

CHAPTER 5

TRANSPORTATION CONTROL MEASURES

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5. TRANSPORTATION CONTROL MEASURES

5.1 INTRODUCTION

Transportation control measures (TCMs) are programs or activities that states and localities can implement to encourage the travelling public to rely less on the automobile or to use the automobile more efficiently. TCMs reduce emissions from on-road motor vehicles and trucks by: improving the existing transportation system to allow motor vehicles to operate more efficiently; inducing people to change their travel behavior to less polluting modes; or, ensuring emission control technology improvements in the motor vehicle fleet are fully and expeditiously realized.

As documented in this 2001 Plan and previous air quality plans developed for Santa Barbara County, state and federal emission controls on vehicles are primarily responsible for past and present on-road mobile source emission reductions. By comparison, the effectiveness of locally implemented TCMs are typically measured in tenths or hundredths of a ton per day. Such small emission reductions are primarily due to the fact that local TCMs generally do not change transportation costs, travel time, or convenience sufficiently to produce large-scale changes in travel behavior. Nonetheless, TCMs can contribute to cleaner air (although only modestly) and as such, should be considered as part of air quality plans. TCMs can also have benefits beyond emissions reductions by relieving congestion and improving energy efficiency.

As stated in Chapter 4, control measures are classified as being adopted, proposed, contingency, further study, or deleted. Adopted TCMs are those measures that the APCD has formally adopted and included in the State Implementation Plan (SIP). These adopted TCMs, developed as part of the 1994 CAP and 1998 CAP, also meet the “all feasible control measure” (Health and Safety Code, Section 40914(b)) provisions of the California Clean Air Act. These TCMs will remain unchanged as part of this 2001 Plan. There are no new TCM projects being proposed in this 2001 Plan. However, some of the TCM projects identified as contingency measures will likely proceed with implementation under state law and provide additional emission reductions towards maintaining the federal 1-hour ozone standard for ozone but are not identified for federal credit. If the county experiences a violation of the federal 1-hour standard the entire contingency package will be evaluated for possible implementation.

Further study measures are those that require additional investigation before a commitment is made to adopt them. Deleted measures are those that the APCD has found to be infeasible and has removed from consideration.

The Federal Act requires maintenance areas to develop an emissions control strategy that can demonstrate through photochemical modeling (or another suitable method approved by EPA) continued attainment of the federal 1-hour ozone standard through 2015. As stated previously, if the county records a violation of the federal 1-hour ozone standard before 2015, the Federal Act requires the implementation of contingency measures. Some of the contingency TCM projects listed in this 2001 Plan will likely proceed with implementation whether or not a violation occurs. Others will be held in reserve if a violation of the federal 1-hour ozone standard occurs.

As required by the Federal Act, the 2001 Plan also establishes new on-road mobile source ROC and NO_x emission budgets. Emission budgets represent an upper limit or cap on vehicular emissions an area can tolerate and still achieve and/or maintain the federal air quality standards.

5.2 MEMORANDUM OF UNDERSTANDING

The Santa Barbara County Air Pollution Control District (APCD) entered into a Memorandum of Understanding (MOU) with the Santa Barbara County Association of Governments (SBCAG) in May 1993. The agreement evolved out of recognition that there were common planning responsibilities shared between the two agencies.

SBCAG is the agency responsible for all regional transportation planning and programming activities in Santa Barbara County under federal and state law. SBCAG also serves as the Congestion Management Agency and is responsible for multi-modal transportation planning, programming, and fund allocation required under state statutes.

Federal and state air quality legislation has placed greater emphasis on reducing on-road mobile source pollution and likewise, the federal and state transportation laws recognize the need to preserve and/or enhance mobility without sacrificing ambient air quality. To ensure coordination of plans and consistency between the APCD and SBCAG, the MOU specifies that SBCAG will

develop and approve the transportation control measures and the APCD will adopt the air quality plans required under state and federal law.

5.3 TRANSPORTATION CONTROL MEASURES

This 2001 Plan is the fourth state/federal air quality plan developed for Santa Barbara County in seven years. The 1993 Rate-of-Progress Plan and the 1994 CAP evaluated every feasible transportation control measure for reducing ROC and NO_x emissions. These measures were evaluated with the participation of interested members of the public. TCMs address the need for the traveling public to: 1) carefully consider the implications of continued reliance on the single occupant vehicle as the major source of commute trips; 2) the need to provide and promote alternatives to single occupant vehicle travel; and, 3) the need to consider regulating those factors which promote single occupant vehicle travel.

