C			0.68	B
City of Lompoc																						
Ocean Ave. / A St.			0.58	A									0.54	A								
Ocean Ave. / H St.			0.49	A									0.46	A								
Ocean Ave. / I St.			0.36	A									0.31	A								
H St. / North Ave.	0.76	C			0.69	B									0.56	A						
H St. / Central Ave.			0.81	D	0.81	D	0.74	C			0.71	C			0.70	B						
H St. / College Ave.			0.62	B									0.59	A								
Rte. 1 / Rte. 246			0.50	A									0.47	A								
O St. / Central Ave.									0.46	A									0.51	A		
City of Buellton																						
U.S. 101 NB Ramps / Rte. 246			0.46	A									0.50	A								
U.S. 101 SB Ramps / Rte. 246			0.60	A									0.44	A								

LEVEL OF SERVICE FOR STATE HIGHWAYS ON THE CMP NETWORK

YEAR 2014

U.S. 101

SEGMENT	AVG. DAILY TRIPS	A.M. PEAK HOUR				P.M. PEAK HOUR				# OF LANES (ONE DIRECTION)	PHF	TERRAIN	HEAVY VEHICLES			BASE FFS	LANE WIDTH	SHOULDER CLEARANCE	INT. DENSITY
		PEAK HOUR TRIPS		DENSITY/LOS		PEAK HOUR TRIPS		DENSITY/LOS					% TRUCK	% BUS	% RV				
		NB	SB	NB	SB	NB	SB	NB	SB										
South Coast																			
Bates-150	65,000	3,270	1,350	19.7 / C	7.0 / A	1,830	2,730	9.8 / A	14.1 / B	3	0.9	Flat	0.07	0.01	0.01	70 mph	12'	6'	0.67
150-Bailard	65,400	3,280	1,360	18.5 / C	7.0 / A	1,900	2,740	14.8 / B	14.2 / B	3	0.9	Flat	0.07	0.01	0.01	70 mph	12'	6'	0.67
Bailard-Casitas Pass	67,500	3,370	1,400	31.8 / D	10.9 / A	1,960	2,830	15.2 / B	23.4 / C	2	0.9	Flat	0.07	0.01	0.01	70 mph	12'	6'	0.67
Casitas Pass-Linden	62,900	3,160	1,310	28.8 / D	10.2 / A	1,830	2,640	14.2 / B	21.4 / C	2	0.9	Flat	0.07	0.01	0.01	70 mph	12'	6'	0.83
Linden-Santa Monica	67,400	3,390	1,400	32.1 / D	10.9 / A	1,960	2,830	15.2 / B	23.4 / C	2	0.9	Flat	0.07	0.01	0.01	70 mph	12'	6'	0.83
Santa Monica-Padaro (North)	62,800	3,120	1,340	26.8 / D	10.4 / A	1,830	2,630	14.2 / B	21.3 / C	2	0.9	Flat	0.07	0.01	0.01	70 mph	12'	6'	0.67
Padaro (North)-Padaro (South)	64,100	3,190	1,360	27.7 / D	10.5 / A	1,870	2,680	14.5 / B	21.8 / C	2	0.9	Flat	0.07	0.01	0.01	70 mph	12'	6'	0.5
Padaro (South)-Evans	65,000	3,230	1,390	28.3 / D	10.8 / A	1,890	2,730	14.7 / B	22.3 / C	2	0.9	Flat	0.07	0.01	0.01	70 mph	12'	6'	0.67
