2050 CONNECTED

Regional Transportation Plan
Sustainable Communities Strategy

APPENDICES

AUGUST 2021

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Appendix A

Public Outreach Summary

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Regional Transportation Plan & Sustainable Communities Strategy

Public Participation Plan

September 19, 2019

Table of Contents

I. Introduction

The purpose of this Regional Transportation Plan & Sustainable Communities Strategy Public Participation Plan is to provide opportunity for meaningful input and involvement in development of the region's Sustainable Communities Strategy (SCS) by the general public, stakeholders, and member agency officials and staff, as well as interested State and federal agencies, while satisfying the requirements of California Senate Bill (SB) 375. Public participation and engagement throughout the process is critical to the success of the SCS. SBCAG encourages all interested parties to be involved in shaping the future of the region.

> The purpose of this Public Participation Plan is to provide opportunity for meaningful input and involvement.

SB 375 requires each metropolitan planning organization (MPO) to adopt an SCS as one of the elements in its Regional Transportation Plan (RTP). The SCS must, among other things, "set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the state board." If the SCS cannot achieve the greenhouse gas (GHG) emission reduction targets, the MPO must also prepare an alternative planning strategy (APS) "showing how the targets would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies."

SB 375 requires that each MPO adopt a public participation plan for the development of the SCS and, if one is developed, the APS, that includes all of the following:

(i) Outreach efforts to encourage the active participation of a broad range of stakeholder groups in the planning process, consistent with the agency's adopted Federal Public Participation Plan, including, but not limited to, affordable housing advocates, transportation advocates, neighborhood and community groups, environmental advocates, home builder representatives, broad-based business organizations, landowners, commercial property interests, and homeowner associations.

(ii) Consultation with congestion management agencies, transportation agencies, and transportation commissions.

(iii) Workshops throughout the region to provide the public with the information and tools necessary to provide a clear understanding of the issues and policy choices. At least one workshop shall be held in each county in the region. For counties with a population greater than 500,000, at least three workshops shall be held. Each workshop, to the extent practicable, shall include urban simulation computer modeling to create visual representations of the sustainable communities strategy and the alternative planning strategy.

(iv) Preparation and circulation of a draft sustainable communities strategy and an alternative planning strategy, if one is prepared, not less than 55 days before adoption of a final regional transportation plan.

(v) At least three public hearings on the draft sustainable communities strategy in the regional transportation plan and alternative planning strategy, if one is prepared. If the metropolitan transportation organization consists of a single county, at least two public hearings shall be held. To the maximum extent feasible, the hearings shall be in different parts of the region to maximize the opportunity for participation by members of the public throughout the region.

(vi) A process for enabling members of the public to provide a single request to receive notices, information, and updates. (California Government Code §65080(b)(2)(E))

This RTP & SCS Public Participation Plan complements SBCAG's federal Public Participation Plan 2015 which fulfills the federal requirements for public participation in the metropolitan planning process. The federal Public Participation Plan 2015 is available on the SBCAG website, www.sbcag.org, and this RTP & SCS Public Participation Plan will also be made available on the SBCAG website.

Numerous abbreviated names, acronyms or initials, are used throughout this document. The following table summarizes these abbreviated names.

Abbreviated Name	Full Name
APS	Alternative Planning Strategy
CARB	California Air Resources Board
GHG	Greenhouse Gas
JTAC	Joint Technical Advisory Committee
LAFCO	Local Agency Formation Commission
MPO	Metropolitan Planning Organization
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
SBCAG	Santa Barbara County Association of Governments
SBCTAC	Santa Barbara County Transit Advisory Committee
SBMTD	Santa Barbara Metropolitan Transit District
SCS	Sustainable Communities Strategy
TPAC	Technical Planning Advisory Committee
TTAC	Technical Transportation Advisory Committee

II. Phases of the Public Participation Process

SBCAG sought to satisfy several objectives when developing this RTP & SCS Public Participation Plan.

- Fulfill the requirements of SB 375
- Be effective in obtaining useful input and achieving full public and decision-maker participation
- Incorporate lessons learned from the previous RTP/SCS cycle

The public outreach process includes five (5) phases:

- Phase 1 – Outreach Planning and Design
- Phase 2 – Community Foundation Building
- Phase 3 – Broad Community Engagement
- Phase 4 – Participatory Planning Phase
- Phase 5 – Public Hearing Phase

The first two phases are focused on designing specific outreach plans, developing resources, building key relationships, and building the team's capacity for effective community engagement. The last two phases of outreach are focused on broad community engagement activities, including an awareness marketing campaign, listening sessions, workshops, and information sharing for public hearings required under Section 65080 of the Government Code. The engagement activities will allow SBCAG to collect community input that can be reviewed, analyzed, and used to shape the final SCS update.

Based on lessons learned from the previous RTP/SCS cycle, SBCAG has procured the services of the Community Environmental Council, a local non-profit organization, to assist in carrying out the public process.

Outreach Planning and Design Phase

At the outset of the project, the SBCAG will use a stakeholder mapping process to identify key community-based organizations for engagement. Engagement tools and preliminary designs of community outreach materials will be created. Special attention will be given for Spanish-language outreach and engagement activities.

Stakeholder Mapping: SBCAG will conduct a stakeholder mapping process to identify community groups and key stakeholders for targeted outreach and engagement. SBCAG will place special emphasis on identifying stakeholders that can provide relational bridges to the region's most-impacted "disadvantaged" communities, hard-to-reach groups, and marginalized residents so that they can be directly engaged. Findings from the stakeholder mapping process will inform the targeted engagement task.

Outreach Tools and Materials Design: SBCAG will refine outreach strategies and develop preliminary engagement tools and outreach materials for multilingual listening sessions, as well as draft concepts for participatory workshop activities.

"One Room, Many Voices" Workshop: A training workshop will be conducted that introduces language access and explores best practices for working with interpreters and translators to plan inclusive and effective multilingual meetings, events and spaces. SBCAG staff will

participate in the workshop along with all members of the contractor team. Just Communities will assemble a team of facilitators to deliver the program curriculum; develop curriculum necessary for the program, including handouts and worksheets; and provide a list of necessary program supplies.

Website and Notification Tool Development: SBCAG will use Mailchimp and SimpleTexting to create a notification tool that will be integrated with the project website. The notification tool will enable members of the public to provide a single request to receive notices, information, and updates about the 2021 SCS as required under SB 375. Notification options will include but not be limited to text message and emails, and individuals will have the ability to request notices in either English or Spanish. The notification tool will be launched with a dedicated project website. The notification tool for the project will be integrated with the project website and include a means of signing up for project updates and notifications. SBCAG will conduct beta-testing for the notification tool and website prior to their launch.

Community Foundation Building Phase

In this phase of work, SBCAG will set the foundations for robust community outreach with a focus on building key relationships through one-on-one meeting with community-based organizations and hiring Community Ambassadors who will support direct outreach in local communities.

Engagement Network Development: SBCAG will meet one-on-one with at least six community-based organizations to strengthen relationships and create social bridges that connect SBCAG with the diverse groups that our region's community-based organizations are serving. The goal is to build alliances with community-based organizations that are community "connectors", so they can help us identify potential Community Ambassador candidates, set up listening sessions with local groups, and share information with the community about participatory workshops. Priority will be given to community-based organizations that support grassroots organizing and engagement in our most-impacted communities and that serve hard-to-reach or marginalized groups. SBCAG will conduct at least three one-on-one meetings with community groups in the North County region and at least three meetings with community organizations in the South County region.

Community Ambassador Hiring and Training: Two Community Ambassadors will be hired and will support direct outreach to their local communities for the project, with special emphasis on the region's most-impacted "disadvantaged" communities, hard-to-reach groups, and marginalized stakeholders. Notices and position descriptions for Community Ambassadors will be widely distributed and posted online. One of the Community Ambassador will be based in the North County region, and one Community Ambassador will be based in the South County region. If SBCAG is unable to hire on two Community Ambassadors for any reason, the funding for Community Ambassador hours will be reallocated to a current or new partner or partners that can directly support grassroots SCS outreach efforts.

Broad Community Engagement Phase

SBCAG will lead a community-based engagement and marketing campaign to inform community members about the SCS update, share multilingual information, and promote engagement in listening sessions. SBCAG will conduct community listening sessions focused on land-use planning, transportation needs, and intersecting socioeconomic factors. Findings from the listening sessions will be reviewed and analyzed. Listening session input will be collected, analyzed, and summarized to help SBCAG refine SCS goals and objectives, as well as inform SCS scenario development. Translation and Interpretation Specialists will provide translation and interpretation services at the listening sessions and to translate Spanish-language input into English. A review and evaluation session will be conducted at the end of this phase to support project management and adapt outreach approaches to emerging needs or new insights.

Community-based Engagement and Marketing Campaign: SBCAG will lead a community-based engagement and marketing campaign to inform community members about the SCS update and highlight the project website; to encourage members of the public and key stakeholders to sign up for project notifications; and to promote listening sessions and collect input that will support updates to the SCS vision, goals, and land-use scenario development. Information and promotions will be provided through multiple channels (e.g. community flyers, radio announcements, press releases) to support broad public awareness. Notices to inform community members about listening sessions will be in both Spanish and English languages. Community Ambassadors will provide on-the-ground support to share targeted information about listening sessions with their network and help coordinate sessions with community groups. Community-based outreach tactics will include but not be limited to strategic distribution of flyers and posters, attending community group meetings to make announcements, and engaging with community-based leaders who can share information with their networks.

Community Listening Sessions: SBCAG will work with Community Ambassadors to convene and facilitate at least four community listening sessions. The listening sessions will begin with a presentation from SBCAG on key elements of the 2021 SCS update and the previous 2017 SCS update, so listening session participants have context and can provide relevant insights during the listening period. The listening period will consist of a series of questions that SBCAG asks participants to answer. The line of questions will focus on understanding how transit-oriented development, land-use planning, transportation planning, jobs access, and housing development affect our communities. Listening sessions will also explore intersectional issues related to gentrification, transportation equity, housing insecurity, and socioeconomic factors. At least two listening sessions will take place in the North County region and at least two listening sessions will take place in the South County region; additional listening sessions may be conducted if resources permit. Listening sessions will focus on meeting stakeholders where they are at and will bring outreach to existing grassroots community groups or community gatherings. A Translation and Interpretation Specialist will provide translation and facilitation services for listening sessions with Spanish-speaking groups, using best practices. Input and comments received during the sessions will be transcribed and recorded for review and analysis.

A broad array of stakeholders will be invited to participate in the Community Listening Sessions.

Listening Sessions Review and Analysis: SBCAG will review the notes, comments, and input received during listening sessions to identify key themes, issues, and ideas that will inform SCS goals, vision, and scenario development. All Spanish-language input received will be translated for SBCAG review. Key findings from listening sessions will be summarized.

Iterative Review and Evaluation Session: SBCAG will conduct a review session to identify key insights and learnings. The meeting will be used to evaluate success, identify opportunities for improvement, and update strategies so the SBCAG can adapt to emerging project needs for the next phase of work.

Participatory Planning Phase

Participatory planning activities will include workshops and participatory budgeting sessions. SBCAG will lead all SCS workshops required under SB 375. SBCAG will use contractors to provide services to plan and promote these workshops; design and develop participatory activities to collect input at workshops; and support workshop facilitation.

Workshop Marketing and Awareness Campaign: The SBCAG will lead a community-based marketing and outreach campaign to promote at least two workshops. Notices to inform community members about workshops will be in both Spanish and English languages. SBCAG will use multiple channels to share information about the two workshops, including but not be limited to text message notices and emails in the recipients' preferred language. Social media will also be used to promote workshops, with posts in both Spanish and English. Community Ambassadors will provide on-the-ground support to share targeted information about workshops with their network and local groups; community-based outreach tactics will include but not be limited to strategic distribution of flyers and posters, attending community group meetings to make announcements, and engaging with community-based leaders who can share information with their networks.

Participatory Activity Design and Development: SBCAG will design and develop participatory activities for SCS workshops. Materials for the participatory activities will be designed and developed in both Spanish and English. The workshop materials will be designed to collect written and verbal comment from participants. The participatory activities will focus on identifying community priorities related to the SCS, discussing draft scenarios with participants, and helping participants understand the trade-offs and benefits of different scenarios. A workshop polling tool may be used so community members can vote on their most preferred scenario or provide input on their most preferred transportation investments. SBCAG will work to align activities with any urban simulation computer modeling or other visual representation of the SCS and alternative planning strategies.

Workshop Facilitation and Support: SBCAG staff will lead the SCS workshops required under SB 375 since their planners will have the most knowledge about technical aspects of the proposed land use and transportation updates. SBCAG will use contractors to support workshop facilitation and input collection for participatory activities, as well as workshop comments. Translation and interpretation services will be provided during the workshops, using best practices from the *Language Justice Initiative*. Community Ambassadors will provide additional

facilitation support and help collect input from participants during the workshops, with a focus on transcribing and recording verbal comments for subsequent review and analysis.

Two public workshops will be conducted, one each in Santa Maria and Santa Barbara.

Review and Summary of Key Outreach Findings: Spanish-language input received during workshops will be translated into English. SBCAG will use a contractor to review the notes, comments, and input received during listening sessions and workshops to summarize key findings from the public outreach process. The summary of findings will be developed for streamlined incorporation into the final SCS.

Website Updates and Noticing: SBCAG will circulate a draft SCS or an alternative planning strategy, if one is prepared, not less than 55 days before adoption of a final regional transportation plan. The draft 2021 SCS update will be available on the project website. SBCAG will distribute at least one notice each about the availability of draft SCS, the open comment period, and the public hearings.

Public Hearing Phase

Two public hearings will be conducted in front of the SBCAG Board of Directors in the two regular meetings preceding the consideration for adoption of the 2021 RTP-SCS.

Schedule

The chart on the next page provides a schedule for all public outreach phases described above.

Public Outreach Schedule

Public Outreach Activities																														
Task Number	Task Description	July 2019 - Dec 2019						2020															Jan 2021 - August 2021							
		July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July	Aug				
1.0	***Outreach Planning & Design Phase***																													
1.1	Stakeholder Mapping																													
1.2	Outreach Tools & Materials Design																													
1.3	"One Room, Many Voices" Workshop																													
1.4	Website & Notification Tool Development																													
2.0	***Community Foundation Building Phase***																													
2.1	Engagement Network Development																													
2.2	Community Ambassador Hiring & Training																													
3.0	***Broad Community Engagement Phase***																													
3.1	Community-based Engagement & Marketing Campaign																													
3.2	Conduct Community Listening Sessions																													
3.3	Listening Session Review & Analysis																													
3.4	Iterative Review & Evaluation Session																													
4.0	***Participatory Planning Phase***																													
4.1	Workshop Marketing & Awareness Campaign																													
4.2	Participatory Activity Design & Development																													
4.3	Workshop Facilitation & Support																													
4.4	Review & Summary of Key Outreach Findings																													
4.5	Website Updates & Noticing																													

The public hearing phase will be conducted during SBCAG Board of Directors' meetings between June 2021 and August 2021.

III. Process Participants

a. Member Agency and Committee Involvement

SBCAG staff will host public workshops either: 1) at city council and County Board of Supervisors meetings, or 2) as stand-alone public workshops, at the discretion of each member jurisdiction. SBCAG staff will also hold a workshop with the SBMTD Board of Directors, and will try to involve planning commissions and neighboring local agencies in the workshops. Ideally the workshops will engage local decision makers and allow SBCAG to initiate policy-level discussions early in the planning process. The advantage of engagement with local decision makers is that they will have the opportunity for direct influence in this regional planning process. Direct engagement will impart important information and has the potential to cultivate a sense of ownership.