The 1994 CAP and the 1998 CAP include all the TCM programs and projects currently adopted in the SIP. Table 5-1 lists the TCM categories currently being implemented in the county and summarizes the implementation characteristics of each, namely: the type of TCM; the adopting agency/agencies; the agency/agencies responsible for implementing the TCM; the formal agreements between the adopting and implementing agencies; and, how TCM implementation will be monitored and by whom. A listing of the 1994 and 1998 CAP TCM programs and projects and their implementation status is provided in Table 5-2 and Table 5-3 respectively. Because this 2001 Plan does not propose any "new" TCM programs or projects under Section 175 A of the Federal Act, the TCM programs and projects listed in Table 5-2 and Table 5-3 will continue to represent the on-road transportation control program for federal air quality planning purposes. Pursuant to the federal conformity regulation, the implementation status of these TCM programs and projects will be evaluated during updates to the county's regional transportation plans and programs.

As previously mentioned, the 2001 Plan does identify "new" TCM programs or projects as federal contingency measures. In the event Santa Barbara County violates the federal 1-hour ozone standard, these programs and projects will be considered for implementation along with other stationary and area source measures identified as federal contingency measures in this 2001 Plan.

Table 5-4 lists the 2001 Plan TCM contingency projects. For a more detailed description of the 2001 Plan TCMs and TCM related programmed projects, refer to Appendix C.

5.4 EMISSION REDUCTIONS OVERVIEW

During 1992-1993, SBCAG participated with the APCD in a cooperative effort to develop the Santa Barbara Travel Model using the SYSTEM2 software developed by JHK & Associates. In preparation of the 1994 CAP, a 1990 baseline travel estimate and a 1996 travel forecast was developed for the purpose of generating the following three emission estimates: a 1990 baseline on-road mobile source inventory; a 1996 on-road mobile source emissions forecast without controls; and, a 1996 on-road mobile source emissions forecast with controls (TCMs). For the 1998 CAP, a revised 1990 baseline travel estimate and a new 1996 base year travel estimate were developed using the re-calibrated Santa Barbara Travel Model. In addition, travel forecasts for 1999 and 2005, with and without controls, were developed. This 2001 Plan incorporates the 1999 and 2005 travel forecasts and adds a 2015 travel forecast. For informational purposes, 2010 travel data were interpolated from the 2005 and 2015 model forecasts. The transportation activity data (e.g., regional vehicle miles of travel (VMT), a VMT by speed class distribution, and regional vehicle trips) generated by the Santa Barbara Travel Model provided the basis for the on-road mobile source emission estimates contained in this plan.

On-road mobile source emissions for this 2001 Plan were estimated using the California Air Resources Board's (ARB) EMFAC2002 model. For a detailed description of the EMFAC2002 on-road emission model and the county-specific on-road activity inputs used as part of this plan, refer to Appendix C. EMFAC2002 is the successor to the EMFAC7F and EMFAC7G emission models used as part of the 1994 CAP and 1998 CAP. According to the EMFAC2002 emissions analysis, between 1999 and 2005, on-road mobile source emissions of ROC and NO_x will decline by 6.60 and 5.65 tons per day. This represents a 36 percent reduction in ROC and a 22 percent reduction in NO_x. Between 2005 and 2015, on-road mobile source emission reductions of ROC and NO_x are anticipated to decline another 6.01 and 9.84 tons per day. Figure 5-1 illustrates the ROC and NO_x emissions reductions anticipated to occur between 1999 and 2015. These on-road mobile source ROC and NO_x emission reductions will be a result of state and federal controls on vehicle emissions

and the natural attrition of older, more polluting vehicles being replaced by newer vehicles (i.e., fleet turnover).

The ROC emission estimate of 11.91 tons/day and the NO_x emission estimate of 19.59 tons/day establish the new 2005 emission budgets for these two ozone precursors. The ROC emission estimate of 5.90 tons/day and the NO_x emission estimate of 9.75 tons/day establish the new 2015 emission budgets. As required by the Federal Act, a comparison of regional on-road mobile source emissions to these budgets will occur during updates of federal and state regional transportation plans and programs for Santa Barbara County. Exceeding either one of these emission budgets will jeopardize federal funding for transportation improvements and greatly restrict what transportation improvements may be pursued in the county.

The net on-road mobile source ROC emission reduction from the 1999 baseline is:

1999 ROC	18.51 tons/day
2005 ROC (Emission Budget)	11.91 tons/day
2005 ROC Emission Reduction	6.60 tons/day
2015 ROC (Emission Budget)	5.90 tons/day
2015 ROC Emission Reduction	12.61 tons/day

The net on-road mobile source NO_x emission reduction from the 1999 baseline is:

1999 NO _x	25.24 tons/day
2005 NO_x (Emission Budget)	19.59 tons/day
2005 NO _x Emission Reduction	5.65 tons/day
2015 NO_x (Emission Budget)	9.75 tons/day
2015 NO _x Emission Reduction	15.49 tons/day

To ensure that the on-road activity data used to generate the 2005 and 2015 on-road mobile source emissions forecasts remain accurate, "ground truth" VMT data from Caltrans (Transportation System Information Program) is annually monitored/tracked. VMT tracking is necessary to protect the integrity of the 2001 Plan emission forecasts. Figure 5-2 illustrates the 3.0 percent VMT growth

error tolerance or "ceiling" between actual VMT as measured by Caltrans and SBCAG's 2005 and 2015 VMT forecasts. If actual VMT exceeds this 3.0 percent error tolerance, revised 2005 and 2015 travel forecasts, and hence a SIP revision, may be warranted.