Evans-Sheffield	64,900	3,230	1,380	16.9 / B	10.7 / A	2,000	2,870	10.3 / A	23.8 / C	3 NB / 2 SB	0.9	Rolling	0.07	0.01	0.01	70 mph	12'	6'	0.67
Sheffield-San Ysidro	66,800	3,260	1,750	32.6 / D	14.7 / B	2,050	2,960	17.4 / B	27.8 / D	2	0.9	Rolling	0.07	0.01	0.01	70 mph	12'	6'	0.67
San Ysidro-Olive Mill	72,800	3,650	1,880	34.5 / D	14.5 / B	2,560	3,120	20.5 / C	26.6 / D	2	0.9	Flat	0.07	0.01	0.01	70 mph	12'	6'	0.67
Olive Mill-Cabrillo	68,300	3,430	1,760	30.4 / D	13.5 / B	2,400	2,930	18.7 / C	24.0 / C	2	0.9	Flat	0.06	0.01	0.01	70 mph	12'	6'	0.83
Cabrillo-Milpas	67,500	2,720	2,410	14.9 / B	13.2 / B	2,370	2,900	12.9 / B	15.8 / B	3	0.9	Flat	0.05	0.01	0.01	70 mph	12'	6'	1.17
Milpas-Garden	89,200	3,590	3,190	19.5 / C	17.2 / B	3,410	3,550	18.5 / C	19.3 / C	3	0.9	Flat	0.03	0.01	0.01	70 mph	12'	6'	1
Garden-Castillo	95,500	3,900	3,450	21.4 / C	18.7 / C	3,680	3,670	20.0 / C	20.0 / C	3	0.9	Flat	0.03	0.01	0.01	70 mph	12'	6'	1
Castillo-Carrillo	107,000	4,370	3,870	24.5 / C	21.2 / C	4,120	4,120	22.8 / C	22.8 / C	3	0.9	Flat	0.03	0.01	0.01	70 mph	12'	6'	1
Carrillo-Mission	122,000	4,980	4,410	29.2 / D	24.7 / C	5,050	4,470	29.8 / D	25.2 / C	3	0.9	Flat	0.03	0.01	0.01	70 mph	12'	6'	1.17
Mission-Las Positas	137,000	5,280	5,270	31.9 / D	31.8 / D	5,350	5,340	32.6 / D	32.5 / D	3	0.9	Flat	0.02	0.01	0.01	70 mph	12'	6'	1.3
Las Positas-La Cumbre	134,000	5,160	5,160	30.6 / D	30.6 / D	5,230	5,220	32.3 / D	31.1 / D	3	0.9	Flat	0.02	0.01	0.01	70 mph	12'	6'	1.17
La Cumbre-154	128,000	4,930	4,930	19.0 / C	19.0 / C	4,990	4,990	19.3 / C	19.3 / C	4	0.9	Flat	0.02	0.01	0.01	70 mph	12'	6'	0.83
154-El Sueno	119,000	4,580	4,580	24.9 / C	24.9 / C	4,640	4,640	25.4 / C	25.4 / C	3	0.9	Flat	0.02	0.01	0.01	70 mph	12'	6'	0.83
El Sueno-Turnpike	120,000	4,530	4,710	24.6 / C	25.9 / C	4,210	5,150	22.3 / C	29.7 / D	3	0.9	Flat	0.02	0.01	0.01	70 mph	12'	6'	0.83
Turnpike-Rte 217	116,000	4,160	4,890	21.9 / C	27.4 / D	3,760	5,400	19.4 / C	32.2 / D	3	0.9	Flat	0.02	0.01	0.01	70 mph	12'	6'	0.83
Rte 217-Fairview	80,200	3,660	3,000	18.9 / C	15.2 / B	3,540	4,000	18.2 / C	21.0 / C	3	0.9	Flat	0.03	0.01	0.01	70 mph	12'	6'	0.83