SBCAG will also give regular updates to, and seek guidance from the project's advisory committee, JTAC, and the Santa Barbara County Transit Advisory Committee (SBCTAC). The JTAC is comprised of the membership of TTAC and TPAC. TTAC members include staff representatives from the County of Santa Barbara, each incorporated city within the county, Santa Barbara Metropolitan Transit District, Air Pollution Control District, and Caltrans; ex-officio members include the Federal Highway Administration, Federal Transit Administration, U.S. Air Force, and University of California Santa Barbara. TPAC members include staff representatives from the County of Santa Barbara, each incorporated city within the county, and the Air Pollution Control District; ex-officio members include the U.S. Air Force, University of California Santa Barbara, Santa Barbara County Local Agency Formation Commission Executive Officer, and the County's Housing Program Manager. SBCTAC members include, among others, transit agency staff, representatives of the local consolidated transportation service agencies, representatives of local social service providers for seniors, local social service providers for persons with disabilities, and a local social service provider for persons of limited means.

> SBCAG Advisory Committee meetings are open to the public. Meeting materials are available online at www.sbcag.org/adcmeetings.html.

b. Government Agency Involvement

SBCAG will involve government agencies beyond SBCAG's member agencies throughout the public participation process. SBCAG will engage both the elected officials and the staff of these agencies, as appropriate. In particular, SBCAG will work with staff of the California Air Resources Board (CARB) to develop its technical methodology for estimating GHG emissions. SBCAG will also work closely with its neighboring MPOs and county transportation commissions (San Luis Obispo Council of Governments, Ventura County Transportation Commission, and Southern California Association of Governments) since levels of inter-regional commuting are high. Staff members of these agencies already communicate regularly regarding the modeling of inter-regional travel and will continue to do so throughout the RTP/SCS process.

Some of the other agencies with which SBCAG will coordinate and consult are listed in Appendix B.

c. Stakeholder Group Involvement

SBCAG will reach out to a broad range of stakeholder groups, including, but not limited to, affordable housing advocates, transportation advocates, neighborhood and community groups, environmental advocates, home builder representatives, broad-based business organizations, landowners, commercial property interests, and homeowner associations, early in the process. Stakeholders will be invited to participate in the Community Listening Sessions. Additionally, SBCAG staff will be available to meet individually with stakeholders if the Listening Sessions do not provide a convenient opportunity for engagement.

The list of stakeholders from the previous RTP/SCS cycle will be used as a base for identifying potential stakeholders. The project advisory committee, JTAC, will be tasked with suggesting additional potential stakeholders. SBCAG will make efforts to engage potential stakeholder groups. However, a group's participation in the process will depend chiefly on its interest in being involved.

SBCAG will create a contact list of interested parties, including stakeholder groups, and provide advance notice of all RTP/SCS-related planning activities, workshops, and public hearings.

d. General Public Involvement

As mentioned above, SBCAG staff will host public workshops to provide members of the public, as well as representatives of the County Board of Supervisors and the City Councils with the information and tools necessary for a clear understanding of the issues and policy choices. Staff will outline the basic State-mandated requirements of the RTP/SCS as well as the required performance measures that any transportation/land use scenario must include.

SBCAG staff will hold the workshops either: 1) at City Council and County Board of Supervisors meetings, or 2) as stand-alone public workshops, at the discretion of each member jurisdiction.

SBCAG will employ visualization techniques at these workshops to help the public understand the SCS and the RTP. The workshops will prepare members of the public to participate throughout the planning process. SBCAG will specifically solicit the input of populations traditionally underserved by transportation systems, including low-income and minority households.

Staff will also seek to inform residents of neighboring San Luis Obispo and Ventura Counties as well as the staff of neighboring MPOs of these meetings, as many people commute from these counties to work in Santa Barbara County. SBCAG will notify residents through major Santa Barbara County employers, inter-county transit buses, newspaper notices, and various email lists.

As mentioned above, SBCAG will also give regular updates to SBCTAC. SBCTAC members include, among others, a representative of potential transit users who is 60 years of age or older and a representative of potential transit users who has a disability.

Also as mentioned above, during the draft phase SBCAG will hold at least two public hearings on the draft SCS in the RTP and, if applicable, the APS.

IV. Participation Tools

a. Contact List

SBCAG will develop a contact list of all interested parties, including stakeholder groups, which it will maintain and augment throughout the RTP/SCS process. Using this contact list, SBCAG will provide advance notice of all RTP/SCS-related planning activities, workshops, and public hearings to interested parties. SBCAG promote all input opportunities as they come before the SBCAG Board, SBCAG advisory committees, local member jurisdiction governing bodies, etc.

b. Internet

The main SBCAG website is www.sbcag.org. SBCAG will utilize its website to create easy access to all RTP/SCS information. Some of the items SBCAG will post on its website include the following:

- materials such as fact sheets to help educate the public about SB 375, the RTP /SCS, and how they relate to one another
- information about how to get involved in the planning process
- meeting, workshop, and public hearing schedules
- documents such as this RTP & SCS Public Participation Plan, the RTP including the SCS, and the RTP Environmental Impact Report

The intention is that internet-based tools will reach members of the public that standard public notices would not, and to provide access to various project documents. A project-specific website may be employed and if so, will be linked to the SBCAG website.

c. Local and Regional Media

SBCAG will also utilize local media outlets, including community television, to keep interested parties informed of RTP/SCS-related activities. To promote awareness among the media and to foster accurate news coverage, SBCAG will distribute press releases to local and regional media outlets. See Appendix C for a list of media outlets.

Appendix A: List of Stakeholder Groups

Examples of the types of stakeholders, including private sector stakeholders, with which SBCAG may consult, coordinate, and/or communicate during the development of the RTP/SCS, include the following:

- Santa Barbara Community Action Network
- Peoples Self Help Housing
- Community Environmental Council
- Santa Barbara Bicycle Coalition
- Coalition for Sustainable Transportation
- Santa Ynez Band of Chumash Indians
- League of Women Voters of Santa Barbara
- Los Olivos Business Origination
- Preservation of Los Olivos
- Preservation of Santa Ynez
- Santa Barbara Chamber of Commerce
- Goleta Valley Chamber of Commerce
- Carpinteria Valley Chamber of Commerce
- Santa Barbara County Air Pollution Control District
- Santa Ynez Valley Alliance
- The Trust for Public Land
- Citizens Planning Association
- Carpinteria Valley Association
- Lompoc Valley Chamber of Commerce
- Home Builders Association of the Central Coast
- Santa Maria Valley Association of Realtors
- COLAB
- Sierra Club, Los Padres Chapter
- Santa Barbara Association of Realtors
- American Institute of Architects
- County of Santa Barbara Agriculture Advisory Committee
- Women's Environmental Watch
- Sierra Club Santa Barbara
- Solvang Chamber of Commerce
- Surfrider Foundation, Santa Barbara Chapter
- Santa Barbara Contractors Association
- Vandenberg Air Force Base
- Guadalupe Chamber of Commerce
- Santa Barbara County Community Housing Corporation
- Santa Barbara Hispanic Chamber of Commerce
- California Rural Legal Assistance

- Santa Maria Valley Chamber of Commerce
- PUEBLO
- Area Agency on Aging/Central Coast Commission for Senior Citizens
- Buellton Chamber of Commerce
- League of Women Voters of Santa Maria Valley

Ensure you and/or your group receives all SBCAG RTP and SCS outreach information by emailing info@sbcag.org or calling 805-961-8900.

Appendix B: List of Government Agencies

Examples of the types of agencies with which SBCAG may consult, coordinate, and/or communicate during the development of the RTP/SCS include

- State and local agencies responsible for land use, natural resources, environmental protection, conservation, and historic preservation
- Agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, environmental protection, airport operations, or freight movements)
- Regional Air Quality Management Districts
- Adjacent MPOs and RTPAs with which SBCAG shares a significant amount of interregional travel
- Affected public agencies
- Airports
- Special districts within the region that provide property-related services such as water or wastewater services
- School districts

Some of the specific agencies SBCAG will contact include the following:

- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- NOAA Fisheries Services
- U.S. Army Corps of Engineers
- U.S. Bureau of Land Management
- U.S. Environmental Protection Agency (EPA)
- U.S. Forest Service
- U.S. Fish and Wildlife Service
- U.S. National Marine and Fishery Service
- U.S. National Park Service
- California Air Resources Board (ARB)
- California Coastal Commission
- California Department of Conservation
- California Department of Fish and Game
- California Department of Housing and Community Development (HCD)
- California Department of Parks and Recreation
- California Department of Resources, Recycling, and Recovery
- California Department of Transportation (Caltrans)
- California Energy Commission
- California Environmental Protection Agency (Cal/EPA)
- California Natural Resources Agency
- California Office of Planning and Research

- California Public Utilities Commission
- California Public Services Commission
- California Regional Water Quality Control Board
- California State Mining and Geology Board
- California Water Resources Control Board
- Santa Barbara Air Pollution Control District (APCD)
- San Luis Obispo Council of Governments (SLOCOG)
- Ventura County Transportation Commission (VCTC)
- City of Buellton
- City of Carpinteria
- City of Goleta
- City of Guadalupe, including Guadalupe Transit
- City of Lompoc, including City of Lompoc Transit (COLT)
- City of Santa Barbara
- City of Santa Maria, including Santa Maria Area Transit (SMAT)
- City of Solvang, including Santa Ynez Valley Transit (SYVT)
- County of Santa Barbara, including the Santa Barbara Airport
- Santa Barbara Metropolitan Transit District
- San Luis Obispo Regional Transit Agency (RTA)
- Ventura Intercity Service Transit Authority (VISTA)
- Vandenberg Air Force Base (VAFB)
- Santa Barbara Local Agency Formation Commission (LAFCO)
- Santa Ynez Band of Chumash Indians
- Santa Barbara City College
- Hancock College
- University of California, Santa Barbara

Ensure you and/or your agency receives all SBCAG RTP and SCS outreach information by emailing info@sbcag.org or calling 805-961-8900.

Appendix C: Media List

MPOs and RTPAs are also encouraged to involve the media, including ethnic media as appropriate, as a tool to promote public participation in the RTP development, review and commenting process. SBCAG regularly uses a variety of media outlets, including, for example, the following:

- Newspapers
  - Lompoc Record
  - Noozhawk
  - Santa Maria Sun
  - Santa Maria Times
  - Santa Barbara News-Press
  - Santa Ynez Valley News
  - Vandenberg Air Force Base edition of the Santa Maria Times
- Radio Stations
- Television Stations
  - County of Santa Barbara Television (CSBTV) Channel 20
  - Santa Barbara City TV Channel 18
  - Lompoc Community Television
  - Goleta Channel 19
  - Telemundo

Ensure your media outlet has the opportunity to share all SBCAG RTP and SCS outreach information by emailing info@sbcag.org or calling 805-961-8900.

APPENDIX A-2

2050 CONNECTED

Regional Transportation Plan
Sustainable Communities Strategy

2050 CONECTADOS

El Plan Regional de Transporte
Estrategia de Comunidades Sostenibles

PUBLIC OUTREACH & PARTICIPATION REPORT

Prepared by Community Environmental Council on behalf of SBCAG,
in partnership with Just Communities and Bridging Voices LLC.

Community Environmental Council

October 29, 2020

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Table of Contents

Introduction

Connected-Conectados 2050

Connected-Conectados 2050 is an update of the Santa Barbara County long-range Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS). The Connected 2050 plan provides a collective vision for the region's future that balances transportation and housing needs with social, economic, and environmental goals. The plan helps guide future planning efforts and policy decisions that affect transportation, including its relationship with housing and land use, to reduce greenhouse gas (GHG) emissions in our region.

SBCAG updates the SCS with the Regional Transportation Plan (RTP) every 4 years. The last RTP-SCS update was completed in 2017. The Connected-Conectados 2050 RTP-SCS update will be completed by August 2021. The development and implementation of an SCS for each region in California, as required under SB 375, is one of the state's strategies for reducing greenhouse gas emissions in accordance with AB 32 (2006) and SB 32 (2016). The integrated SCS also provides a blueprint for realizing a myriad of additional direct benefits for our communities, including increased jobs access, reduced traffic congestion, improved parking availability, expanded access to transportation, and enhanced equity.

The final Connected 2050 RTP-SCS will provide recommendations to help our cities and the County of Santa Barbara make important decisions about transportation, housing, and land-use in the next 3-5 years. The Connected 2050 RTP-SCS provides forward-looking recommendations out to 2050 because many of these local government decisions will influence the region's long-term growth and development for the next 30 years.

SCS Public Participation Mandates

SB 375 defines the required SCS public process, which is codified in Section 65080 of the Government Code, as follows:

(F) Each metropolitan planning organization shall adopt a public participation plan, for development of the sustainable communities strategy and an alternative planning strategy, if any, that includes all of the following:
(i) Outreach efforts to encourage the active participation of a broad range of stakeholder groups in the planning process, consistent with the agency's adopted Federal Public Participation Plan, including, but not limited to, affordable housing advocates, transportation advocates, neighborhood and community groups, environmental advocates, home builder representatives, broad-based business organizations, landowners, commercial property interests, and homeowner associations.
(ii) Consultation with congestion management agencies, transportation agencies, and transportation commissions.
(iii) Workshops throughout the region to provide the public with the information and tools necessary to provide a clear understanding of the issues and policy choices. At least one workshop shall be held in each county in the region. For counties with a population greater than 500,000, at least three workshops shall be held. Each workshop, to the extent practicable, shall

include urban simulation computer modeling to create visual representations of the sustainable communities strategy and the alternative planning strategy.

Contractor Outreach Team

Community Environmental Council (CEC) responded to SBCAG's RFP for public SCS Public Outreach Services in May 2019. The final proposal from CEC was awarded funding in September 2019. CEC subcontracted with two translation and interpretation service providers, Just Communities and Bridging Voices-Uniendo Voces LLC, to deliver bilingual public outreach process. CEC also hired 2 Community Ambassadors to support bilingual community outreach and engagement for the Connected-Conectados 2050 public participation process.

Community Environmental Council

CEC is a Santa Barbara-based non-profit organization with a reputation for more than 50 years of positive social change and community building. Since 1970, CEC has incubated and innovated real environmental solutions with communities in California's Central Coast region. Our current work advances rapid and equitable solutions to the climate crisis – including ambitious zero carbon goals, drawdown of excess carbon, and protection against the impacts of climate change. Our programs lead to clean vehicles, solar energy, resilient food systems and reduction of single-use plastic. Since 1970, we have been a leader in creative solutions to our region's toughest environmental problems. CEC is committed to climate action that is centered on frontline communities that are most impacted by climate change, including low-income households, rural communities, and communities of color.

Just Communities

Just Communities offers cultural competency training to organizational leaders, education seminars for the general public, leadership training institutes for students and teachers, and customized consultation to local agencies for diversity and organizational change initiatives. Just Communities envisions an equitable and inclusive Central Coast where all people are connected, respected, and valued. Just Communities' mission is to advance justice by building leadership, fostering change, and dismantling all forms of prejudice, discrimination, and oppression.