The following section provides an overview of those control measures relied upon in the 2001 Plan to meet the Federal Act planning requirements.

5.5 ADOPTED MEASURES

All adopted TCM programs and projects are listed in Table 5-2 and Table 5-3. These programs and projects were adopted as part of the 1994 CAP and 1998 CAP respectively. Expeditious implementation of these 1994 and 1998 CAP TCM projects will continue to be determined during updates of the Regional Transportation Plan (RTP) and the Federal Transportation Improvement Program (FTIP) prepared by SBCAG, as required by the transportation conformity provision of the 1990 Federal Act. For a complete description of these measures please refer to Appendix C of the 1994 CAP and 1998 CAP.

5.6 PROPOSED MEASURES

No new projects or programs are being proposed in the 2001 Plan to satisfy Section 175 A of the Federal Act planning requirements.

5.7 FEDERAL CONTINGENCY MEASURES

Contingency measures are measures that can be implemented if an area violates the federal 1-hour ozone standard during its maintenance period. This 2001 Plan includes several on-road measures as part of its contingency package. Since these measures are federal contingency measures, they are not subject to the federal conformity regulation, specifically the expeditious implementation test.

Table 5-4 lists the federal on-road mobile source contingency control measures that may be considered for implementation if the county records a violation of the 1-hour federal ozone standard during its maintenance period (1999 – 2015).

5.8 PROPOSED FOR FURTHER STUDY MEASURES

As part of the development of the 2001 Plan, those TCMs proposed for further study in the 1994 and 1998 CAPs were re-evaluated by SBCAG. Table 5-5 lists the further study measures and provides an assessment of the potential effectiveness or implementation feasibility of each measure for Santa Barbara County. For information purposes, Table 5-5 also includes those measures rejected from consideration and why.

5.9 CALIFORNIA AIR RESOURCES BOARD CONTROL MEASURES

As stated in Chapter 4, the ARB has adopted numerous regulations that reduce pollution from motor vehicles, off-road equipment, consumer products and fueling operations. The following sections summarize the ARB control measures that target motor vehicles. Emission reductions from these adopted control measures will help maintain attainment with the federal one-hour ozone standard, and make progress toward the federal eight-hour ozone standard and the state ozone standard. In addition, emission reductions from these measures will also reduce the precursors of secondary particulate, helping make progress toward attaining the state particulate matter standard. Some of these control measures (designated “M” measures were initially presented in California’s 1994 State Implementation Plan (SIP) for Ozone and adopted by the Air Resources Board (ARB or Board) on November 15, 1994. Since 1994, ARB has adopted many of the SIP measures, and also identified and adopted additional measures to further reduce emissions. Only measures that apply to Santa Barbara County are discussed.

Light-Duty Vehicles (1994 SIP Measure M-2)

Source Characteristics: This category consists of passenger cars, pick-up trucks, minivans, and sport utility vehicles. Although current cars are now 99 percent cleaner than if they were uncontrolled, growth in both the number of vehicles and the miles traveled by car each year have significantly reduced the emission benefits of light-duty vehicle regulations.

Control Measure Description: ARB has regulated emissions from passenger cars and light-duty trucks for over 30 years. The 1994 SIP called for sizeable additional emission reductions from cars

and light trucks. Because of the increased number of pick-up trucks, minivans, and sport utility vehicles on the road, ARB's Low-Emission Vehicle II (LEV II) regulations focused on reducing emissions from these previously under-regulated vehicles, as well as reducing evaporative emissions to near-zero levels. USEPA adopted parallel national regulations (known as "Tier II") in 2000.

Schedule: ARB adopted LEV II, the latest phase of light-duty vehicle regulations, in November 1998. USEPA adopted parallel Tier II requirements in 2000. The LEV II and Tier II regulations will be phased in beginning in 2004. In 2000, ARB adopted a measure aligning our LEV II standards with the federal Tier II motor vehicle standards are being phased in faster. This action ensures that all vehicles sold in California meet the most stringent applicable emission standards.

ARB R002 - California Reformulated Gasoline Regulations (Phase II -- 1994 CAP ARB-S5 and Phase III)

Source Characteristics: In addition to on-road vehicles such as passenger cars and pick-up trucks, gasoline is used in light-duty industrial equipment (e.g., forklifts) and recreational vehicles such as motorcycles and all terrain vehicles.

