



Notice of Preparation for a Supplemental Environmental Impact Report

Fast Forward 2040 - Regional Transportation Plan & Sustainable Communities Strategy

Notice is hereby given that the Santa Barbara County Association of Governments (SBCAG) will be the lead agency for the preparation of a Supplement to the Environmental Impact Report (SEIR) for Fast Forward 2040, the update of SBCAG's Regional Transportation Plan ("RTP") and Sustainable Communities Strategy ("SCS"). Pursuant to section 15082 of the California Environmental Quality Act (CEQA), SBCAG is soliciting comments from all interested persons, responsible and trustee agencies and organizations concerned with the project as to the scope and content of the SEIR and the environmental information to be analyzed in connection with the proposed project. The Final EIR for the 2013 SBCAG RTP & SCS was certified in August 2013. The Final EIR can be found here at the following link <http://www.sbcag.org/documents.html#planning> under the headings: *PLANNING* and then *Regional Transportation Plan (RTP) – Sustainable Communities Strategy*.

The project description, location, environmental review requirements, and probable environmental issues to be addressed in the SEIR are attached. An Initial Study is not attached and is not required, in accordance with State CEQA Guidelines Section 15060(d). The RTP will guide the development of the Regional and Federal Transportation Improvement Programs (RTIP and FTIP) as well as other transportation programming documents and plans throughout Santa Barbara County. Specifically, the project is to update the County's goals and policies for meeting current and future mobility needs and identify programs, actions, and a revised plan of projects intended to address these needs consistent with adopted goals and policies.

The SCS is required by California Senate Bill 375, the Sustainable Communities and Climate Protection Act of 2008 ("SB 375"). SB 375 mandates regional greenhouse gas ("GHG") reduction targets for passenger vehicles and, pursuant to that law, the California Air Resources Board (CARB) has established 2020 and 2035 GHG reduction targets for each region covered by one of the state's metropolitan planning organizations (MPOs). As the MPO for Santa Barbara County, SBCAG is required to prepare an SCS or Alternative Planning Strategy (APS) that demonstrates how GHG reduction targets will (or, in the case of an APS, can) be met through integrated land use, housing, and transportation planning. SBCAG has identified multiple potential growth scenarios that will meet the goals of SB 375.

SBCAG will host an SEIR Scoping Meeting/Public Workshop. The purpose of the meeting is to solicit input on the scope and content of the environmental analysis that will be included in the Supplement to the EIR, to inform the public of the updates to the RTP and SCS, as well as solicit public input on the RTP and SCS, including changes to the preferred future scenario for the SCS from a range of transportation and land use alternatives. The date, time and location of the meeting is:

- **Tuesday, December 13, 2016, 6:00-8:00 PM, SBCAG, Wisteria Conference Room – 260 North San Antonio Road, Suite B, Santa Barbara, CA**

Mail comments to Peter Imhof at SBCAG, 260 North San Antonio Road, Suite B, Santa Barbara, CA 93110, or e-mail comments to pimhof@sbacg.org no later than thirty days after receipt of this notice or by Thursday, December 22, 2016.

For more information, visit www.sbcag.org/rtp.html or call 961-8900.

PROJECT DESCRIPTION AND SCOPE OF ENVIRONMENTAL ANALYSIS

Project Title

The update is referred to as Fast Forward 2040. This Supplement to the EIR will be prepared to evaluate the update to the SBCAG's Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS).

Project Location

The geographical extent of the updated RTP/SCS includes the area within the limits of Santa Barbara County, California, including the incorporated cities of Buellton, Carpinteria, Goleta, Guadalupe, Lompoc, Santa Barbara, Santa Maria, and Solvang, and all unincorporated areas under the jurisdiction of the County of Santa Barbara. Capital improvement projects identified in the RTP/SCS are primarily located on state highways, county roads and locally owned streets, as well as on airport property, transit district property and public utility lands.

Project Description

The proposed project is the update of SBCAG's RTP/SCS. SBCAG is in the process of revising the RTP/SCS as required by California Government Code Section 65080 et seq., and federal guidelines pursuant to the federal Fixing America's Surface Transportation Act (FAST Act). SBCAG's previous RTP was adopted in 2013. Fast Forward 2040 (also referred to as the "Plan" herein) is the culmination of a multi-year effort that aims to improve the balance between land use and transportation systems. SBCAG is required by federal and state law to develop an RTP/SCS that determines the needs of the transportation system and prioritizes proposed transportation projects. The RTP/SCS has a preferred scenario that includes a future land use pattern for the region and identifies policies, programs, actions, and a plan of projects intended to meet regional transportation needs and policy goals, including a regional greenhouse gas emission target for passenger vehicles for 2020 and 2035.