Bridging Voices – Uniendo Voces LLC

Bridging Voices – Uniendo Voces, LLC provides consulting services on equity, diversity and inclusion with an expertise in language justice and professional interpretation and translation services. Bridging Voices – Uniendo Voces LLC offers interpreter training for multilingual staff organizations, school districts, and non-profits, language access consulting, interpretation/translation services, and consulting for diversity, equity, inclusion, and justice.

Community Ambassadors

To support the public outreach process, CEC worked with two Community Ambassadors to guide and support direct outreach to lower income households and underserved communities that have an enduring history of being underrepresented in local government planning processes. The Community Ambassadors were hired in March 2019. SBCAG staff participated in interviews and provided input to support hiring decisions. One Community Ambassador was based in the North County region, and one Community Ambassador was based in the South County region.

The Community Ambassadors' outreach had the single greatest impact on public participation. Both the Community Ambassadors are fluent in Spanish and English, which played a critical role in facilitating language access and delivering more inclusive public outreach. Nearly all of the input collected from Spanish-speaking community members was the result of one-on-one engagement from the two Community Ambassadors during the COVID-19 pandemic. The vast majority of virtual listening session and workshop participants who spoke Spanish were contacted directly by Community Ambassadors earlier in the outreach process.

The Community Ambassador's one-on-one interactions are the primary reason public outreach was more inclusive and accessible for underserved community members and Spanish-speaking households. The outreach team would not have reached these groups as effectively or at all without the Community Ambassadors. Community Ambassadors built trusting relationships with community members, and these relationships made subsequent and ongoing engagement possible for many community members that had never participated in the RTP-SCS planning process before. With the onset of the COVID-19 pandemic, the Community Ambassadors provided invaluable guidance on how to adapt outreach and engagement strategies, so the team would still be able to reach and build relationships with underserved community members.

Purpose

Public participation is critical to developing an SCS that meets SB 375 requirements and balances state goals for GHG emission reductions with regional needs, objectives and performance measures. Public input allows SBCAG to consider and test future SCS scenarios for land-use and transportation that are more aligned with community preferences and needs.

Communities who are not consulted in the planning process are not being planned for. Communities are most likely to enjoy or benefit from a plan's implementation if they are consulted in the planning process. In the absence of consultation, communities may be left to adapt their lives to planning decisions that do not meet their needs and that were influenced a select groups that have the time, money, and privilege to provide input.

Inclusion & Accessibility

The outreach team centered the outreach process on inclusion and accessibility for underserved communities across the Santa Barbara County region. Making the planning process more accessible and inclusive means reaching people who have been - either intentionally or unintentionally - excluded, marginalized, or disenfranchised in past planning efforts. Reaching these groups isn't sufficient to achieve real inclusion, but it is a critical step towards inclusion and will begin to open pathways for more underserved community members to meaningfully participate in the development of local and regional plans.

More inclusive and accessible outreach is one of the best ways agencies can begin to dismantle structural and institutional barriers to social, economic, and environmental equity. Identifying and acknowledging these barriers in the outreach process and within our institutions is a critical first step towards more inclusive public participation.

Language Access & Justice

To support increased language access, Just Communities and Bridging Voices provided bilingual Spanish-English translation and interpretation services for outreach resources and engagement activities. All outreach materials were delivered in both Spanish and English languages, and translation and interpretation services were provided for all engagement activities that had Spanish speaking audiences.

Across Santa Barbara County and its cities, language access is a precondition for an accessible and inclusive public process. According to 2013-2017 data from the United States Census, more than one third (39.7 percent) of Santa Barbara County's population speaks a language other than English at home. The number of households that speak a language other than English is much higher in some of our County's communities. For example, 2013-2017 Census data for the City of Santa Maria shows that more than half (65.4 percent) of households in the municipality speak a language other than English. The majority of these households speak Spanish as their primary language. Given the demographic realities in Santa Barbara County, public outreach processes must be designed and managed to support participation from Spanish and English speakers with a wide range of educational attainment.

However, the need for translation and interpretation does not end with bilingual activities and materials offered in Spanish and English. Data from the Santa Barbara County Department of Behavioral Wellness estimates that our region is home to approximately 18,000 to 30,000 Mixtec migrants and other indigenous migrants from Mexico, primarily from the states of Oaxaca, Puebla and Guerrero. These indigenous migrants live primarily in the Santa Maria Valley and work within the agricultural sector. These indigenous migrant workers speak indigenous languages, such as Mixtec and Zapotec, as their primary language. According to staff from the Mixteco Idígena Community Organizing Project (MICOP), many of these indigenous migrant workers do not speak Spanish as a second language. Thus, even bilingual Spanish-English outreach and services will exclude indigenous migrant workers in the region.

Limited outreach to indigenous migrant groups was conducted with support from staff at MICOP. However, the outreach team for Connected-Conectados 2050 was unable to offer translation and interpretation for Mixtec and other indigenous migrant languages due to a lack of financial capacity. Future outreach and education efforts need to include expanded budgets for translation and interpretation services that will allow fuller participation from Mixtec speakers and other indigenous migrant groups in the region.

Language access runs along a spectrum towards language justice. Language justice ensures that all voices are heard and included in the process of community change toward social justice. Many agencies, including SBCAG, are taking proactive steps to move along this spectrum of language access towards language justice. The contractors on the Connected-Conectados 2050 outreach team acknowledge and celebrate SBCAG's efforts to improve language access, and we encourage the agency to continue their journey towards language justice for all Santa Barbara County residents.

The Process

Public Participation Phases

The public participation process included four (4) phases:

Phase 1 – Outreach Planning & Design
Phase 2 – Community Foundation Building
Phase 3 – Broad Community Engagement
Phase 4 – Participatory Planning Phase

The first two phases focused on the design of outreach plans, developing resources, building key relationships, and building the team's capacity for impactful community engagement. The last two phases of outreach focused on broad community engagement activities, including listening sessions and workshops.

The four phases of outreach supported SBCAG's public participation in the following ways:

- Supporting development of SBCAG's SCS public participation plan.
- Providing pathways for the active participation of a broad range of stakeholder groups in the planning process, consistent with the agency's adopted Federal Public Participation Plan, including affordable housing advocates, transportation advocates, neighborhood and community groups, environmental advocates, home builder representatives, broad-based business organizations, landowners, commercial property interests, and homeowner associations.
- Supporting two (2) virtual workshops to share information about the SCS update and provide members of the public with a clear understanding of SCS issues and policy choices.
- Providing a Spanish and English version of the project website and bilingual notification tools that enabled members of the public to make a single request for project notices, information, and updates.

Adapting to COVID-19

In response to Governor Newsom's March 19, 2020, outreach and engagement activities for the Connected-Conectados 2050 public participation process were adapted to comply with COVID-19 health and safety guidelines. Shortly after the March 2020 stay-at-home order was issued by Governor Newsom, SBCAG staff met with the contractor outreach team to update the scope of services and outreach plans for Connected-Conectados 2050 in response to COVID-19.

Metropolitan planning organizations, including SBCAG, have to follow a mandated timelines for RTP-SCS outreach that the California Air Resources Board establishes under their regulations for SB 375 implementation. SBCAG staff and the outreach team could have engaged CARB to advocate for an adjusted outreach timeline due to COVID-19 impacts. However, SBCAG staff made the decision not to engage CARB and the outreach team continued to conduct their work based on the original public participation timeline developed prior to the COVID-19 response. In hindsight, the decision not to engage with CARB and explore the possibility of extending the

timeline for public participations may have unnecessarily limited opportunities for public participation.

The Connected-Conectados 2050 outreach team shifted community engagement to phone, email, social media, and online video conferencing platforms. Listening sessions and workshops were moved online, and the outreach team worked closely with Just Communities and Bridging Voices to plan for online translation and interpretation. Due to the pandemic, the outreach team was unable to move forward with earlier plans for broad community outreach at the 2020 Santa Maria Open Streets event and the Santa Barbara Earth Day festival. However, a video announcement about Connected 2050 was included in the virtual Santa Barbara Earth Day Festival event.

Due to the lack of in-person outreach, the outreach team had fewer opportunities to distribute bilingual printed information about Connected-Conectados 2050. As a result, there was less emphasis on outreach with print materials than originally envisioned. The outreach team developed a bilingual flyer with Spanish information on the front side and English information on the back side. Community Ambassadors left copies of the flyer at community centers in underserved communities, such as Casa de la Raza. The fliers were distributed to community members accessing services provided at these locations. The Community Ambassadors also helped distribute flyers through activities that supported the County's public health responses to COVID-19, including personal protective equipment (PPE) distribution to farmworkers in the North County region.

Bilingual radio public service announcements (PSAs) moved forward as planned and encouraged community members to sign up for Connected-Conectados 2050 notifications. The radio PSAs were submitted to Radio Ranchito 1600 AM, KJEE 92.9 FM, KTYD 99.9, Radio Bronco, KCSB 91.9 FM, La Ley Radio KRQK 100.3 FM, La Buena 105.1 FM, La Nueva 88.9 FM, MICOP Radio Indígena 94.1 FM, and La Casa De La Raza KZAA 96.5 FM.

More emphasis was placed on bilingual engagement through social media channels due to the COVID-19 pandemic. The social media campaigns reached many community members that have been more involved in past planning efforts. However, social media was less effective at reaching underserved groups compared to direct outreach by Community Ambassadors via phone and email.

Prior to the pandemic, the outreach team hosted 3 listening sessions in familiar community spaces to facilitate maximum participation. After the COVID-19 stay-at-home order was issued, all listening sessions were transitioned online. Online listening sessions used the Zoom platform and included call-in options for community members in an effort to help bridge digital divides. Zoom's interpretation features were used for listening sessions that included both English and Spanish-speaking participants. The SBCAG workshops for Connected-Conectados 2050 were also held online in September due to COVID-19. To facilitate increased language access, SBCAG staff worked with Bridging Voices to deliver Spanish and English language interpretation. As with listening sessions, the workshops were hosted in Zoom and used the platform's interpretation feature to support participation from both Spanish and English speakers.

Issues Related to Digital Divides

It is critical to remember that many underserved community members face significant barriers from digital divides that directly impact their ability to participate in virtual engagement activities. Many households do not have access to computers with cameras and microphones. In some cases, a family may have only one computer that another member of the household needs to use for work or school. In other cases, all the computers in a household may be needed for home schooling during the pandemic.

Many households in underserved communities also lack access to reliable internet, especially rural and low-income households. Reliable internet is critical for online participation unless call-in options are provided. Even with call-in options, participants interacting over the phone may be unable to see presentation slides and prompts. CEC's Community Ambassadors helped to distribute digital copies of listening slides and materials before listening sessions, but this was not sufficient to bridge all of the digital divides since some community members may not have the time or resources to print copies.

These digital divides affected participation in virtual listening sessions and workshops for Connected-Contectados 2050 and made it difficult to deliver a more inclusive, accessible public outreach process. Reliable internet access even impacted the outreach team's Community Ambassadors, and affected their facilitation for 2 of the 6 virtual listening sessions and their participation in 1 of the 2 workshops conducted online.

Based on our experience, all local governments need to critically examine their online outreach and engagement activities to ensure that they are minimizing the impact of digital divides. In some cases, in-person engagement will be the only way to overcome digital divides, so local governments should plan to transition away from online-only outreach as soon as COVID-19 public health guidelines allow.

Impact

Direct Stakeholder Outreach

At the outset of the project, the outreach team used stakeholder mapping to identify key community organizations and groups. CEC conducted early meetings with several community leaders and staff at community organizations between December 2019 and February 2020. During these meetings, the contacts were briefed on the Connected-Conectados 2050 update and policy areas that the updated plan would influence. After the briefing, the stakeholders and community leaders were asked to identify other key community groups or organizations that should be engaged.

The early input collected from these meetings was used to map out a broader network of community groups and organizations that needed to provide input on Connected-Conectados 2050. The outreach team's Community Ambassadors expanded on the initial stakeholder mapping and outreach lists when they started their roles in March 2019. Extensive one-on-one outreach to community members was conducted across the Santa Barbara County region between March 2020 and July 2020.

Over the course of the project, the outreach team had direct one-on-one conversations about Connected-Conectados 2050 with 88 distinct contacts. The contacts included staff or representatives with 53 organizations or community groups, including 23 organizations or community groups that primarily serve Spanish-speaking communities or had strong relationships with a wide network of Spanish-speaking community members. A total of 35 individual community members had conversations about Connected-Conectados 2050 with the outreach team's Community Ambassadors. The vast majority of these conversation were in Spanish (23 out of 35), highlighting the significant impact the Community Ambassadors had on language access. For a full list of direct outreach contacts and statistics, see Attachment A.

In many cases, strong relationships were built through direct one-on-one outreach. In many cases, community members or stakeholders who were engaged one-on-one went on to facilitate listening sessions and subsequent engagement with a broader network of community members. Input from early outreach conduct for the stakeholders mapping process also yielded new insights that allowed the outreach team to improved engagement strategies and outreach activities.

Direct outreach is one of the most effective and critical strategies to build trusting, authentic relationships that provide a foundation for broader community engagement and participation. However, a single one-on-one outreach interaction is not sufficient to sustain a real relationship. Ongoing engagement and follow up is needed to build collaboration. The outreach team's Community Ambassadors played a critical role with ongoing direct outreach that facilitated ongoing participation from community members and partner organizations.

One-on-one direct outreach is resource intensive, but it is also essential to delivering an inclusive and accessible public process. With more funding for Connected-Conectados 2050 public outreach services, Community Ambassadors could have built and sustained an even broader network of community relationships, which could have supported increased participation in listening sessions, workshops, and future public hearings.

"One Room, Many Voices" Workshop

Early in the outreach process, the *One Room, Many Voices (ORMV) – Planning for Cross Language Communication* training was held at the Santa Barbara offices of SBCAG. Just Communities led and facilitated the ORMV training, and CEC provided support to coordinate and organize the training. The 3-hour training explored best practices for creating inclusive, accessible, multilingual spaces for community outreach and public engagement. Members of the Joint Technical Assistance Committee (JTAC) as well as other agency and project team representatives were invited to participate. They had the opportunity to learn more about the intentions behind SBCAG's enhanced outreach goals for the Connected-Conectados 2050 RTP-SCS update and ways to incorporate language access into their own work.

The *One Room, Many Voices* facilitators led participants through an exploration of why language access matters, on a community and cultural level. The training also highlighted how language access at the organizational and institutional level is essential for meaningful representation of the region's diverse communities and interests. Just Communities used relational, one-on-one, and

group exercises to build empathy and understanding around the difficulties of communicating across different language barriers. Participants were able to assess their own agencies and organizations through a language justice lens by asking critical questions about what was being done or could be done to facilitate multilingual communications with the communities they serve.

At the closing of the workshop, attendees were asked to participate in an evaluation before leaving. Of 42 people present, 31 completed the evaluation. Survey questions were scored on a scale of 1-4, with 1 representing "high" and 4 representing "low". In the evaluation, 19 participants were highly interested and 8 participants were interested in attending a more advanced follow-up workshop on language access and justice. Additionally, 22 of the participants indicated that the workshop had very high applicability and or relevance for their work. In open-ended responses, many participants expressed a desire for more resources to help budget, plan, and implement language access practices in their work. Many open-ended responses also said that the experiential learning exercises were a crucial part of the training.