Fairview-Los Carneros	70,700	2,490	2,810	13.6 / C	22.7 / C	2,900	2,900	23.7 / C	23.7 / C	2	0.9	Flat	0.05	0.01	0.01	70 mph	12'	6'	0.83
Los Carneros-Storke	65,800	1,900	2,840	14.7 / B	14.6 / B	2,870	2,000	23.7 / C	10.3 / A	2 NB / 3 SB	0.9	Flat	0.07	0.01	0.01	70 mph	12'	6'	0.83
Storke-Hollister	35,100	740	1,370	5.7 / A	10.6 / A	1,690	1,120	13.0 / B	8.6 / A	2	0.9	Flat	0.08	0.01	0.01	75 mph	12'	6'	0.5
Hollister-El Capitan	30,900					1,570	840	13.8 / B	7.4 / A	2	0.88	Rolling	0.09	0.01	0.01	75 mph	12'	6'	0.29
El Capitan-Rte. 1	29,500					1,520	730	13.2 / B	6.3 / A	2	0.88	Rolling	0.09	0.01	0.01	75 mph	12'	6'	0.13
North County																			
Rte. 1-La Lata Pl.	23,300					1,050	700	7.5 / A	7.5 / A	3 NB / 2 SB	0.88	Mountainous	0.11	0.01	0.01	75 mph	12'	6'	0.29
La Lata Pl.-Santa Rosa	23,300					1,050	700	11.5 / B	5.1 / A	2 NB / 3 SB	0.88	Mountainous	0.12	0.01	0.01	75 mph	12'	6'	0.29
Santa Rosa-Rte. 246	22,600					950	630	8.6 / A	5.7 / A	2	0.88	Rolling	0.12	0.01	0.01	75 mph	12'	6'	0.5
Rte 246-N. Buellton I/C	21,500					860	580	7.7 / A	5.2 / A	2	0.88	Rolling	0.12	0.01	0.01	75 mph	12'	6'	0.5
N. Buellton I/C-Rte. 154	23,300					870	670	7.8 / A	6.0 / A	2	0.88	Rolling	0.12	0.01	0.01	75 mph	12'	6'	0.2
Rte. 154-Rte. 135	30,700					1,150	940	10.1 / A	8.3 / A	2	0.88	Rolling	0.1	0.01	0.01	75 mph	12'	6'	0.24
Rte. 135-Clark	29,000					1,100	900	9.8 / A	8.0 / A	2	0.88	Rolling	0.11	0.01	0.01	75 mph	12'	6'	0.185
Clark-Santa Maria Way	40,600					1,530	1,310	12.4 / B	10.8 / A	2	0.9	Rolling	0.07	0.01	0.01	75 mph	12'	6'	0.33
Santa Maria Way-Betteravia	47,800					1,830	1,560	10.1 / A	8.6 / A	3	0.9	Rolling	0.07	0.01	0.01	70 mph	12'	6'	0.5
Betteravia-Stowell	60,800					2,320	2,060	11.8 / A	10.5 / A	3	0.9	Flat	0.05	0.01	0.01	70 mph	12'	6'	0.83
Stowell-Rte. 166	66,500					2,570	2,280	13.0 / B	11.6 / B	3	0.9	Flat	0.05	0.01	0.01	70 mph	12'	6'	0.83
Rte. 166-Donovan	63,800					2,450	2,270	12.4 / B	11.5 / B	3	0.9	Flat	0.05	0.01	0.01	70 mph	12'	6'	0.83
Donovan-Rte. 135	60,400					2,360	2,170	12.0 / B	11.0 / A	3	0.9	Flat	0.05	0.01	0.01	70 mph	12'	6'	0.83
Rte. 135-SB/SLO County Line	67,100					2,570	2,460	13.0 / B	12.5 / B	3	0.9	Flat	0.05	0.01	0.01	70 mph	12'	6'	0.67