Control Measure Description: The Phase II reformulated gasoline regulations require modifications to physical properties and chemical composition of gasoline. Reduced vapor pressure has a direct effect, lowering evaporative ROC emissions. Reformulated fuel composition lowered exhaust and evaporative emissions. Of particular importance was the lowering of the aromatic and olefinic fractions of gasoline because these chemical species are the most photochemically reactive in the atmosphere after evaporation. The content of benzene, an aromatic hydrocarbon component of gasoline and a toxic compound, was also specifically reduced. A further air quality benefit was realized by requiring reductions in fuel sulfur content, which resulted in improved catalytic converter efficiency in reducing ROC, NO_x, and CO emissions. When oil refiners began producing Phase II gasoline in 1996, they included deposit control additives to reduce combustion chamber deposits, resulting in an unanticipated decrease in NO_x emissions. In June 1998, the Board adopted regulations to "lock-in" the benefits of reduced combustion chamber deposits.

At a December 9, 1999, hearing, the Board approved standards for Phase III reformulated gasoline,

which gasoline producers and importers must produce starting December 31, 2002. The most prominent feature of the Phase III standards was the prohibition of gasoline containing methyl tertiary-butyl ether (MTBE), an oxygenate used in most California gasoline since 1996. Following an extensive study by University of California researchers, in March 1999, Governor Gray Davis found that there are significant risks and costs associated with water contamination from MTBE in the state's gasoline. The Phase III standards also modified several gasoline properties to maintain the emission and air quality benefits of the Phase II standards while increasing refinery flexibility in producing complying gasoline without the use of MTBE.

Schedule: The Phase II regulations (Title 13, California Code of Regulations, sections 2260-2272) were adopted by ARB in November 1991. Implementation of the Phase II Reformulated Gasoline regulations began in March 1996. The Phase III regulations were adopted in December 1999 and will become effective December 31, 2002.

On-Road Heavy-Duty Diesel Engines (1994 SIP Measures M-4, M-5, M-6, and M-17, transit bus regulations, and school bus program)

Source Characteristics: This category includes a range of vehicles with gross vehicle weight greater than 14,000 pounds, from highway trucks to buses. For these types of vehicles, ARB and USEPA regulate emissions from the engine rather than the vehicle.

Control Program Description: ARB has controlled emissions from on-road heavy-duty trucks since the 1980's. In the 1994 SIP, the ARB relied on a number of strategies to further reduce emissions from this category, including more stringent national emission standards, incentives to purchase cleaner engines, and a truck-scrapping program. In 1995, ARB, USEPA and engine manufacturers signed a Statement of Principles committing to new national emission standards. ARB and USEPA both adopted national standards that reduced emissions by an additional 50 percent. In addition, since fiscal year 1998-1999, ARB's Carl Moyer program has provided funds to local districts to encourage the purchase of cleaner heavy-duty vehicles and equipment. After further study, ARB staff concluded that a truck-scrapping program would not be cost-effective. ARB has since replaced the truck scrapping measure with a commitment to pursue ways to reduce in-use emissions from heavy-duty trucks. Under the commitment, ARB must achieve these emission reductions by

2005.

In February 2000, ARB adopted lower emission standards for transit buses that will significantly reduce emissions of NOx and toxic diesel particulate. The regulation allows transit agencies to choose between a diesel or an alternative fuel path to lower emissions. In addition, the fiscal year 2000-2001 budget allocated \$50 million to clean up school buses. Under guidance adopted by the ARB in December 2000, the funding is split between purchases of new alternative fuel buses and installation of filters to reduce PM emissions from existing buses.

In early 2001, USEPA finalized national standards for new diesel truck engines to be phased in between 2007 and 2009. These limits are 90 percent lower than the current PM limit and 95 percent lower than the current NOx limit. In October 2001, ARB will consider adopting these standards, which will provide for direct, state enforcement.

Schedule: ARB and USEPA adopted new emission standards for on-road heavy-duty diesel engines in 1998. These regulations take effect in 2004, however in settling enforcement actions for the use of “defeat devices” to over-ride emission control equipment, engine manufacturers agreed to accelerate the introduction of engines meeting the 2004 standards to October 2002. In 2000, ARB also adopted “not to exceed” emission test procedures for 2005 and later heavy-duty diesel engines to ensure that exhaust emissions are controlled under all driving conditions and to prevent a repeat of the use of “defeat devices.”

5.10 CONCLUSIONS

This chapter has presented the transportation control measure portion of Santa Barbara County's Comprehensive Air Pollution Control Strategy. These measures are designed to reduce ozone levels and help Santa Barbara County remain in compliance with the federal 1-hour ozone standard out to 2015. This chapter also establishes ROC and NOx emission budgets for transportation conformity purposes.