Website & Notification Platforms

CEC developed Spanish- and English-language websites to support public outreach and information sharing for the Connected 2050 update. Text for the English-language website, Connected2050.org, was developed in consultation with SBCAG staff. Just Communities provided guidance on best practices for language access to support design and translation of Conectados2050.org, the Spanish-language version of the website. Just Communities provided direct Spanish-language translations of the English-language website content, so the two websites would provide the same information to both Spanish- and English-speaking audiences.

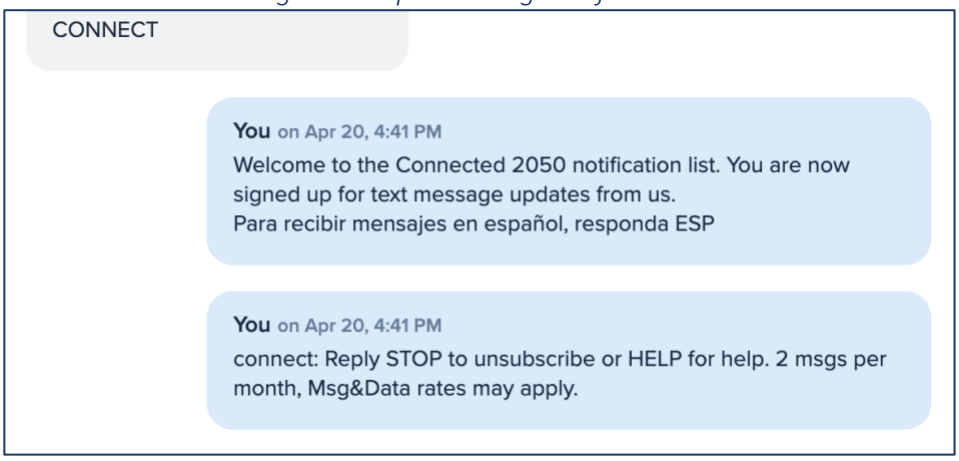
Pharos Creative LLC, CEC's inhouse web development contractor, integrated digital notification platforms into the Connected-Conectados 2050 websites. The Mailchimp platform was used for email notifications and Simple Texting was used for text message notifications to mobile phones. A single, bilingual notification signup form was used for Connected2050.org and Conectados2050.org. The notification signup form allowed members of the public to submit a single request for online notifications in their preferred language (English or Spanish). The form allowed people to choose notifications via email, text, or both email and text.

The notification signup form was integrated with the listening session request form and SBCAG's Better Communities survey for the Connected-Conectados 2050 update. Members of the public could opt-in to receive text and/or email notifications at the end of the bilingual listening session request form, which was available on Connected2050.org and Conectados2050.org. Spanish and English versions of the Better Communities survey allowed members of the public to request text and/or email notifications at the end of the survey.

As of this report, a total of 85 people were signed up for notifications through the Connected-Conectrados 2050 websites. To date, a majority of the notification signups submitted through Connected2050.org and Conectados2050.org are for email-only updates. People are also able to sign up for text message-only notifications by texting a keyword to a phone number associated with the Simple Texting account for Connected-Conectados 2050.

Upon texting a keyword to the Simple Texting phone number, (833) 956-0921, a person's mobile phone number is added to the text message notification list. There are two keyword that people can text to sign-up for Simple Texting notifications. Texting "connect" adds a person's mobile phone to the English-language text notification list, and texting "conectame" adds a person's mobile phone to the Spanish-language text notification list. After texting a keywords to the Simple Texting phone number, the subscriber receives an automated follow-up text message to their mobile phone that confirms their subscription and allowed them to change the notification language.

Figure: Simple Texting Notifications



More people used keyword texting to sign up for text message notification compared to Connected2050.org and Conectados2050.org. Of the 41 people signed up for Simple Texting notifications to date, 10 are receiving Spanish-language text message updates.

The Mailchimp and Simple Texting platforms were used to collect and compile all contact information and other relevant notification data. CEC transferred ownership of the Mailchimp and Simple Texting accounts to SBCAG September 2020. SBCAG can continue to manage and use the online notification platforms to provide important Connected-Conectados 2050 updates throughout the remainder of the planning process, until the final plan is adopted. After the Connected-Conectados 2050 update is completed in August 2021, SBCAG will have the option to continue using Simple Texting and Mailchimp to provide notifications about other agency projects and activities.

Social Media

CEC and SBCAG developed a campaign of bilingual social media posts to promote participation in the Connected-Conectados 2050 update. A series of social media posts were developed and shared on SBCAG's social media accounts beginning in March 2020. The majority of bilingual social media posts were made to SBCAG's Facebook account. A smaller number of Connected-Conectados 2050 posts went up on the agency's Twitter and Instagram accounts. The social media posts from SBCAG were shared on CEC's Facebook, Twitter, and Instagram pages to broaden the reach of the Connected-Conectados 2050 social media campaign.

Due to contractor budget constraints and SBCAG staff capacity limitations, the social media posting for Connected-Conectados 2050 became less consistent beginning in May 2020. In some cases, SBCAG shared some Connected-Conectados 2050 social media posts in English only. Overall, there was less engagement with Spanish-speaking audiences on social media compared with English-speaking audiences for Connected-Conectados 2050 outreach. Since both CEC and SBCAG have posted content primarily in English prior to the Connected-Conectados 2050 outreach effort, their social media pages likely had a limited following of Spanish-speaking audiences.

It takes time to build a robust social media following among new Spanish-speaking audiences. Ongoing bilingual social media posts beyond the Connected-Conectados 2050 project will help to build a broader following of Spanish-speaking audiences. Efforts to provide bilingual information on social media and through other channels should be viewed as an investment that will support more inclusive and accessible participation in future outreach efforts.

Listening Sessions

Listening sessions provide moderated experiences for co-learning and are generally conducted with smaller groups of 10 to 20 people. At the beginning of each listening session, the outreach team provided a presentation on the Connected 2050 planning update. After the presentation, the listening session moved into a facilitated discussion with participants. The outreach team developed a set of questions that served as prompts for discussion. The questions were designed to meet SBCAG's public input needs and allowed the outreach team to learn directly from community. For this project, listening sessions were used to collect input on:

- The vision, goals, and objectives for the SCS update
- SCS scenario development and draft scenario preferences
- Sustainable land use and transportation preferences among local communities
- Barriers to accessing the benefits of current sustainability planning efforts
- Unmet community needs related to SCS policies and transportation investments
- COVID-19 impacts, concerns, and issues that were relevant to the Connected 2050 update, such as shifts in transportation access, housing stability, and job security.

Whenever possible, listening sessions were organized with existing community groups and were scheduled during their regular meeting times. When they were not conducted during a regular meeting, the outreach team worked directly with community members to schedule listening sessions at a time that would be convenient for families that work non-traditional hours or who have children to be able to attend.

Santa Maria Open Streets Stakeholder Group

CEC conducted an early listening session pilot on February 6, 2020, with a group of community stakeholders and organizations supporting the 2021 Santa Maria Open Streets (SMOS) event. CEC coordinated the in-person pilot of the listening session with SBCAG's Traffic Solutions staff since their division was convening regular meetings with the SMOS stakeholders group. A total of 7 stakeholders attended the pilot listening session, which was scheduled after the regular SMOS stakeholder meeting.

CEC used the pilot to test the listening session presentation, input collection materials, and overall process. Input was collected from the SMOS stakeholders who attended. The input focused on sidewalk accessibility issues for people with disabilities and highlighted that some sidewalks in the Santa Maria Valley region have not been updated since the 1930s. The need for more roadside shelters, benches, and lighting at transit stops was a focus of discussion.

Stakeholders also highlighted the need for improved transit services. In particular, one stakeholder from Allan Hancock College highlighted that students from Lompoc who attend night classes were unable to rely on transit because the intercity bus lines between Lompoc and Santa Maria did not operate late enough into the evening. The Allan Hancock Institutional Effectiveness Survey was mentioned as a potential resource for transportation planners.

Vandenberg Air Force Base

The outreach team and SBCAG staff conducted an in-person listening session with staff and personnel from Vandenberg Air Force Base (VAFB) on February 25, 2020. Participants expressed interest in a US Highway 1 bypass for Vandenberg because it gets backed up at the main entrance gate. Traffic at the gate is especially bad in the morning and could worsen if the base grows and if more people begin to commute.

Participants shared that VAFB is in active discussions with the City of Lompoc's interest in annexing land close to the base. Vandenberg AFB is opposed to the City expanding jurisdiction into the proposed annexation area because new housing or commercial development close the VAFB would create new logistical challenges related to essential base operations. During missile tests and rocket launches, Vandenberg AFB implements road closures that could affect roads and residents in the proposed annexation area. There is future uncertainty about the types of activities that Vandenberg AFB will be charged with conducting.

Future Leaders of America - Santa Barbara

CEC conducted an in-person listening session with Future Leaders of America on March 11, 2020. FLA develops youth resiliency and leadership to create long-lasting systemic change by empowering and mobilizing young leaders to advocate for policies that improve their lives and the lives of their peers and their communities. This was the last in-person listening session that the outreach team conducted due to the COVID-19 pandemic. The session was conducted at El Centro, a community center on the City of Santa Barbara's lower westside.

More than 15 youth who are affiliated with FLA's youth leadership programs attended the session. CEC launched the session with an ice breaker and then provided a presentation about the Connected-Conectados 2050 update. The presentation was delivered in English only. CEC coordinated plans with FLA staff and confirmed that all participants were fluent English speakers prior to the session. Following the presentation, youth were invited to share input on preferred transportation improvements and community development priorities.

Many of the participants expressed interest in multimodal road improvements, including street designs that allow for adaptive uses. Youth had strong positive reactions to an example in the presentation that showed how adaptive street designed could be used. The example showed an updated street in Lancaster, California, that had been be temporarily closed to automobile traffic

and adapted into a community event space that could serve as a pedestrian and bicycling corridor.

Participants also raised concerns about parking accessibility in Santa Barbara's westside neighborhood and highlighted that recent bicycle infrastructure improvements on the lower westside had removed parking. The participants indicated that this parking removal had a negative impact on families living the neighborhood since many households are large and have multiple automobiles. While participants were supportive of bike infrastructure improvements overall, they advocated for more community consultation about bikeway updates.

Many of the youth who participated expressed interest in ongoing engagement related to the Connected-Conectados 2050 update. FLA's youth leadership program manager circulated a signup sheet after the presentation. According to FLA staff, several youth signed up to participate in workshops and were interested in coordinating additional listening sessions.

The COVID-19 stay-at-home order was issued 8 days after the FLA listening session and disrupted follow-up engagement with FLA. FLA's youth leadership coordinator was unable to locate the signup sheet circulated after the listening session and could not provide a copy to the outreach team. FLA youth leadership programs also shifted their focus to direct community assistance and mutual aid efforts due to COVID-19, which reduced their capacity for involvement in the Connected-Conectados 2050 update. It may be possible to reengage FLA's Latinx youth leaders in the Connected-Conectados 2050 update process in 2021.

Lompoc Valley Community Health Organization

CEC conducted our first virtual listening session on May 28, 2020, as part of the monthly Healthy Lompoc Coalition meeting. The Lompoc Valley Community Health Organization (LVCHO) coordinates and convenes the coalition meetings. The LVCHO mission is to improve the health of the community by assuring local access to a coordinated system of health promotion, disease prevention, and treatment services.

A total of 16 community members participated in the online session. An online presentation about the Connected-Conectados 2050 update was delivered to participants via the Zoom platform. A series of questions were used as prompts to spark conversation. The questions were designed to elicit input on issues related to the Connected-Conectados 2050 update and the draft SCS scenarios provided by SBCAG staff.

Safety was a large concern that was brought up numerous times. For families, having safe and clear intersections is a necessity. While appreciating neighboring cities' bike infrastructure, attendees spoke about the need for more alternative, but safe, options. Many brought up the need for open spaces for children and for seniors. Internet accessibility was mentioned as an issue, along with elderly and underserved communities' computer literacy.

For development, many mentioned a lack of local businesses, a difficult "last-mile" after public transportation, and a few spoke to being employed in a neighboring town. Some spoke to congested streets, and a fear of a lack of city space to develop. Lompoc and Santa Maria were recognized as housing hubs by listening session participants.

Guadalupe Community Changers

CEC conducted an online listening session with the Guadalupe Community Changers on June 27, 2020. This was the first Spanish-only listening session for the Connected-Conectados 2050 project. The Guadalupe Community Changers is a small group of parents who support the development of community projects, encourage other parents to be more engaged in their children's education, and offer leadership opportunities for their own development. The Community Ambassador serving the northern half of Santa Barbara County, Alhan Diaz-Correa, organized and facilitated the listening session. with a small group of community members based in Guadalupe. Just Communities provided support with transcription of Spanish-language input and translated all input to English after the session.

The session scheduling was coordinated directly with members of the Guadalupe Community Changers. The best available time allowed 4 members to participate. Despite the small number of participants, the Spanish listening session with the Guadalupe Community Changers provided some of the most in-depth input and conversation about Connected-Conectados 2050. It was clear that the 4 participants were very familiar with one another, which supported spirited and open conversation in response to the listening session question prompts.

The foremost concern was a deep lack of affordable housing options. Many highlighted that low wages and high rent lead to other intersecting issues, from healthcare to parking. High rent costs lead to multi-family dwelling which places more stress on available parking. For the housing that is available, many mentioned that affordable housing often came to high requirements and are not accessible.

Many love the small and tranquil town, and the safety it brings to their families. However, the most common development comments mentioned a general lack of services and outdoor options. With no local high school, limited grocery options, and few medical services. This leads to many residents needing to drive to Santa Maria or other neighboring towns. Transportation in and out of Guadalupe are limited. Several participants raised the limited bus schedule and lack of Guadalupe-specific routes as a large hindrance to families, seniors, and those who without access to a car.

Just Communities

The first bilingual online listening session was held with 4 parents based in the Santa Barbara and Goleta area who are part of a Just Communities affinity group. Just Communities offers cultural competency training to organizational leaders, education seminars for the general public, leadership training institutes for students and teachers, and customized consultation to local agencies for diversity and organizational change initiatives. Just Communities consciously works with people from a diverse cross-section of the community along the lines of race, income, gender, sexual orientation, age, and religious affiliation.

The 4 parents who participated included 3 Spanish speakers and 1 English speaker. A larger number of participants was confirmed to attend. However, the 4 parents who participated were able to share extensive input in response to listening session question prompts. CEC's Community Ambassador for the southern half of Santa Barbara County facilitated the session in

Spanish. A team of 2 interpreters with Just Communities provided interpretation from Spanish to English. Interpretation was delivered with Zoom's interpretation feature. Just Communities transcribed all input from listening session participants and translated all Spanish-language input to English.

Input was centered on the high cost of living and rent as a large hindrance to participants and their families. Extensive input was given concerning new development, transportation, and climate change. However, the majority of input emphasized the need for need for affordable, safe, and accessible housing.

Some participants noted that nearby medical services were available for their families, such as the network of Santa Barbara Neighborhood Clinics. However, other participants indicated that they needed to drive to access medical care. The participants did not feel that transit services were reliable or accessible enough to meet their transportation needs for healthcare access. Access to open spaces for families was noted as important, with the local schools providing important recreational spaces.