LEVEL OF SERVICE FOR STATE HIGHWAYS ON THE CMP NETWORK
YEAR 2014

RTE. 1

SEGMENT	AVG. WEEKDAY TRIPS	P.M. PEAK HOUR				# OF LANES (ONE DIRECTION)	PHF	TERRAIN	HEAVY VEHICLES			BASE FFS	LANE WIDTH	SHOULDER CLEARANCE	ACCESS PTS./MI
		PEAK HOUR TRIPS		DENSITY/LOS					% TRUCK	% BUS	% RV				
		NB	SB	NB	SB										
101/Las Cruces-Jalama Rd	6,850	590	140	77% / 0.40 / D**		1	0.88	Rolling	0.08	0.01	0.01	45	12	6	0.13
Jalama Rd-Lompoc/Rte. 246	7,450	550	240	77% / 0.38 / D**		1	0.88	Rolling	0.09	0.01	0.01	45	12	6	0.75
N. Rte. 246-SY River Bridge	12,800	580	490	n/a *		2	0.92	Flat	0.05	0.01	0.01		12	6	
SY River Bridge-Casmalia-Purisima Rd.	11,600	530	440	n/a *		2	0.88	Flat	0.05	0.01	0.01		12	6	
Purisima Rd.-Pine Cyn. Rd.	19,200	890	900	10.0 / A	10.1 / A	2	0.88	Rolling	0.04	0.01	0.01	55	12	6	0.66
Pine Cyn. Rd.-VAFB Main Gate	14,400	550	760	6.7 / A	9.2 / A	2	0.88	Rolling	0.03	0.01	0.01	50	12	6	1
VAFB Main Gate-Rte. 135	14,600	560	770	7.7 / A	10.4 / A	2	0.88	Rolling	0.03	0.01	0.01	50	12	6	3
Rte. 135 (VAFB)-Rte. 135 (Orcutt)	17,000	1,220	490	6.8 / A	9.4 / A	2	0.88	Rolling	0.03	0.01	0.01	50	12	6	0.25
Rte. 135 (Orcutt)-Clark Ave.	2,750	150	130	47% / 0.09 / B**		1	0.88	Flat	0.12	0.01	0.01	50	12	6	1
Clark Ave.-Casmalia Rd.	3,030	170	130	50% / 0.10 / B**		1	0.88	Flat	0.09	0	0.01	50	12	6	0.4
Casmalia Rd.-Rte. 166	2,300	130	100	43% / 0.11 / B**		1	0.88	Flat	0.09	0	0.01	50	12	6	0.4
Rte. 166-Guad. City Limit	5,800	320	260	59% / 0.22 / C**		1	0.88	Flat	0.1	0	0.01	45	12	6	7.4
Guad. City Limit-SB/SLO County line	4,650	235	235	60% / 0.17 / C**		1	0.88	Flat	0.05	0	0.01	45	12	6	1

* These are areas that contain traffic signals. When signals are present, intersection LOS is the preferred method of operational measurement.

** 2-lane highway LOS measure is volume-capacity ratio and % time spent following.

RTE. 135

SEGMENT	AVG. WEEKDAY TRIPS	P.M. PEAK HOUR				# OF LANES (ONE DIRECTION)	PHF	TERRAIN	HEAVY VEHICLES			BASE FFS	LANE WIDTH	SHOULDER CLEARANCE	ACCESS PTS./MI
		PEAK HOUR TRIPS		DENSITY/LOS					% TRUCK	% BUS	% RV				
		NB	SB	NB	SB										
Los Alamos/US 101 to Old State Hwy.	3520	165	150	53% / 0.12 / B**		1	0.88	Flat	0.04	0	0.01	35	12	6	8
Old State Hwy. to Jct. Old Rte. 1	2090	100	90	34% / 0.07 / A**		1	0.88	Flat	0.04	0	0.01	45	12	6	0.5
Jct. Old Rte. 1 to San Antonio Rd.	1890	110	60	52% / 0.13 / C**		1	0.88	Rolling	0.09	0	0.01	45	12	6	0.5
San Antonio Rd. to South Jct. Rte. 1	2550	150	80	1.9 / A	1.0 / A	2	0.88	Rolling	0.09	0	0.01	50	12	6	0.5
North Jct. Rte. 1 to Clark Ave.	14700	1200	570	13.9 / B	6.6 / A	2	0.88	Flat	0.03	0	0.01	50	12	6	1
Clark Ave. to Foster Rd.				N/A*	N/A*	2	0.92	Flat	0.02	0.01	0.01	50	12	6	1.6
Foster Rd. to Lakeview/Skyway Dr.				N/A*	N/A*	2	0.92	Flat	0.02	0.01	0.01	50	12	6	2.5
Lakeview/Skyway Dr. to Miller St.				N/A*	N/A*	2	0.92	Flat	0.02	0.01	0.01	50	12	6	4
Miller St. to Santa Maria Way				N/A*	N/A*	2	0.92	Flat	0.02	0.01	0.01	50	12	6	8
Santa Maria Way to Betteravia Rd.				N/A*	N/A*	2	0.92	Flat	0.02	0.01	0.01	40	12	6	10
Betteravia Rd. to Stowell Rd.				N/A*	N/A*	2	0.92	Flat	0.02	0.01	0.01	40	12	6	9
Stowell Rd. to Rte. 166				N/A*	N/A*	2	0.92	Flat	0.02	0.01	0.01	40	12	6	19
Rte. 166 to Donovan Rd.				N/A*	N/A*	2	0.92	Flat	0.02	0.01	0.01	40	12	6	17
Donovan Rd. to U.S. 101				N/A*	N/A*	2	0.92	Flat	0.02	0.01	0.01	40	12	6	9