Table 5-1**1998 CLEAN AIR PLAN TRANSPORTATION CONTROL MEASURES**

TCM #	TCM Designation	Type of TCM	Adopting Agency(ies)	Implementing Agency(ies)	Commitments	Monitoring Mechanism (Agency)
T-1 T-2	Trip Reduction Program Employer-Based TDM Program	Voluntary; TDM Program; State AQAP	Tier 1: Guadalupe; Buellton; Solvang; County, SYV Tier 2: Lompoc; Santa Maria; Carpinteria; County Unincorporated Tier 3: Santa Barbara; County, Goleta	Tier 1 (County/ Cities) Tier 2 (County/Cities) Tier 3 (County/Cities)	Tiers 1 & 2: Resolution of Commitments from Affected jurisdictions; Tier 3: City and County TDM Program City of Santa Barbara and Goleta area	TDM Program (SBCAG) CMP Conformity (SBCAG) SIP Conformity (SBCAG)
T-3	Work Schedule Changes	Voluntary	County and Cities	County and Cities; Private Sector	Adopted Policy, County, 1988	Not Applicable (TDM)
T-4	Area Wide Ridesharing	Voluntary	County and Cities	SBCAG	Interagency Agreement	SIP Conformity (SBCAG)
T-5	Public Transportation	Programmed	County and Cities	SBMTD; SMAT; SBCAG; APCD; Lompoc Transit; Santa Ynez Valley Transit;	FTIP and RTIP; SRTP, TDP	List of Programmed Projects Implemented by 1999 (SBCAG); SIP Conformity (SBCAG)
T-7	Traffic Flow Improvement	Programmed	County and Cities	County and Cities; Caltrans; SBMTD; SBCAG	FTIP and RTIP	List of Programmed Projects Implemented by 1999 (SBCAG); SIP Conformity (SBCAG)
T-8	Parking Management	Parking Ordinance	City of Santa Barbara	City of Santa Barbara	Not Applicable	City of Santa Barbara Parking Task Force; SIP Conformity (SBCAG)
T-9	Park-and-Ride Fringe Parking	Voluntary; Programmed	County and Cities	County and Cities; Caltrans	FTIP and RTIP	Caltrans, District 5; List of Programmed Projects Implemented by 1999 (SBCAG); SIP Conformity (SBCAG)
T-10	Bicycle/Pedestrian	Programmed	County and Cities	County and Cities; Caltrans; SBCAG	FTIP and RTIP; General Bikeway Elements; Bikeway Master Plans	List of Programmed Projects Implemented by 1999 (SBCAG); SIP Conformity (SBCAG)
T-13	Accelerated Retirement of Vehicle	Voluntary	APCD	APCD	Contract APCD/Engineering	APCD; SIP Conformity (SBCAG)
T-17	Telecommunication	Voluntary	County and Cities	County and Cities; Private Sector	Not Applicable	Not Applicable (TDM)
T-18	Alternative Fuel Program	Voluntary	APCD	APCD; County and Cities	Interagency Agreements Unnecessary	APCD; SIP Conformity (SBCAG)
T-19	Public Education	Committal; Voluntary	County and Cities APCD; SBCAG	County and Cities APCD; SBCAG	Interagency Agreements Unnecessary	Not Applicable; CMP Conformance (SBCAG); SIP Conformity (SBCAG);