Participants appreciated walkable areas in town but would like more infrastructure for safety, such as voice cross-signals, lights for evening walks, and separated bike lanes. Few expressed concerns about a lack of bus service in their area. Listening Session participants also mentioned parking was limited. Participants also highlighted concerns about climate change and rising temperatures. The concerns centered on families that live in multi-family dwellings, since many of these developments do have air conditioning.

COAST – SBBIKE

CEC conducted a virtual listening session in English with SBBIKE and COAST on July 9, 2020, which was attended by 8 participants. COAST provides advocacy, education, and outreach to improve transportation options and promotes access to walking, biking, transit and rail. SBBIKE promotes bicycling for safe transportation and recreation across the Santa Barbara County region, and operates do-it-yourself (DIY) repair bike shops in Santa Barbara and Santa Maria. The COAST-SBBIKE session was held in English only. CEC confirmed with staff at SBBIKE and COAST that all participants were fluent in English prior to organizing and conducting the session. CEC's Energy & Climate Associate, Jen Hernández, coordinated and facilitated the session with support from CEC's Community Ambassador, Ana Rico.

While a need for more housing and high rent was mentioned, many participants were happy to live near their work which allowed them to use alternative transportation. And while we did hear a lot about transit, their largest concerns were climate change and affordable housing for the region. One participant strongly emphasized that economic development and increased access to high quality jobs in the North County region is critical reducing GHG emission from transportation, and needs to compliment efforts to build affordable housing in South Coast job centers.

Discussion also highlighted the lack of regular, convenient public transportation between Santa Barbara and Santa Maria. Most felt their local options were safe and varied. Work and other services were located close to most participant's home, so biking was an easy alternative for

many. Many attributed the ease of biking to investments in bicycle infrastructure, and some want additional resources focused on biking.

Latinx Elders Outreach Network (LEON)

The final listening session for the Connected-Conectrados 2050 update was conducted with LEON on July 23, 2020. The session was attended by 19 affiliates of LEON, including community members and staff from a wide range of organizations that work with Latinx Elders in Santa Barbara County. The session was held in English and LEON confirmed that all attendees were fluent in English while working with CEC to coordinate the session.

Participants highlighted the importance of public transportation, safe streets, and access to medical services for a large and growing senior population in the Santa Barbara County region. Additionally, the reliability of transportation services during natural disaster was a concern, especially with the increasing frequency of these events and climate change impacts. Affordable housing, for current and future caregivers, was raised as an important consideration.

Many participants wanted to see safer bike lanes and felt this would benefit both bikers and pedestrians. Participants also highlighted a desire for more public transportation routes with stops that are closer to senior population centers. Participants noted that the local senior population is expected to grow and that they need growing transportation support.

Listening Session SCS Scenario Input

SBCAG provided draft scenarios for the Connected-Conectados 2050 SCS in late April of 2020. The contractor team incorporated a summary of the draft scenarios into the listening session presentation upon receiving the draft summary, and provided an overview of the scenarios for all listening session conducted from May 2020 (beginning with the Healthy Lompoc Coalition) until the listening sessions concluded in July 2020.

Overall, a large majority of listening session participants had a strong preference for Scenario 1, the transit-oriented infill development and enhanced transit strategy.

Public Workshops

SBCAG led the virtual public workshop for Connected-Conectados 2050. Approximately 80 participants attended the workshops. CEC's Community Ambassadors and language access consultants with Bridging Voices provided guidance and support to SBCAG for the public workshop planning. The virtual public workshops were conducted with Zoom's webinar platform. Bridging Voices provided Spanish and English interpretation for the workshops with Zoom's interpretation feature. During the workshop, the outreach team's Community Ambassadors gave a brief presentation on key input and themes collected during earlier outreach activities, including direct stakeholder outreach and listening sessions.

In-webinar Zoom surveys were used to collected input from workshop participants. The Zoom surveys were bilingual to so both English- and Spanish-speaking participants could easily provide response. Participants also had the opportunity to share verbal comments after the public workshop presentation and written input using Zoom's chat feature. Input was transcribed and

collated to support the selection of a preferred SCS scenario for the Connected-Conectados 2050 update.

One challenge related to the workshops was scheduling. The 2 workshops were scheduled on the same Thursday, September 24, at two different times. The first workshop of the day ran from 12:00 PM to 1:00 PM and the second workshop of the day ran from 5:30 to 6:30 PM. In hindsight, the contractor outreach team felt that the scheduling of the two workshop sessions on a weekday prevented some community members from attending, especially the underserved groups the outreach team was focused on reaching in larger numbers compared to past workshops. In the future, SBCAG could consider scheduling at least one workshop during a weekend to see if this allows for increased participation.

Surveys

SBCAG developed the Better Communities Survey to collect public input on Connected-Conectados 2050. Survey development and distribution was not included in the contractor outreach team's scope of services. Budget constraints limited the amount of support that contractor outreach team could offer with survey development and distribution. However, CEC and Just Communities were able to offer support with survey development and distribution when these activities overlapped with work items included in their scope of services, including website development and general resource distribution for Connected-Conectados 2050.

An English version of the survey was drafted by SBCAG and shared with the outreach team for input. Community Ambassadors helped refine questionnaire items in with SBCAG to make the draft English survey language more accessible to a broader audience. SBCAG finalized the English version of the survey after the contractor outreach team provided input and Just Communities provided a translated Spanish version of the survey.

The Spanish and English versions of the Better Communities survey were launched on Conectados2050.org and Connected2050.org in June 2020. The web development contractor for CEC, Pharos Creative LLC, developed the online version of the surveys. The notification signup form was integrated into the questionnaire, which allowed respondents to opt in to text message and/or email notifications about Connected-Conectados 2050.

SBCAG and CEC shared social media posts to announce the survey launch and to encourage participation. Participants in listening session hosted after the survey launch were invited to respond, and Community Ambassadors shared the survey through their direct stakeholder outreach.

A total of 42 online survey responses were submitted through Connected2050.org and Conectados2050.org between July and October 2020 (not including the Zoom survey responses collected during Connected-Conectados 2050 workshops). Only 3 Spanish-language survey responses were submitted. A limited Spanish-speaking audience for SBCAG and CEC social media pages is likely to have limited the number of Spanish-language responses to the online survey since social media posts were the main way the survey was promoted. Larger issues of familiarity and trust may have further contributed to the small response for the Spanish version

of the survey. Community Ambassadors reported that some Spanish-speaking community members express unease or distrust when asked to share information with a government agency.

SBCAG staff compiled and summarized the responses collected with the online and Zoom workshop surveys. The responses are summarized in Attachment B.

Next Steps

The input and ideas collected through the Connected-Conectados 2050 public outreach process will be used to inform SBCAG's selection of the preferred growth scenario. The preferred growth scenario will need to reduce GHG emissions and balance the goals, objectives and performance measures identified in Connected-Conectados 2050. The input will also be used to develop the draft Connected-Conectados 2050 RTP-SCS update, including its goals, objectives, and performance measures.

The contractor outreach team will conclude their work on Connected-Conectados 2050 upon delivering this final public participation report to SBCAG. SBCAG will continue the public participation process for Connected-Conectados until the final updated plan is adopted in August 2021.

The anticipated timeline for remaining public outreach activities is summarized below.

November 2020

Post the Connected-Conectados 2050 Public Outreach & Participation Report online so it is available to members of the public and stakeholders.

December 2020 – March 2021

Share updates and send notifications about development of draft Connected-Conectados 2050 update, including the Regional Housing Needs Assessment (RHNA) Plan.

June 2021

Release the draft Connected-Conectados 2050 RTP-SCS and RHNA Plan for public comment.

June – July 2021

Collect input on the draft Connected-Conectados 2050 RTP-SCS, Environmental Impact Report/Subsequent Environmental Impact Report (EIR/SEIR), and RHNA Plan from members of the public and key stakeholders.

July – August 2021

Promote participation in final Public Hearing, so members of the public and stakeholders and provide public comment on the final Connected-Conectados 2050 RTP-SCS, EIR/SEIR, and RHNA Plan.

August 2021

Adoption of the final Connected-Conectados 2050 RTP-SCS and RHNA Plan, and certification of the EIR/SEIR.

Lessons Learned & Guidance

In October 2020, CEC conducted a reflective process with the outreach team (including translation and interpretation contractors). The goal of the reflective process was to identify important lessons and recommendations for local government agencies that are seeking to make public participation processes more inclusive and accessible. The lessons and guidance identified by the outreach team are summarized below.

Center the Process on Accessibility & Inclusion

What community members and groups need to be meaningfully involved in the planning process? Who are the community members and groups that have been most underrepresented or excluded in past planning efforts? How can we design the outreach process and build relationships to make the process more accessible? Asking these questions – again and again – will help planners deliver a more accessible outreach and planning process. Think about what this means in practice: less reliance on technology, more one-on-one interaction, and planning distilled into simple, real language.

Prepare & Plan for Outreach

To deliver an effective outreach process that facilitates access for all of the region's diverse communities, it is critical for the outreach team (including agency staff) to develop early outreach plans. The preliminary outreach plan should be revisited and updated throughout the outreach process. The outreach team should conduct recurring reflection and evaluation sessions to identify barriers to public participation based on their earlier outreach activities, so they can adapt the remaining outreach activities and strategies to reduce or remove barriers to participation. This iterative approach to outreach planning will allow the outreach team to continuously update and improve their outreach strategies and activities, in the same way they seek to continuously update and improve their agency plans.

Language Access (Eschuchame!)

Preliminary outreach plans need to be developed with language and translation experts to ensure that all activities and strategies facilitate language access for community members that Spanish, Mixtec, and other languages other than English. Work with the bilingual outreach team members to create activities that allow for 2-way conversations in multiple languages. Also be sure to build systems and tools that support 2-way conversation in multiple languages throughout the project.

If you want to communicate more effectively with Spanish-speaking groups, consider working with a bilingual team member to develop and refine Spanish-language text for communications first. Then translate it into English.

Build Foundational Relationships

Relationships and social connection are the currency of outreach. At the end of the day, you can only reach as far as the network of relationships that your team has built. Outreach teams should consider the relationships they have or don't have with community groups they need to involve in the planning process. It is also helpful to evaluate the strength of existing relationships. It's not just about connection. It's about the quality of connection. Trust is essential to the relationships

building process. If people are unfamiliar with the agency or the contractor team, they may be hesitant to engage. For example, some people who had concerns about immigration status were not willing to talk with the outreach team when they learned that input would be shared with a government agency. A personal touch was necessary to gain the trust of the people we wanted to reach. Low-tech, low-pressure, accessible approaches were the most successful overall.

Asking key questions – again and again – is critical to building relationships that will improve access and inclusion in the planning process. Who are the key community members and groups the outreach team has the least connection to and will need to meet with first? How many different relationships does the outreach team have with these community members or groups? Who on the team has the relationships with key stakeholders? How often has someone on the outreach team engaged with the community member or group in the past year?

Also consider the implications of the relationships that are developed and who has them. CEC developed many relationships and then had to hand off full outreach to SBCAG, but relationships don't transfer that way.

Use Outreach to Plan Outreach

At the outset, the outreach team should identify key organizations, community groups, and community connectors to engage. Early in the outreach planning process, the outreach team should meet with these key stakeholders. Building trusting and authentic relationships takes time – especially with community groups that have been intentionally or unintentionally excluded and disenfranchised in past planning efforts.

As soon as the outreach team has built a trusting relationship, they can provide an overview of the plan that outreach is being conducted for, explore its significance with the community member/group, and collect their input on draft outreach plans. The outreach team can also begin to explore if and how community organizations, groups, and connectors can help to reach the network of community members they are connected to. It is important to never assume that a community member or group can support outreach efforts – even if stipends or funding is offered for their involvement. This is especially true for organizations or groups that provide direct assistance to frontline communities since they often are addressing urgent needs on a continuing basis and often have constrained staff capacity.

Listen

Be prepared to actively listen to the grievances of community members or groups that have not been meaningfully involved in the past. Also be prepared to apologize. This includes apologizing for structural barriers to participation that the outreach team may not be responsible for creating. It is critical to acknowledge these barriers because this is an essential step towards dismantling them.

Asking questions and listening to community members can have an incredible impact on the quality and quantity of input. In many cases, this approach shifted the conversation from "long-term multimodal planning" to safety, inclusion, and the quality of the solutions a plan could consider. Instead of talking about city development in the abstract, community members were

able to discuss concrete concerns and questions, such as “Where can I take my son for a safe walk around town?”

Members of the public do not need “educating” about issues that affect them. They are already experts on their own communities. It’s about asking the right questions and listening intently. Recognize community members as experts of their community. Trust what you hear from them and believe what they say. Above all, seek understanding. Don’t dismiss ideas or input as “wild” if they fall outside of the normal set of solutions the planning team is accustomed to considering.

Understand Barriers

The pandemic brought in so many difficulties. No computer, unstable wifi, people working 2 to 3 jobs with no time to talk or participate, not enough room in their living area to focus. Not enough money to have a good router, not enough money to have more than one device, and a lack of secure housing during the pandemic on top of it all. These are just some of the realities that underserved communities are dealing with currently. If the public participation process isn’t considering these barriers and is not designed and implemented to remove them, inclusive participation will not be possible and should not be a stated goal of the outreach effort. Seek to understand and address the concerns that community members raise about access and participation barriers.

Even if stipends or funding is offered for involvement, never assume that a community member or group can support outreach efforts. This is especially true for people from underserved communities and organizations or groups that provide direct assistance to underserved communities. These people, groups, and organizations are often working to meet urgent needs on a continuing basis and tend to have constrained time/capacity. Many community groups and organizations serving underserved groups are also receiving an increasing number of requests for assistance with local government planning efforts (usually unfunded).

Scheduling

Collaborate on outreach activity scheduling and give people more options, regardless of whether the activity is happening online via Zoom or in-person. Consider sending out a scheduling survey to community members or working directly with the organizer of a community group to schedule the activity.

Create Reciprocity & Set Expectations

Community members are giving you their time and knowledge. What are we offering in return that is of value to them? Understanding the basic needs and desires of the community members is critical to reciprocating their contributions during and after outreach. This includes sharing how their input has been used to improve plans.

Have strategies in place that will allow the outreach team to share back how input and contributions from the community are being used to improved plans. Plan to send email/text updates to community member and share how input from earlier outreach activities was used when you conduct subsequent engagement with community members.

State the limitations of the plan and planning process from the outset and repeat them again and again (or risk violating the trust of community members).

Precision Communication & Framing

The more the outreach team worked on Connected-Conectados 2050, the more we understood that our real role was to learn why this work is important to community members, why community members care, and how to better communicate how they could meaningfully influence the plans. It is critical for the outreach team to have a clear understanding of their "ask" and to be prepared to communicate it clearly. This includes being prepared to communicate the ask in different ways since different community members and groups will understand a request for involvement in different ways.

What input or guidance does your team need from community members for each phase of the planning process? How will you frame that ask for the different audiences you want to meaningfully involve? Ask these questions – again and again. Then take the time to develop clear, concise answers to these questions for the different audiences and groups the outreach team wants to reach. Ultimately, the messages developed about the public participation process need to be relatable and relevant for the families, parents, adults, seniors, and people with disabilities that the outreach team is seeking to reach and include.

It is also critical to understand that there's no "neutral" perspective or tone to your audience. How will they hear what you have to say and how will they feel about the requests you make for their time and help? Many people will be new to this process. Help them understand what it means to participate, how the process will work, how the plans under consideration affect them, what the limits of the plans are, and how they can influence outcomes they care about both during and beyond the planning process.