* These are areas that contain traffic signals. When signals are present, intersection LOS is the preferred method of operational measurement.

** 2-lane highway LOS measure is volume-capacity ratio and % time spent following.

LEVEL OF SERVICE FOR STATE HIGHWAYS ON THE CMP NETWORK

YEAR 2014

RTE. 150

SEGMENT	AVG. WEEKDAY TRIPS	P.M. PEAK HOUR			# OF LANES (ONE DIRECTION)	PHF	TERRAIN	HEAVY VEHICLES			BASE FFS	LANE WIDTH	SHOULDER CLEARANCE	ACCESS PTS. / MI.
		PEAK HOUR TRIPS		PTSF / V/C / LOS				% TRUCK	% BUS	% RV				
		NB	SB											
U.S. 101 to RTE. 192	4,700	210	290	57% / 0.23 / C**	1	0.88	Rolling	0.05	0	0.01	50	12	6	2

** 2-lane highway LOS measure is volume-capacity ratio and % time spent following.

RTE. 154

SEGMENT	AVG. WEEKDAY TRIPS	P.M. PEAK HOUR				# OF LANES (ONE DIRECTION)	PHF	TERRAIN	HEAVY VEHICLES			BASE FFS	LANE WIDTH	SHOULDER CLEARANCE	ACCESS PTS./MI
		PEAK HOUR TRIPS		DENSITY/LOS					% TRUCK	% BUS	% RV				
		NB	SB	NB	SB										
Zaca, US 101 to Los Olivos, Calkins Rd.	10,700	340	540	64% / 0.40 / C**		1	0.88	Rolling	0.05	0.01	0.01	50	12	6	2.3
Calkins Rd. to Rte. 246	12,500	400	630	66% / 0.43 / C**		1	0.88	Rolling	0.05	0.01	0.01	50	12	6	1.6
Rte. 246 to Lake Cachuma Park	11,700	370	590	63% / 0.38 / C**		1	0.92	Rolling	0.03	0.01	0.01	50	12	6	0.8
Lake Cachuma Park to Stagecoach Rd.	14,100	390	610	65% / 0.40 / C**		1	0.92	Mountainous	0.03	0.01	0.01	50	12	6	0.6
Stagecoach Rd. to E. Camino Cielo	17,300	550	870	7.0 / A	11.0 / B	2	0.92	Mountainous	0.03	0.01	0.01	50	12	6	2
E. Camino Cielo to Rte. 192	17,300	540	790	70% / 0.47 / C**		1	0.98	Mountainous	0.03	0.01	0.01	50	12	6	0.7
Rte. 192 to US 101	17,300	540	790	N/A*	N/A*	1	0.92	Rolling	0.03	0.01	0.01	50	12	6	3

* These are areas that contain traffic signals. When signals are present, intersection LOS is the preferred method of operational measurement.