Table 5-2

1994 CLEAN AIR PLAN - ON ROAD MOBILE SOURCE CONTROL MEASURES

TCM	Description	Project Sponsor	Project/Program Description	Implementation Status	SIP Analysis
1-4	Travel Demand Management	Traffic Solutions	City-County TDM Program	Program On-Going	Yes
	Areawide Ridesharing Work Schedule Changes	Traffic Solutions	County Rideshare Program	Program On-Going	Yes
		Traffic Solutions/Business	Flexibie Work Hours	Program On-Going	No
5	Public Transportation	SBMTD	Isla Vista - SBCC Express Service	Service On-Going	Yes
		SBMTD	Downtown Waterfront Shuttle Expansion	Service On-Going	Yes
		APCD	Clean Air Express Expansion	Service On-Going	Yes
		City of Santa Maria	SMAT Expansion - 1 30 foot bus	Service On-Going	Yes
		City of Lompoc	Lompoc Transit Expansion - 2 buses & farebox system	Service On-Going	Yes
		City of Solvang	SYVT Expansion - 1 van to establish fixed route service	Service On-Going	Yes
		AMTRAK	Service Expansion from 2 to 4 train stops per day	Service On-Going	Yes
7	Traffic Flow Improvements	Caltrans	Crosstown Freeway Project	Completed	Yes
		County/Caltrans	Rte. 101/ Patterson Avenue I/C	Completed	Yes
		SBCAG/Caltrans	Rte. 101 / La Cumbre Road I/C	Completed	Yes
		SBCAG/Caltrans	Rte. 101 / Storke Road I/C	Completed	Yes
		SBCAG/Caltrans	Rte. 101/ Betteravia Road I/C	Completed	Yes
		County/Caltrans	Rte. 101/Fairview Avenue I/C	Completed	Yes
		City of Santa Maria	Rte. 135/Betteravia Road Intersection	Completed	Yes
		County of Santa Barbara	Hollister Avenue/Fairview Avenue	Completed	Yes
		City of Santa Barbara	Castillo Street/Montecito Street	Completed	Yes
		County of Santa Barbara	Signal Synchronization - Hollister Avenue	Completed	Yes
8	Parking Management	City of Santa Barbara	Residential Parking Program	On-going	No
9	Park-n-Ride Lots	N/A	N/A	N/A	No
10	Bicycle/Pedestrian	City of Santa Maria	Santa Maria Valley Railroad Bikeway (Phase I)	Completed	Yes
		City of Santa Maria	Battles Road Bicycle and Pedestrian Project	Completed	Yes
		City of Solvang	Alamo Pintado Creek Bikeway/Pedestrian Bridge	Partially Completed	Yes
		City of Santa Barbara	SBCC - East Campus Bicycle and Pedestrian Project	Completed	Yes
		City of Santa Barbara	Crosstown East - West Bikelane Couplet	Completed	No
		City of Santa Barbara	Shoreline Drive/Cabrillo Blvd. Bikeway	Completed	No
		County of Santa Barbara	Fairview Avenue Bicycle Lane	Completed	Yes
		County of Santa Barbara	Bradley Road Bikeway	Completed	Yes
		County of Santa Barbara	El Capitan Ranch Bikeway	Completed	No
13	Old Car Buyback	Parsons Inc. - APCD	Vehicle Buyback Program (1993-1996)	Completed	Yes
17	Telecommunication	County of SB - Probation	Expansion of Video Conferencing Network	Completed	Yes
18	Alternative Fuel Program	APCD	ITG Program	On-Going	Yes
		APCD	Clean Air Express Expansion	Completed - On-Going	Yes -T-5
		SBMTD	Waterfront Shuttle Service Expansion	Completed - On-Going	Yes -T-5
		SBMTD	Easy Lift Conversion of 5 vans to CNG	Completed - On-Going	Yes
		SBMTD	Gillig Bus Refurbishment	Completed - On-Going	Yes
		SBMTD	AMG Bus Refurbishment	Completed - On-Going	Yes
19	Public Education	APCD	Overall Work Program	On-going	No
		SBCAG	Overall Work Program	On-going	No
CONTINGENCY PLAN - FY 1997					
21	Enhanced I/M Program	BAR	Enhanced I/M Program	Delayed by State	Yes

Table 5-3

1998 CLEAN AIR PLAN - ON ROAD MOBILE SOURCE CONTROL MEASURES

TCM	Description	Project Sponsor	Project/Program Description	Implementation Status	SIP Analysis
1-4	Travel Demand Management	Traffic Solutions	City-County TDM Program	Program On-Going	Yes
	Areawide Ridesharing Work Schedule Changes	Traffic Solutions	County Rideshare Program	Program On-Going	Yes
		Traffic Solutions/Business	Flexibie Work Hours	Program On-Going	No
5	Public Transportation	City of Santa Maria	CNG Transit Bus, expanded service to Guadalupe	Service On-Going	Yes
		County of Santa Barbara	Goleta Rail Platform - San Diegan Extension	Service On-Going	Yes
			Surf Rail Platform - San Diegan Extension	Service On-Going	Yes
		City of Guadalupe	Guadalupe Rail Platform - San Diegan Extension	Service On-Going	Yes
7	Traffic Flow Improvements	N/A	N/A	NA	NA
8	Parking Management	City of Santa Barbara	Residential Parking Program	On-going	No
9	Park-n-Ride Lots	County of Santa Barbara	Lompoc Park-n-Ride Lot – Ocean Ave./7 th Ave.	Completed	Yes
		County of Santa Barbara	Santa Maria Park-n-Ride Lot – Clark/HWY101	Completed	Yes
10	Bicycle/Pedestrian	City of Santa Maria	1 Bike Locker	Completed	Yes
		County of Santa Barbara	Class II Bikeway in Santa Ynez - Alamo Pintado Rd.	Completed	Yes
		County of Santa Barbara	Rufugio Road Class II Bikeway-Samantha Dr-SR246	Completed	Yes
		County of Santa Barbara	Phelps Road Class II Bikelane	Completed	Yes
		County of Santa Barbara	Via Real Class II Bikeway – Cravens Lane to Padaro	Completed	No
		County of Santa Barbara	Maria Ygnacia Creek Class I Bikeway	Completed	No
13	Old Car Buyback	Parsons Inc. - APCD	Vehicle Buyback Program (1998-2002)	Completed	Yes
17	Telecommunication	County of SB - Probation	Expansion of Video Conferencing Network	Completed	Yes
18	Alternative Fuel Program	UCSB	2 CNG Truck Conversions/fuel maker	On-Going	Yes
		City of Lompoc	NG Garbage Truck, roll-off bins, compactors	Project Dropped*	Yes -T-5
		City of Santa Maria	Purchase Dual Fuel Van	Completed - On-Going	Yes -T-5
		City of Santa Maria	Purchase 1 CNG Bus	Completed - On-Going	Yes
19	Public Education	APCD	Overall Work Program	On-going	No
		SBCAG	Overall Work Program	On-going	No
		SB Bike Coalition	Bicycle Video	On-going	No
		County of Santa Barbara	Local Regulations for Electric Vehicles	On-going	No
CONTINGENCY PLAN - FY 1997					
21	Enhanced I/M Program	BAR	Enhanced I/M Program	Delayed by State	Yes
22	Expanded TDM Program	Local Businesses+APCD+ Traffic Solutions	Countywide Employer-Based Trip Reduction Ordinance 100+EMPLOYEES	Pending	