RTP Framework

Fast Forward 2040 includes the following key elements:

- A comprehensive description of the region's current and future challenges in accommodating growth and meeting mobility needs.
- A fiscally-constrained transportation network that consists of public transit, highways, local streets; rail; airport; goods movement; and a non-motorized component, including bikeways and walkways for the movement of both people and goods.
- An integrated land use capacity analysis that accommodates the region's future employment and housing needs, and that protects sensitive habitat and resource areas.
- Intelligent Transportation System (ITS) and Transportation Demand Management (TDM) measures that improve system efficiency by influencing individual travel behavior. TDM measures typically offer programs and incentives to encourage alternatives to the single-occupant vehicle. ITS measures typically involve the use of technology to maximize the efficiency of the transportation network.
- A financial plan that lays out the funding sources and mechanisms required to implement the strategies of the RTP/SCS.
- A transportation system performance evaluation that lays out the ability of the proposed strategies to address challenges.
- Additional strategies and illustrative projects for which sufficient funding has not yet been identified. Funding sources have, however, been identified for Programmed and Planned projects expected to receive funding within the timeframe of the RTP.

The compendium of projects, policies and programs that make up the Programmed and the Planned projects together comprise the 2040 RTP/SCS.

Sustainable Communities Strategy

Fast Forward 2040 will include an update to the Sustainable Communities Strategy (SCS) in the 2013 RTP-SCS pursuant to the requirements of SB 375. Under SB 375, metropolitan planning organizations such as SBCAG are required to develop an SCS or APS as part of the RTP to reduce greenhouse gas emissions from passenger vehicles and light trucks through reduced vehicle miles travelled (VMT), as feasible, to meet specified targets for 2020 and 2035. In 2010, the California Air Resources Board (ARB) issued SBCAG a regional GHG target of no increase in per capita GHG emissions for the planning years 2020 and 2035, as compared to baseline per capita emissions levels in 2005.¹ If the targets cannot be feasibly met, an Alternative Planning Strategy (APS) will be prepared by SBCAG to show how the targets would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies. SBCAG's intent is to achieve these targets with the SCS. The GHG reductions are to be derived from fewer (and/or shorter) automobile and light truck trips resulting from integrated transportation, land use, housing and environmental planning.

The transportation component of the SCS will include the network of road and transit networks, non-motorized transportation and transportation policies, as discussed in the 2040 RTP framework. Furthermore, SB 375 requires that the SCS identify general land uses, residential densities, and building intensities as well as areas to house future residents (see California Government Code Section 65080(b)(2)(B) for the full list of SB 375 requirements).

Issues to Be Addressed in the EIR

The impact categories listed below have been preliminarily identified for analysis in the Supplement to the 2013 RTP/SCS EIR.

- Aesthetics/Visual Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Environmental Justice
- Geology and Soils
- Greenhouse Gas Emissions/Climate Change
- Hazardous Materials
- Hydrology/Water Resources
- Land Use (including Agricultural Resources)
- Noise
- Transportation

In addition, the Supplement to the EIR will address cumulative impacts, growth inducing impacts, and other issues required by CEQA.

As discussed in CEQA Guidelines Section 15163, a lead agency may choose to prepare a Supplement to an EIR when only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation. The Supplement to the EIR need contain only the information necessary to make the previous EIR adequate for the project as revised. When the agency decides whether to approve the project, the decision-making body shall consider the previous EIR as revised by the Supplemental EIR. Therefore, the SBCAG Board will ultimately consider the Supplemental EIR in combination with the previous Program EIR for the 2040 RTP-SCS, which was certified in August 2013.

¹ ARB is presently in the process of updating these regional GHG targets. These updated targets will apply in the next RTP-SCS update cycle.

CEQA Streamlining

SB 375 contains CEQA incentives, or streamlining provisions, to encourage coordinated land use and transportation planning. Certain types of development projects (i.e., transit priority projects or residential/mixed use residential projects, as defined by the statute) may qualify for CEQA streamlining as long as the requisite criteria are met. Generally, meeting such criteria means that the proposed project is determined to be consistent with an adopted SCS. Consistency will be determined by the local jurisdiction that is the lead agency for each project to be streamlined. SBCAG's primary role is to include appropriate information in the SCS, such as land use information as required by SB 375 and/or guidance to aid in interpreting land use information that will allow a jurisdiction to make a consistency determination with respect to appropriate streamlining options on a project-by-project basis.

Project Map



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 Santa Barbara County