** 2-lane highway LOS measure is volume-capacity ratio and % time spent following.

RTE. 166

SEGMENT	AVG. WEEKDAY TRIPS	P.M. PEAK HOUR				# OF LANES (ONE DIRECTION)	PHF	TERRAIN	HEAVY VEHICLES			BASE FFS	LANE WIDTH	SHOULDER CLEARANCE	ACCESS PTS./MI
		PEAK HOUR TRIPS		DENSITY/LOS					% TRUCK	% BUS	% RV				
		EB	WB	NB	SB										
Guad./Rte. 1 to Bonita School Rd.	8,600	410	240	71% / 0.27 / D**		1	0.88	Flat	0.07	0.01	0.01	50	12	6	1.3
Bonita School Rd. to Black Rd.	10,600	500	300	76% / 0.33 / D**		1	0.88	Flat	0.07	0.01	0.01	50	12	6	3
Black Rd. to Blosser Rd.	10,700	510	300	77% / 0.34 / D**		1	0.88	Flat	0.07	0.01	0.01	50	12	6	2
Blosser Rd. to Rte. 135				Signalized	Segment*	2									
Rte. 135 to Jct. US 101				Signalized	Segment*	2									

* These are areas that contain traffic signals. When signals are present, intersection LOS is the preferred method of operational measurement.

** 2-lane highway LOS measure is volume-capacity ratio and % time spent following.

LEVEL OF SERVICE FOR STATE HIGHWAYS ON THE CMP NETWORK
YEAR 2014

RTE. 192

SEGMENT	AVG. WEEKDAY TRIPS	P.M. PEAK HOUR			# OF LANES (ONE DIRECTION)	PHF	TERRAIN	HEAVY VEHICLES			BASE FFS	LANE WIDTH	SHOULDER CLEARANCE	ACCESS PTS./MI
		PEAK HOUR TRIPS		PTSF/ V/C / LOS				% TRUCK	% BUS	% RV				
		NB	SB											
Rte. 154 to Cieneguitas Ave.				Signalized Segment*	1	0.92	Rolling	0.02	0	0.01	45	12	6	
Cieneguitas Ave. to Ontare				Signalized Segment*	1	0.92	Rolling	0.02	0	0.01	45	12	6	
Ontare to Mountain Dr.				Signalized Segment*	1	0.92	Rolling	0.02	0	0.01	45	12	6	
Mountain Dr. to Sycamore Cyn. Rd.	3,700	170	120	58% / 0.15 / C**	1	0.92	Rolling	0.02	0	0.01	45	12	6	
Sycamore Cyn. Rd. to Hot Springs Rd.	3,500	160	100	57% / 0.15 / B**	1	0.92	Rolling	0.02	0	0.01	45	12	6	
Hot Springs Rd. to San Ysidro Rd.	5,900	400	330	71% / 0.29 / C**	1	0.92	Rolling	0.02	0	0.01	45	12	6	
San Ysidro Rd. to Sheffield Dr.	6,400	420	350	72% / 0.30 / C**	1	0.92	Rolling	0.02	0	0.01	45	12	6	
Sheffield Dr. to Toro Cyn. Rd.	1,900	170	80	58% / 0.15 / B**	1	0.92	Rolling	0.02	0	0.01	45	12	6	
Toro Cyn. Rd. to Linden Ave.	1,400	90	80	39% / 0.06 / B**	1	0.92	Flat	0.02	0	0.01	45	12	6	
Linden Ave. to Rte. 150	4,000	250	200	59% / 0.17 / C**	1	0.92	Flat	0.02	0	0.01	45	12	6	

* These are areas that contain traffic signals. When signals are present, intersection LOS is the preferred method of operational measurement.