* alternative fuel projects are not subject to the expeditious implementation test of the federal conformity regulation

Table 5-4**2001 PLAN - ON ROAD MOBILE SOURCE CONTINGENCY CONTROL MEASURES**

TCM	Description	Project Sponsor	Project/Program Description	Funding
5	Public Transportation	SBCAG	Express Transit Service – Ventura Cnty – Santa Barbara Express Transit Service – Carpinteria – Goleta Express Transit Service – Carpinteria – Santa Barbara Express Transit Service – Westside SB – Goleta Express Transit Service – UCSB Line 24 Extension	CMAQ N/A N/A N/A N/A
7	Traffic Flow Improvements	Caltrans/SBCAG Caltrans/SBCAG Caltrans/CHP SBMTD Caltrans/SBCAG	Network Surveillance – CCTV&Loop Detectors on Route 101 between Ventura County Line and Hollister Changeable Message Signs – Junction of Route 101/Route 154 (N&S) and Junction of Route 101 and Route 1 Traffic Management Center (in SLO) – integrated freeway and arterial control Transit Operations – vehicle tracking/passenger counts/electronic fare collection/surveillance and /communications Smart Call Boxes on Route 101 between Ventura County Line and Hollister	SHOPP SHOPP N/A N/A N/A
8	Parking Management	City of Santa Barbara	Residential Parking Program	N/A
9	Park-n-Ride Lots	City of Carpinteria	Park-n-Ride Lot – Bailard Interchange	CMAQ
10	Bicycle/Pedestrian	N/A	N/A	N/A
13	Old Car Buyback	Parsons Inc. - APCD	Vehicle Buyback Program (2000-2003)	ITG/DMV
17	Telecommunication	N/A	N/A	
18	Alternative Fuel Program	N/A	N/A	N/A
19	Public Education	APCD SBCAG	On-going Efforts On-going Efforts (98-99 OWP)	APCD SBCAG
21	Inspection and Maintenance	BAR	Enhanced I/M Program	Pending

Table 5-5**2001 PLAN – PROPOSED FOR FURTHER STUDY AND REJECTED MEASURES**

TCM	Description	Lead Agencies	Present Status	Recommendation
6	High Occupancy Vehicle Lane Route 101 – Segment 1: between Ventura County Line to Milpas. Segment 2: between Milpas and Glen Annie/Storke.	Caltrans/SBCAG	HOV/HOT Lane feasibility was evaluated as part of the South Coast Route 101 Deficiency Plan. Existing conditions are looking more favorable (e.g., increased congestion with establishment of transit service between Ventura County and the South Coast. Operational and political feasibility of the various alternative designs/alignments continues to be evaluated.	Proposed for Further Study
11	Special Events – Manage Travel Demand for Special Events	Local Agencies	Large Events are not regularly hosted in Santa Barbara County (e.g., professional sporting events).	Reject From Further Consideration
12	Vehicle Use Restrictions	Local Agencies/SBCAG	Lacks political support.	Reject From Further Consideration
14	Activity Centers (Indirect Source Review)	Local Agencies/SBCAG	See Chapter 9	Proposed for Further Study
15	Extended Vehicle Idling	City of Santa Barbara	Scale of applicability too small – City Ordinance restricting extended bus idling in the vicinity of the County Courthouse continues.	Proposed for Further Study
16	Extreme Low Temperature Cold Starts		This measure is designed to reduce carbon monoxide emissions – Santa Barbara County currently attains all applicable state and federal health based standards for carbon monoxide.	Reject From Further Consideration
20	Parking Management to Reduce Non- Commute Single Occupant Vehicle Activity	City of Santa Barbara	In 1999, the City of Santa Barbara reduced the allotted time for free parking from 90 to 75 minutes and extended the hours of parking restrictions within downtown Santa Barbara. At this time, the parking pricing structure does not account for vehicle occupancy (i.e., reduced cost for carpools).	Proposed for Further Study
22	County-wide Implementation Tier III TDM Program	Traffic Solutions	Considered feasible.	Listed as a Contingency Measure in the 1998 CAP and the 2001 Plan