Diversify Outreach Approaches (Experiment)

There is no "one size fits all" approach to outreach. Find ways to connect with community outside of our "traditional" methods of engagement. Seek out new voices, build new bridges, create new spaces for sharing or gathering information.

The Community Ambassadors shared some examples of how they would normally approach outreach without the impacts of COVID-19, including:

- Inviting moms to breakfast and talking to them about the new project.
- Setting times to meet and to go to the park after school with the parents and talk to them about the project while the kids play. Walk back home with them after dropping off their kids and talk to them about the project.
- Hosting meetings and small workshops in a casual setting.
- Going to other organizations and community groups to present and listen.
- Printing collateral, signage, flyers, and other physical materials to leave behinds, and for use in face to face meetings and canvassing.

Collaboration & Full Team Involvement

Build consultation and collaboration across all the teams. There are aspects only Community Ambassadors will understand, or only translation and interpretation experts, or only the planning

agency (like regional planning processes and mandates). Devote the necessary resources and staff time so the outreach team can routinely meet, explore questions, and improve the public participation process.

Reframe Success

Take the time to examine your internal planning culture and your view of outreach within the planning process. Is the outreach team merely interested in checking the boxes that will meet basic outreach mandates, or are they committed to a process that will truly shift the way that planning happens and the quality of plans that are developed? The answers to these questions matter and will influence how they approach outreach.

Does the outreach team believe that community members can really improve the plans you develop, or do they think that planning is the purview of expert planners only? If the outreach team and/or planning agency are biased toward their expertise and do not believe community members can make real and meaningful contributions, consider if these perspectives can coexist with inclusion and accessibility goals.

Self-reflection & Evaluation (Learn)

Adopt a team learning mindset. A lack of continual questions and self-reflections can easily lead to a biased understanding of knowledge/concerns. Given your commitment to an inclusive and accessible outreach process, are you prioritizing the right things? Ask this question again and again. Continual self-reflection, evaluation, and analysis is how the public participation process is improved.

Develop a set of questions that will support an ongoing reflective process, such as:

- What are the terms of reciprocity I will commit to when I engage with people?
- Can I make sure these interactions/relationships aren't tokenized and transactional?
- What audience am I looking to present for? (If you think there is one broad, monolithic audience, then assume you will default to your own circle).
- How can I establish relationships of trust that make people feel safe enough to share their needs with us?
- What are you hoping to learn? Are the questions accessible to a broad and diverse knowledge set?
- What are the barriers to participation that community members face?
- Who are the community members that face these barriers to participation and how are we designing communications, events, and activities that remove those barriers for these community members?
- How well do we understand the basic needs of the people we want to reach? How can we understand those needs better?

The outreach team for Connected-Conectados 2050 didn't succeed in many of the ways had hoped to, but a commitment to reflection allowed us to capture many critical lessons.

Build Community with Each Planning Effort

Outreach work is not one and done. It is a trust building exercise that requires time and ongoing commitment. View each outreach effort your agency leads as an ongoing process to build a

better network of community members and groups that can contribute their knowledge and insights, so your team develops better and better plans with the community. A well planned and executed outreach process won't just deliver a better plan. It will build community and set the foundations for more successful planning efforts in the future.

Invest Time and Resources

Collaboration and community building is resource intensive. If an agency is truly committed to delivering an inclusive and accessible outreach process, the outreach effort *must* be funded appropriately. Community members will know and remember if the outreach process is represented as inclusive but is not actually inclusive, and this will not build trust long term. If an agency does not have the resources to deliver an inclusive outreach process, state the limitations and set community expectations accordingly at the outset. Make sure both the outreach and planning teams have adequate time and staff capacity to deliver the highest-quality outreach process that the available funding can support. Outreach is an investment in community-driven planning. The repayment on this investment includes more community consensus and support for final plans, and a broader network of engaged community members who trust their local governments and are motivated to collaborate with them on planning efforts.

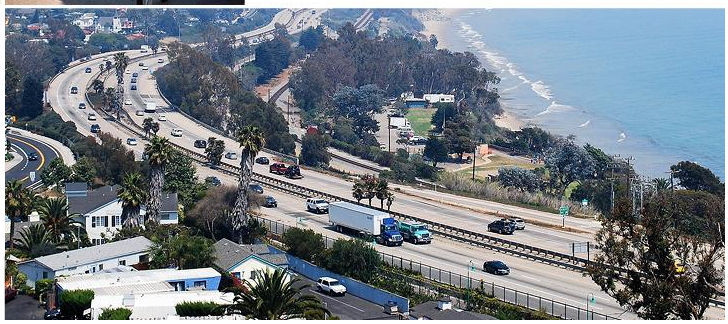
Community Environmental Council would like to thank SBCAG, Just Communities, and Bridging Voices – Uniendo Voces LLC for collaborating with us to deliver more inclusive and accessible public outreach for the Connected-Conectados 2050 RTP-SCS update.

A special thank you to our Community Ambassadors, Ana Rico and Alhan Diaz-Correa, who showed us the path towards more inclusive and accessible outreach, and then showed us how to walk the path again and again.

Appendix A-3 – Public Hearing Notices

2 CONECTADOS 50
El Plan Regional de Transporte
Estrategia de Comunidades Sostenibles

2 CONNECTED 50
Regional Transportation Plan
Sustainable Communities Strategy



Dear Connected 2050 Stakeholder:

Thank you for your interest in Santa Barbara County Association of Government's (SBCAG) **Connected2050**, the regional transportation plan (RTP), and sustainable communities strategy (SCS). The final draft of Connected 2050 and the corresponding Draft Environmental Impact Report (DEIR) are now available for public review.

There are different comment periods for the draft Connected 2050 Plan and DEIR, as follows:

- **Draft Connected 2050 Plan public comment period:** June 4, 2021, to July 28, 2021
- **DEIR public comment period:** May 27, 2021, to July 12, 2021

Public comment may be submitted in writing by the comment period deadlines listed above via the U.S. Postal Service to the attention of Jared Carvalho at SBCAG, 260 North San Antonio Road, Suite B, Santa Barbara, CA 93110, or by e-mail to JCarvalho@sbcag.org. Comments can also be submitted during the public meeting dates listed below.

Connected 2050 Plan - Final Draft (click here)

Draft Environmental Impact Report (click here)

IMPORTANT PUBLIC MEETINGS

10 a.m., Thursday, June 17, 2021
Draft Environmental Impact Report Public Meeting
This will take place at the Santa Barbara County Association of Governments Board of Directors meeting. The agenda with details on how to participate will be posted at least 72 hours in advance of the meeting on SBCAG's website at: **www.sbcag.org/meetings.**

10 a.m., Thursday, August 19, 2021
Final Adoption of Connected 2050 and Environmental Impact Report
This will take place at the Santa Barbara County Association of Governments Board of Directors meeting. The agenda with details on how to participate will be posted at least 72 hours in advance of the meeting on SBCAG's website at: **www.sbcag.org/meetings.**

WHY IS DOES THIS MATTER?
Connected 2050 provides you an opportunity to have a voice in informing the future direction of how decision-makers in our region prioritize local resources and plan to address the needs of existing and future housing, transportation, and jobs. The final plan is based on a land use and transportation scenario that emphasizes a transit-oriented development and urban infill approach combined with an enhanced transit strategy.

Please keep in mind that the information within the Connected 2050 plan helps guide future land use decisions within Santa Barbara County's local cities and unincorporated areas. In addition to providing input on this plan, you may be requested by your city or the county (from where you live) to provide input on their General Plan and Community Plan updates. These updates are, in part, informed by Connected 2050. SBCAG encourages you to stay engaged with

WHAT IS AN RTP-SCS?

A regional transportation plan–sustainable communities strategy (RTP-SCS) is a federally required long-range transportation plan prepared by a metropolitan planning organization such as SBCAG and is updated every four years, and includes projections of population, household, and employment growth and travel demand, along with a specific list of proposed projects to be funded. Per California Senate Bill 375, SBCAG must also integrate land use and transportation strategies that will achieve California Air Resources Board (ARB) greenhouse gas emissions reduction targets that contribute to climate change.

For more information please visit **www.connected2050.org** or contact Michael Becker, SBCAG Director of Planning by phone at (805) 961-8900 or by email at: **mbecker@sbcag.org**.

Connected 2050: Regional Transportation Plan & Sustainable Communities Strategy

The Santa Barbara County Association of Governments (SBCAG) will hold the second of two public hearings to consider adoption of the Draft Connected 2050 Regional Transportation Plan and Sustainable Communities Strategy (RTP-SCS). At the hearing, SBCAG will also consider the environmental impact findings of the Connected 2050 Draft Programmatic Environmental Impact Report (PEIR).

The public hearing will take place:

10 A.M. ON THURSDAY, AUGUST 19, 2021
SBCAG BOARD OF DIRECTORS MEETING
Board Hearing Room, Fourth Floor
105 East Anapamu Street, Santa Barbara

There are a number of opportunities for members of the public to participate virtually or in-person. More information on how to participate will be available on the agenda to be published 72 hours prior to the meeting on SBCAG's webpage at www.sbcag.org. Written comments or requests to speak should be e-mailed to info@sbcag.org or mailed to SBCAG at 260 North San Antonio Road, Suite B, Santa Barbara, CA 93110. Written comments mailed via the U.S. Postal Service should be received no later than 5 p.m. on Wednesday, August 18, 2021. SBCAG Board of Directors meetings are televised live on County of Santa Barbara Television (CSBTV) Channel 20.

The Draft Connected 2050 RTP-SCS and Draft PEIR are available online at www.sbcag.org/2021-rtp.html. For more information, call SBCAG at 961-8900.

In compliance with the Americans with Disabilities Act, individuals needing special accommodations to participate in a meeting should contact SBCAG at least three working days prior to the meeting at (805) 961-8900.

Appendix B

Technical Methodology

CONNECTED 2050 REGIONAL TRANSPORTATION PLAN - SUSTAINABLE COMMUNITY STRATEGY TECHNICAL METHODOLOGY

Amended: APRIL 2021

Introduction

This memorandum describes the general approach to estimating greenhouse gas emissions which the Santa Barbara County Association of Governments (SBCAG) will follow in its forthcoming Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS). SB 375 provides:

> Prior to starting the public participation process adopted pursuant to subparagraph (F) of paragraph (2) of subdivision (b) of Section 65080, the MPO shall submit a description to the state board of the technical methodology it intends to use to estimate the greenhouse gas emissions from its sustainable communities strategy and, if appropriate, its alternative planning strategy.
>
> Government Code Section 65080(b)(2)(J)(i).

In accordance with the requirements of SB 375, this memorandum was prepared and will be submitted to the California Air Resources Board (CARB) for review. The memorandum also addresses the steps outlined in CARB's Final Updated Sustainable Communities Strategy Program & Evaluation Guidelines (November 2019) describing CARB's SCS review methodology and is intended to present an approach to SCS preparation that will supply the information needed for CARB's review. By describing the technical approach to development of the SCS, this memorandum is also intended to garner CARB's acceptance and endorsement of the SBCAG approach early in the process.

The approach described in the memorandum is based on SBCAG's current work program and SBCAG staff's current understanding of available tools and information. These tools and this information are still under development and this approach may therefore change as SBCAG staff refines its understanding.

Greenhouse Gas Emissions per Capita Targets

CARB set new greenhouse gas (GHG) emission reduction targets for regions statewide in October 2017. The SBCAG GHG emission reduction targets are shown in the table below.

SBCAG Region GHG Emissions Reductions per Capita Targets

2020	2035
-13%	-17%

RTP-SCS Analysis Years

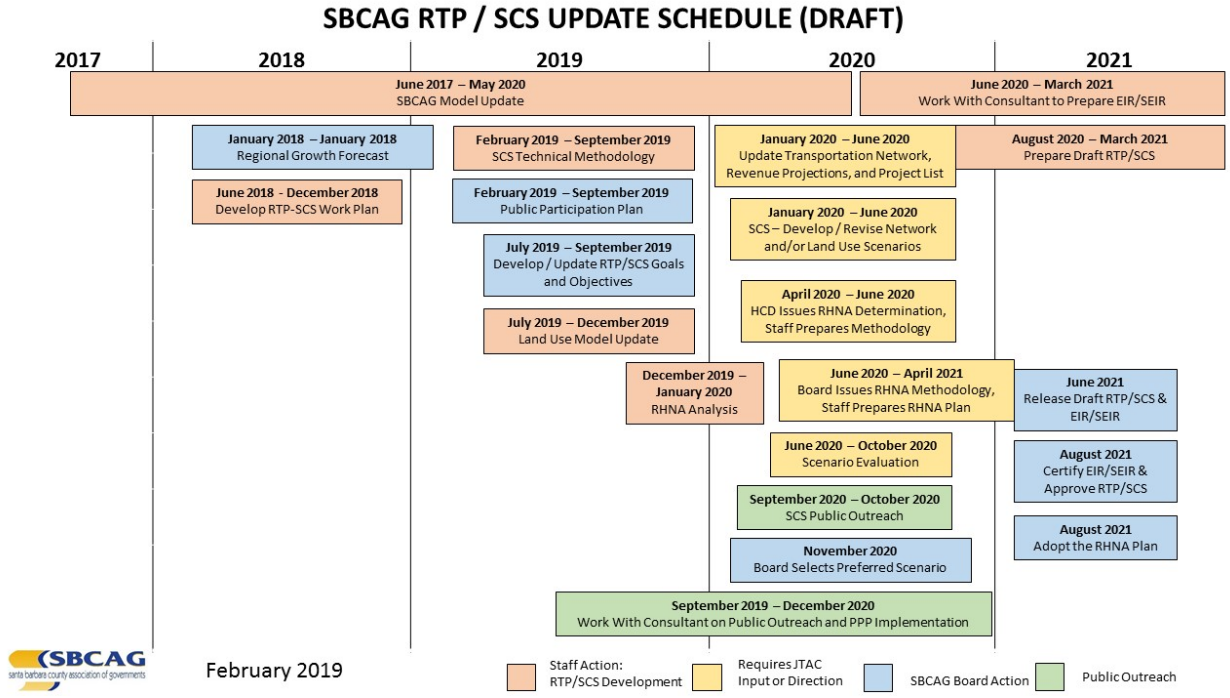
The following years will be included and modeled in the RTP-SCS.

SBCAG RTP-SCS Analysis Years

Year	Purpose
2005	Base Year for SB 375 GHG emission reduction target setting
2015	Base Year for RTP/SCS
2020	SB 375 GHG Emission Reduction Target
2035	SB 375 GHG Emission Reduction Target
2050	RTP/SCS Horizon Year

Schedule

The schedule for the RTP-SCS, including estimates for the public outreach process, is shown below.



Changes to the Local & Regional Planning Contexts

Some notable changes have occurred since the RTP-SCS was adopted in the summer of 2017. Most notably, increased gas tax revenues from the state are coming in to SBCAG and staff are looking to apply for some of the competitive grants under the Senate Bill 1 programs (such as the Congested Corridors Program). SB1 formula funds have enabled SBCAG to begin implementing a more robust Geographic Information Systems (GIS) program, prepare a vulnerability assessment and adaptation study to determine the potential for climate change effects on the regional transportation network, develop a bicycle plan and traffic and circulation study for the Santa Ynez Valley, and prepare a California Coastal Trail Study in the North County. Local jurisdictions have also implemented policies that will result in reduced GHG emissions, such as the implementation of Accessory Dwelling Unit (ADU) Ordinances and updated CEQA thresholds for transportation using VMT metrics in place of trip impact thresholds. Some of these changes are discussed in additional detail in the next section.