** 2-lane highway LOS measure is volume-capacity ratio and % time spent following.

RTE. 217

SEGMENT	AVG. WEEKDAY TRIPS	P.M. PEAK HOUR				# OF LANES (ONE DIRECTION)	PHF	TERRAIN	HEAVY VEHICLES			BASE FFS	LANE WIDTH	SHOULDER CLEARANCE	INT. DENSITY
		PEAK HOUR TRIPS		DENSITY/LOS					% TRUCK	% BUS	% RV				
		NB	SB	NB	SB										
Sandspit Rd. to Hollister Ave.	13,500	950	370	7.5 / A	2.9 / A	2	0.92	Flat	0.01	0.01	0.01	70 mph	12'	6'	1.2
Hollister Ave. to US 101	17,400	1,250	480	9.8 / A	3.8 / A	2	0.92	Flat	0.01	0.01	0.01	70 mph	12'	6'	1.2

RTE. 246

SEGMENT	AVG. WEEKDAY TRIPS	P.M. PEAK HOUR				# OF LANES (ONE DIRECTION)	PHF	TERRAIN	HEAVY VEHICLES			BASE FFS	LANE WIDTH	SHOULDER CLEARANCE	ACCESS PTS./MI
		PEAK HOUR TRIPS		DENSITY/LOS					% TRUCK	% BUS	% RV				
		EB	WB	NB	SB										
Lompoc, West CL to Lompoc West Rte. 1	Signalized Segment*					2	0.92	Flat	0.04	0	0.01	45	12	6	
Lompoc, East Rte. 1 to Domingus Rd.	8,650	320	505	57% / 0.34 / C**		1	0.88	Flat	0.065	0.01	0	50	12	6	1
Domingus Rd. to Riverview Dr.	18,100	660	940	7.4 / A	10.6 / A	2	0.88	Flat	0.065	0.01	0	50	12	6	2.4
Riverview Dr. to Ballard Cyn. Rd.	Signalized Segment*														
Ballard Cyn. Rd. to 5th St.	16,900	450	650	61% / 0.41 / B***		1	0.95	Rolling	0.04	0.01	0.01	50	12	6	1.7
5th St. to Alamo Pintado Rd.	Signalized Segment*					1	0.92	Rolling	0.05	0.01	0.01	45	12	6	
Alamo Pintado to Rte. 154 (a)	Signalized Segment*					1	0.92	Rolling	0.05	0.01	0.01	50	12	6	

* These are areas that contain traffic signals. When signals are present, intersection LOS is the preferred method of operational measurement.

** 2-lane highway LOS measure is volume-capacity ratio and % time spent following.

*** LOS based on field surveys in March 2009.

G. CEQA NOTICE OF EXEMPTION

Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

County Clerk
County of: Santa Barbara

From: (Public Agency): SBCAG
260 N. San Antonio Rd., Ste. B
Santa Barbara, CA
(Address)

Project Title: Congestion Management Program

Project Applicant: Santa Barbara County Association of Governments

Project Location - Specific:
Cities and County of Santa Barbara

Project Location - City: _____ Project Location - County: Santa Barbara

Description of Nature, Purpose and Beneficiaries of Project:
The Congestion Management Program (CMP) identifies and addresses congestion on State Highways and arterial roads. This CMP includes elements defining the CMP network and corresponding level of service standards, a program for analyzing the impact of land use decisions, and a capital improvement program.

Name of Public Agency Approving Project: Santa Barbara County Association of Governments

Name of Person or Agency Carrying Out Project: Santa Barbara County Association of Governments

Exempt Status: **(check one):**

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☐ Categorical Exemption. State type and section number: _____
- ☒ Statutory Exemptions. State code number: Sec. 21080(b)13

Reasons why project is exempt:
Exempt by statute

Lead Agency
Contact Person: Peter Imhof, Deputy Executive Di Area Code/Telephone/Extension: (805) 961-8910

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? ☐ Yes ☐ No

Signature: _____ Date: _____ Title: _____

☐ Signed by Lead Agency ☐ Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: _____

Revised 2011