Figure 5-1
Emission Reduction Results

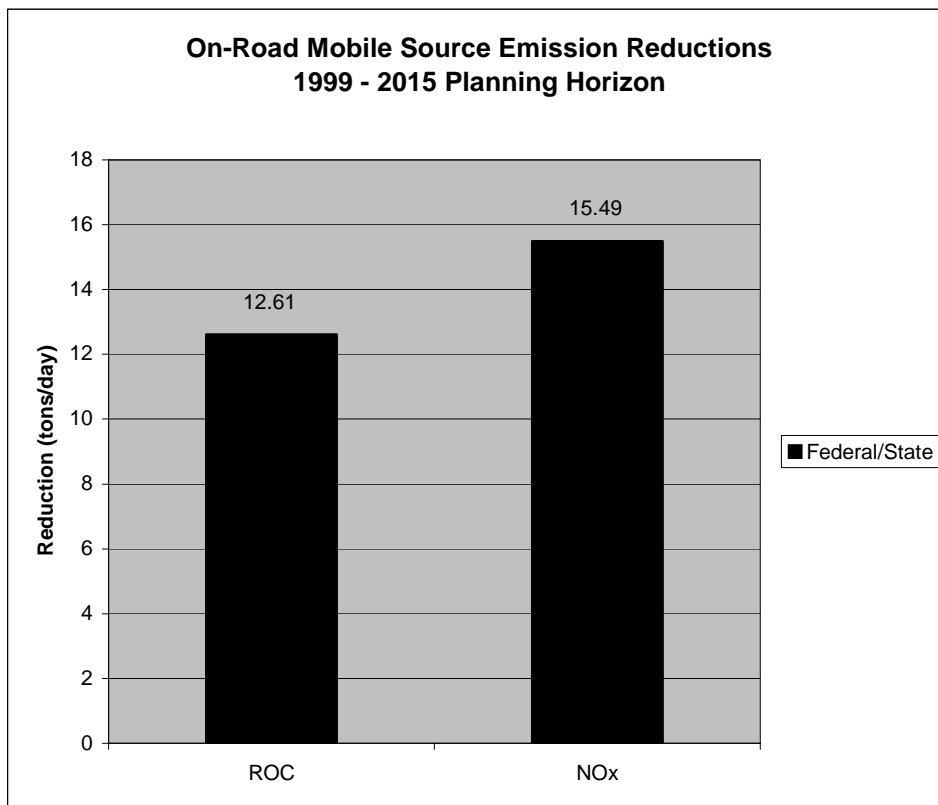
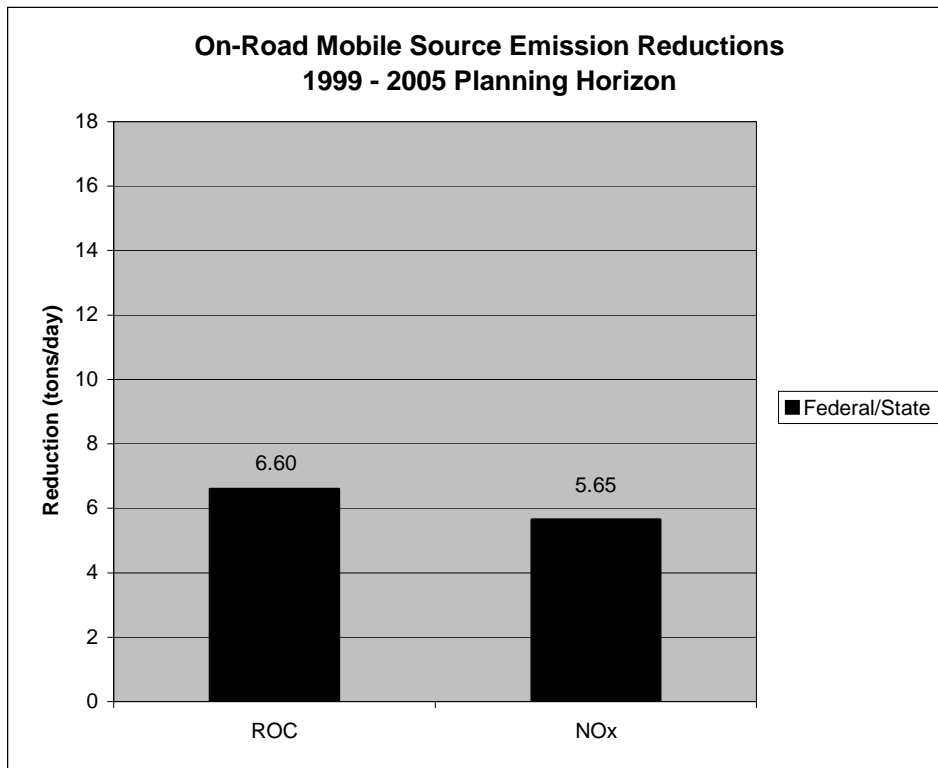


Figure 5 - 2
VMT TRACKING