Overview of Existing Conditions

Senate Bill 1 (SB1) Funding

Senate Bill 1, the Road Repair and Accountability Act of 2017, was signed into law on April 28, 2017. This legislative package invests $54 billion over the next decade to fix roads, freeways and bridges in communities across California and puts more dollars toward transit and safety. These funds will be split equally between state and local investments. There are a variety of

SB1 funding programs that will supplement programs and projects to increase transportation funding in the region, as shown in the table below.

SB1 Funding Programs

Program	SB County SB1 Funds Invested (May 2019)
Local Partnership	$3.9 million
Local Streets and Roads	n/a
Solutions for Congested Corridors (US 101 Multi-Modal Corridor Project)	$132.8 million
Trade Corridor Enhancement Program (US 101 Multi-Modal Corridor Project)	$51 million
State Highway Projects	$404.7 million
Extra funding for Active Transportation Program	$28.2 million
State Rail Assistance*	$2.3 million
State of Good Repair	$748,900
Extra Funding for Transit and Intercity Rail Capital Program*	$211 million
Extra Funding for State Transit Assistance	$1.1 million
*Includes LOSSAN projects in the Pacific Surfliner corridor.	

A listing of where the SB1 funds have been programmed in the region is available on the Rebuilding California webpage here.

Other Key Issues in Region

Housing

SBCAG's SCS, initially adopted in August 2013 and re-affirmed in the Fast Forward 2040 Plan in 2017, aims to shorten trip distances and reduce vehicle miles-traveled by (1) directly addressing regional jobs/housing imbalance by providing more housing on the jobs-rich South Coast and more jobs in bedroom communities in the North County, and (2) promoting more trips, both local and inter-city, by alternative transportation modes, especially public transit.

The issue surrounding the lack of affordable housing, particularly on the South Coast, influenced the development of the SCS and will likely continue to influence the development of the SCS moving forward in the next cycle. SBCAG's local jurisdictions have been working on local ordinances to encourage opportunities for new housing:

- Accessory Dwelling Unit (ADU) Ordinances – Most local jurisdictions in the region have adopted ADU ordinances, which allow for an addition of an accessory dwelling unit on single family lots, thereby increasing the potential for housing opportunities in areas that have typically been associated with lower densities.

- City of Santa Barbara Average Unit Density (AUD) Program – The aim of Santa Barbara's AUD Program is to support the construction of smaller, more affordable residential units near transit and within easy walking and biking distance to commercial services and parks. Increased densities and development standard incentives are allowed in most multi-family and commercial zones of the City to promote additional

housing. Rental, employer-sponsored, and limited equity housing cooperative units that provide housing opportunities to the City's workforce are especially encouraged. The program has an initial duration of eight years or until 250 units have been constructed in the High Density or Priority Housing Overlay areas, whichever occur first. As of October 2, 2019, 155 units had been completed within the High Density or Priority Housing Overlay areas.[1]

Development of Updated CEQA Thresholds

The California Environmental Quality Act (CEQA) was recently amended to re-define the nature of environmental impacts from and relative to transportation. CEQA no longer defines "automobile delay" as an impact and mandates that local jurisdictions determine another metric, by June 2020. The Office of Planning and Research is strongly recommending the use of a VMT or VMT per capita metric for project-level analysis. The quantitative determination of VMT and thresholds for new development has the potential to determine a significant amount of positive benefits, such as reduced VMT or mitigation measures in the form of alternative transportation improvements.

Emerging Technologies

Shared mobility has been an emerging technology in the region. The City of Santa Barbara also approved a Shared Mobility Ordinance in May 2019 that allows for the development of a bikeshare program within the City limits. Transportation network companies, such as Uber and Lyft, operate within the region and can be prominently seen in the downtown Santa Barbara area during peak hours. Utilization data specific for the TNCs specific to the Santa Barbara region is currently unavailable.

Population and Employment Growth Forecasts

Regional Growth Forecast

The SBCAG Board of Directors adopted updated growth projections for the region in January 2019. SBCAG hired a third party consultant, the Center for Continuing Study of the California Economy (CCSCE) to assist in completing its Regional Growth Forecast (RGF). A number of different data sources were utilized to complete the forecasts, including those from the prior forecast (RGF 2012), Bureau of Labor Statistics, InfoUSA, California Department of Finance, and the National Industry Classification System.

Comparison charts illustrating the changes relative to the assumptions used in the last RTP-SCS (RGF 2012) are shown below. The following conclusions were drawn when comparing the latest forecast (RGF 2019) to the RGF 2012:

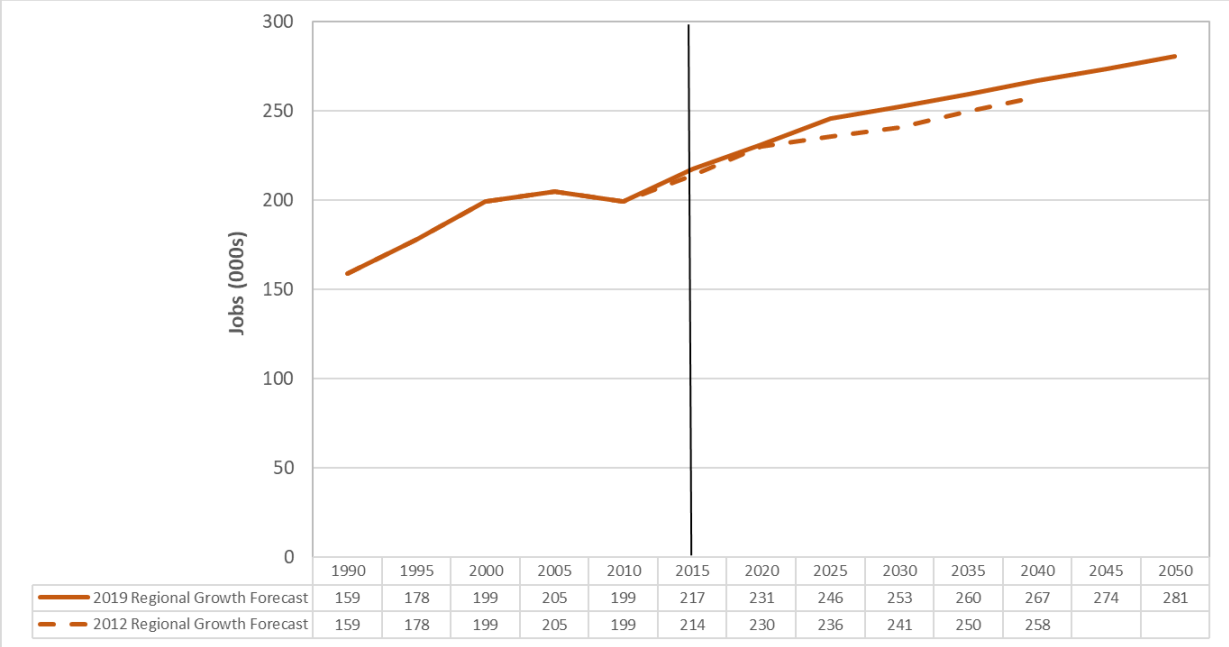
- Due to a stronger job forecast in the short-term vs. a weaker job forecast in the long-term, the RGF 2019 is lower in the long-term and higher in the short-term than the RGF 2012.

- The population forecast is closely tied to projected job growth and closely trends in line with the job growth assumptions. The average five-year growth rate is less than 1%.

[1] https://www.santabarbaraca.gov/services/planning/aud_program.asp

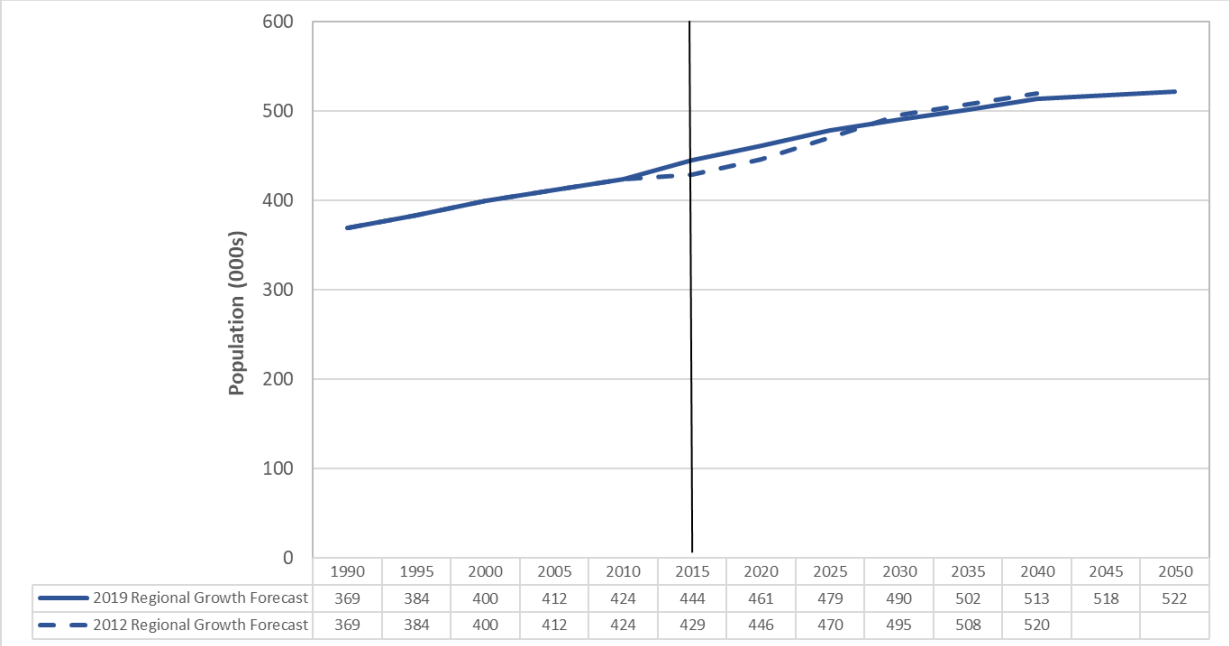
- The countywide household forecast is determined by applying household formation rates to the forecasted population. The average five-year growth rate fluctuates between 2-5% per year between 2020 and 2050.

Jobs Forecast Comparison



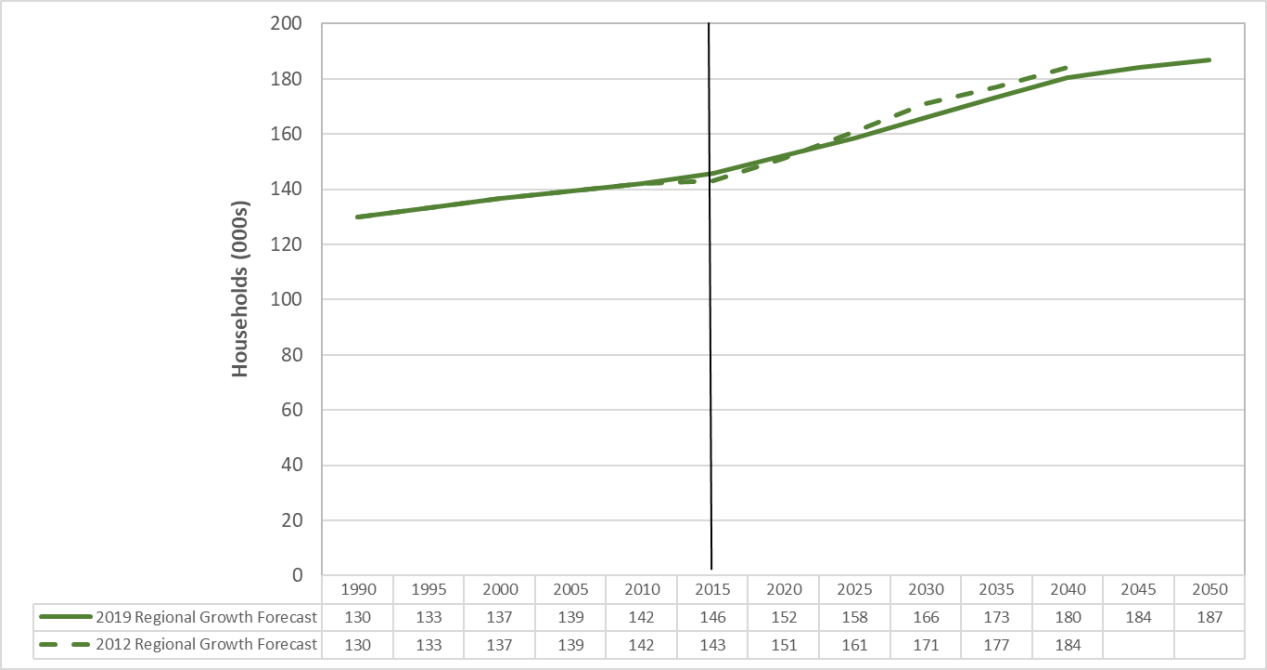
	1990	1995	2000	2005	2010	2015	2020	2025	2030	2035	2040	2045	2050
2019 Regional Growth Forecast	159	178	199	205	199	217	231	246	253	260	267	274	281
2012 Regional Growth Forecast	159	178	199	205	199	214	230	236	241	250	258		

Population Forecast Comparison



	1990	1995	2000	2005	2010	2015	2020	2025	2030	2035	2040	2045	2050
2019 Regional Growth Forecast	369	384	400	412	424	444	461	479	490	502	513	518	522
2012 Regional Growth Forecast	369	384	400	412	424	429	446	470	495	508	520		

Household Forecast Comparison



	1990	1995	2000	2005	2010	2015	2020	2025	2030	2035	2040	2045	2050
2019 Regional Growth Forecast	130	133	137	139	142	146	152	158	166	173	180	184	187
2012 Regional Growth Forecast	130	133	137	139	142	143	151	161	171	177	184		

RGF & the Land Use Model

SBCAG staff will be working with the default variables generated from the UPlan Land Use Model to project future alternative land use patterns and scenarios. The UPlan model was developed to allow for the input of theoretical maximum residential capacity available based on generalized UPlan land use categories. However, this scenario planning tool is not available to SBCAG staff for this cycle (see below for more information).

The land uses and capacities were reviewed by local planning staff during the last RTP-SCS cycle. The capacities may not necessarily reflect actual available capacity in adopted local General Plans. The UPlan land use capacities represent the theoretical maximum residential capacity available based on generalized UPlan land use categories and assumed land uses within the SBCAG land use model for the RTP-SCS preferred scenario. Adopted General Plans, not the RTP-SCS, determine allowable land uses and actual available land use capacity in each jurisdiction. The table below shows the residential land use capacities (by jurisdiction) assumed in the UPlan land use model (Fast Forward 2040) along with the household demand forecast from the RGF 2019. These will be retained for the Connected 2050 RTP-SCS cycle. SBCAG staff met with individual planning jurisdiction staff and confirmed that no changes to underlying General Plan assumptions were required for the Connected 2050 SCS, with the exception of some minor growth assumptions in some areas. For example, the City of Lompoc Planning Division staff requested that some of their future household growth be assigned along Ocean Avenue-Route 246, rather than in the northwestern section of the City.

Land Use Capacity and Household Demand Comparison

Jurisdiction	UPlan Land Use Capacity	RGF 2017-2050	Total UPlan Land Use Capacity minus RGF
	Total Units	Total Household Demand	Remaining Units
Carpinteria	410	800	(390)
Santa Barbara	14,953	5,760	9,193
Goleta	6,611	2,050	4,561
Solvang	1,363	410	953
Buellton	1,322	680	642
Lompoc	6,199	4,470	1,729
Santa Maria	16,500	15,310	1,190
Guadalupe	1,014	800	214
Unincorporated Total	13,932	7,800	6,132
County Total	62,302	38,080	24,222

Source: Regional Growth Forecast, SBCAG, January 2019

Per CARB's request, SBCAG has prepared a list of exogenous variables for the Connected 2050 RTP-SCS, listed in the table below. A table listing the statistics will be for each will be prepared and included in the submittal to CARB with the draft Connected 2050 Plan.

SBCAG RTP-SCS: Exogenous Variables

Category	Variable
Demographics	Population, employment, households
Auto operating cost	Fuel and non-fuel related costs
Vehicle fleet efficiency	Average fuel economy
Household demographics	Median income, size, workers
External vehicle miles traveled	Share of external "through" VMT originating from SLO and Ventura Counties

RTP-SCS Strategies & Methodologies

The transportation and land use strategies in the RTP-SCS will be quantified almost entirely within the regional travel demand model. Preliminary analysis has indicated that additional off-model strategies would be required to achieve the regional greenhouse gas emissions target for the SBCAG region for this cycle. Therefore, the additional off-model strategies that will be quantified in the RTP-SCS include telecommuting/remote work, public charging infrastructure for electric vehicles, and new vanpool riders (commuters and agricultural workers). The RTP-SCS strategies that will be incorporated into the Plan are shown in the table below. As shown, SBCAG will be incorporating "off-model" strategies into the analysis for the RTP-SCS. Methodologies for each of the off-model strategies are included in Attachment 1.

SBCAG RTP-SCS Strategies and Quantification Approaches

RTP-SCS Strategy	Quantification Approach
Selectively increase residential and commercial land use capacity within existing transit corridors	Travel demand model
New transit capital projects	Travel demand model
Bike and pedestrian infrastructure	Travel demand model
Telecommuting / remote work	Off-model
Public charging infrastructure for electric vehicles	Off-model
New commuter and agricultural worker vanpools	Off-model

Land Use & Travel Demand Modeling Methodology

UPlan Land Use Model – Documentation of Revisions

UPlan is an application that was developed at the Information Center for the Environment (University of California at Davis) which allows users to project future land use patterns. Users can also overlay environmental data with the urban footprint to identify potential conflicts. UPlan was designed for use in California and has been widely applied in land use and environmental planning.

In the previous two RTP-SCS cycles, SBCAG worked closely with its stakeholders to support UPlan as a tool for incorporating land use and smart growth into the travel forecasting process. For the inception of the SCS (August 2013) UPlan was utilized for both the allocation of the Regional Growth Forecast and as the testbed of alternative land use scenarios. SBCAG staff intended to utilize a similar approach for this cycle. A consultant team was utilized to migrate the UPlan model files from an older version to an updated version of UPlan (version 4). However, the consultant team ran into a number of issues with the updated version of UPlan and, due to time and budget constraints, recommended that SBCAG staff move forward with retaining UPlan default assignment variables from the previous cycle. A methodology was developed for export to the travel demand model and SBCAG staff will work with its consultant and the Joint Technical Advisory Committee (JTAC) to update the land use model parameters for the base year and future years for the RTP-SCS. For reference, a summary document detailing the land use forecasting steps is attached.

SBCAG staff conferred with ARB staff on June 16, 2020 to discuss the new approach to land use modeling for the Connected 2050 update cycle. This amended technical methodology is consistent with the outcomes on that discussion.

Travel-Demand Model

Current Status

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).

WHAT IS POPULATION SYNTHESIS?

Population synthesis uses simulation techniques to enumerate the entire residential population of a region, along with critical individual details such as age, gender, worker status, etc. It also groups individuals into households with their own characteristics of structure such as number of children, adults, workers, and income.

Model Runs for RTP-SCS

SBCAG will be working closely with the model consultant, Caliper Corporation, to develop base year 2015 traffic estimates for the region in the 4-step model and to calibrate accordingly. Future model runs will be developed for analysis years 2020, 2035, and 2050 under a variety of different scenarios, to be determined under the public outreach phase.

New/Updated Features

Since the fall of 2017, SBCAG has been working with its MPO partners at SLOCOG and AMBAG, along with a consultant (Caliper Corporation) on the development of a Central Coast activity-based model (CCABM). The model is a work in progress at this time and will not be available for use for this cycle RTP-SCS. However, Caliper has agreed to export some parameters and functions of the CCABM for use in the SBCAG regional travel demand model update for the Connected 2050 RTP-SCS. These are parameters are described below.

Expanded Traffic Analysis Zones

The updated SBCAG regional travel demand model (RTDM) will feature modified TAZs. Some TAZ boundaries and the total number of TAZs has increased slightly.

Population Synthesis

Caliper will export the ABM's enhanced population synthesis procedure and create a "hybrid" procedure that matches both households and individual characteristics and does so at multiple geographic levels. The data sets in the hybrid population synthesis module include:

- 2012-2016 Census ACS Block Groups
  - Population by age, gender
  - HHs by income, size, vehicles
- 2010 Census Blocks
  - Population, HHs
- 2012-2016 PUMS Micro sample
  - Seed HHs, population
- Database USA
  - Population and HHs

Updated Truck & Visitor Models

Caliper is currently evaluating an incorporation of the data from the statewide freight model for the Central Coast ABM. Given that the Central Coast is a major tourist hub, a separate visitor model has been developed. For the SBCAG region specifically, Caliper will integrate the existing visitor model from the 4-step regional model and update accordingly, using survey data from local visitors bureaus and chambers of commerce. The work that is being done on these models for the CCABM can be exported into the SBCAG RTDM.

Sensitivity Tests

Once the SBCAG RTDM is complete, sensitivity tests can be performed. SBCAG staff can work closely with CARB staff to ensure that collaboration occurs early, if necessary. Potential sensitivity tests that can be run for the SBCAG RTDM include:

- Adjusting demographic variables (population, employment, households)
- Increasing auto operating costs
- Increasing transit frequencies / headways and fare adjustments
- Adjusting model free flow speed defaults
- Adjusting time values
- Increasing / decreasing bicycle lane infrastructure

Induced Demand

Both the short-term and long-term effects of induced travel can be estimated using the SBCAG travel demand model. The short-term effects are captured directly in the model itself, since a) the impact of new capacity on vehicle travel speed is captured in the model, and b) the impact of speed of travel on roadways affects the frequency of trip-making, mode of travel, and travel routing. The long-term effects of induced travel are captured through SBCAG's iterative process of developing the land use forecast and identifying the roadway capacity projects for the region. This iterative process considers the magnitude and location of growth within the SBCAG region and then considers if the roadway widening projects are increasing capacity beyond what is needed to accommodate anticipated growth. Once the land use forecast and roadway capacity projects are finalized, as proposed in Connected 2050, the SBCAG model can be used to reasonably capture the long-term induced travel effects of the land development and transportation projects.

Inter-Regional and External Travel

Assumptions regarding inter-regional and external travel will occur within the SBCAG RTDM. In the past two cycles, SBCAG utilized the "50/50" method for calculating inter-regional VMT, consulting with SLOCOG and SCAG to determine their inter-regional VMT and utilizing the 50% method. During the consultation process with CARB after the last RTP-SCS cycle was complete, SBCAG and CARB agreed that utilizing this methodology was no longer necessary and that the inter-regional travel estimates could be calculated within the travel demand model.

Emissions Modeling

Using the outputs from the regional travel demand model (e.g., vehicle miles traveled [VMT], trips, VMT by speed class), SBCAG staff will utilize the California Air Resources Board's 2014 Emission Factors (EMFAC) model to estimate greenhouse gas emissions for the RTP-SCS Plan. The greenhouse gas emissions will be represented as tons of carbon dioxide (CO_2) per day. The two emissions modeling components are described below in greater detail.

ARB's Emissions Factor (EMFAC) Model

Two basic quantities are required to calculate a given emissions estimate: an emission factor and an activity factor. In general, the emission factor is the amount of emissions generated by a certain amount of motor vehicle activity. A countywide on-road mobile source emission estimate is calculated by summing the product of the vehicle activity (VMT and trips) and the emissions factors contained in the EMFAC emissions model developed by ARB.

The EMFAC model generates an output of carbon dioxide (CO_2) emissions, which will be used as the overall indicator of greenhouse gas emissions. In order to calculate the CO_2 emissions within EMFAC, VMT and VMT by speed class distributions will be extracted from the travel demand model for the baseline (2015) and each of the target years (2005, 2020, and, 2035) along with the other non-target scenario year (2050) and alternative transportation/land use scenarios within the future years. This extracted information will then be input into the EMFAC model. The CO_2 emissions associated with vehicle starts are accounted for in the EMFAC model based on the distribution of vehicle starts by vehicle classification, vehicle technology class, and operating mode. EMFAC adds these vehicle starts to the running emissions to compute total on-road mobile source emissions. Then the CO_2 emissions for the four vehicle classes that meet the passenger vehicle definition can be extracted from the EMFAC output and reported:

1. Light-duty autos (LDA)
2. Light-duty trucks (LDT1) (less than 3,750 lbs.)
3. Light-duty trucks (LDT2) (3,751-5,750 lbs.)
4. Medium-duty trucks (MDT) (5,751-8,500 lbs.)

The most recently adopted version of EMFAC is EMFAC 2017. However, in order to maintain compatibility with the previous plan and emission results, SBCAG is proposing to continue to utilize the same emissions model that was used in the prior RTP-SCS (Fast Forward 2040), EMFAC2014.

Demonstrating Compliance with the Regional GHG Target

The critical analysis of the SCS will be to demonstrate compliance with the regional GHG targets set by CARB. SBCAG will incorporate a regional GHG targets analysis into its public participation/outreach phase of the RTP/SCS process. Compliance with the regional GHG targets will be a key factor in determining the preferred transportation and land use alternative during this phase. If a transportation/land use scenario does not meet the regional GHG target, it would need to be adjusted or removed from consideration.

Note that the analysis will only include the years for which the regional targets are required (base year, 2020, and 2035). The RTP will include an additional scenario year (2050). It should also be noted that the RTP will also include estimates of CO_2 per capita for each of the scenario years for the preferred alternative. The emissions estimates will utilize the same EMFAC adjustment factors from the last cycle, as shown in the table below.

EMFAC Adjustment Factors

2020	2035
0.2%	0.8%

Attachment 1

Off-Model Quantification Methodologies

OM1: Telecommuting

Step 1: Identify average home-based work trip length in the region

	Home-Based Work (HBW) Trips			
Analysis Year / Scenario	**Trips**	**HBW Trip Length**	**Employees**	**Rate**
2015	346,232	9.37	213,700	1.620177819
2035 - BAU	388,805	9.57	250,380	1.552859653
2035 TOD-Infill	392,440	8.84	250,380	1.567377586

Source: SBCAG Model

Step 2: Identify the number of additional telecommuters resulting from the strategy, based on regional data

Jobs Forecast by Economic Sector, Santa Barbara County 2017-2050 (thousands)

SECTOR	2017	2025	2030	2035	2040	2045	2050
Farm	21.5	23.9	24.1	23.4	23.7	23	22.3
Natural Resources and Mining	0.9	1.1	1.1	1.2	1.2	1.2	1.3
Construction	8.4	10.7	11.3	11.8	12.4	13.1	13.9
Manufacturing	13.1	12.4	12.4	12.4	12.4	12.5	12.6
Wholesale Trade	5.1	5.3	5.4	5.6	5.8	6	6.3
Retail Trade	18.9	19.3	19.5	19.7	19.8	19.8	19.8
Transp, Warehousing and Util	3.3	3.9	4	4	4.1	4.1	4.2
Information	***5***	***5.6***	***5.8***	***6***	***6.3***	***6.6***	***7***
Financial Activities	***6.6***	***7.1***	***7.2***	***7.3***	***7.4***	***7.4***	***7.5***
Professional and Business Services	***21.4***	***26.9***	***27.9***	***28.9***	***30***	***31.4***	***33***
Educational and Health Services	27.5	32.8	34.5	36.3	38.5	40.1	42.2
Leisure and Hospitality	27.7	29.5	30.5	31.5	32.6	33.3	34
Other Services	6	6.4	6.6	6.7	6.9	7	7.2
Government	***38.9***	***41.9***	***42.7***	***43.5***	***44.4***	***45.5***	***46.6***
Self Employed	***18***	***19.2***	***19.9***	***20.6***	***21.4***	***22.1***	***22.9***
TOTAL	222.3	246	252.9	258.9	266.9	273.1	280.8
Total eligible to work remote	***89.9***	***100.7***	***103.5***	***106.3***	***109.5***	***113***	***117***

Source: SBCAG Regional Growth Forecast

Step 3: Estimate the number of reduced HBW trips per commuter due to strategy

Eligible to work remote - 2035 106,300

Goal: 50-80% enrollment in employer telework program by 2035

Outcome - employees work from home or remotely 2-4 days per week (on avg. three days per week by 2035)

	Participation rate @ 50% =	53,150	tele / remote employees enrolled				Participation Rate @ 80% =	85,040	tele / remo
		31,890	remote workers out of office per day					51,024	remote wo
	Trip table								
50%	Telework / remote employees	31,890	per day						
	2035 BAU	1.55	HBW trip rate	=	49,521	trips reduced	=	473,913	VMT reduced
	2035 TOD-Infill	1.57	HBW trip rate	=	49,984	trips reduced		441,856	VMT reduced
					12.7%	of total HBW trips			
80%	Telework / remote employees	51,024	per day						
	2035 BAU	1.55	HBW trip rate	=	79,233	trips reduced	=	758,261	VMT reduced
	2035 TOD-Infill	1.57	HBW trip rate	=	79,974	trips reduced		706,969	VMT reduced
					20.4%	of total HBW trips			

2035 BAU Avg. VMT = 616,087

2035 TOD/Infill Avg. VMT = 574,412

Google Mobility Data Report

Workplace Trips SB County -35%

April-Sept 2020

OM2: Electric Vehicle Workplace and Public Charging Infrastructure

Methodology (CARB Method)

1	New workplace chargers	California Energy Commission Grant		
2	Avg. # vehicles / charger	a.	Implementation Plan	
		b.	NREL data - 7 vehicles per charger	
3	Regional PHEVs available			
4	CARB Alt Approach 2	Assume +13 eVMT per vehicle per day per charger		
5	Total increased PHEV eVMT	3+4		
6	Decrease gas consumption	Subtract out CO2 emissions associated with PHEV gas emissions		198 grams / mile
7	Reduced emissions = 5 x 6			

Step 1 Public Chargers - CEC SB County "Gap Analysis" - CalEVIP

Santa Barbara County		
Tech	**L2**	**DCFC**
gap (4/2020)	738	127
% address	0.5	0.3
Qty gap	369	38.1
Avg Rebate	$5,000	$60,000
Tech Cost	$1,845,000	$2,286,000
Project Cost	$4,131,000	

Step 2 Avg. Vehicles per charger (NREL data) 7 vehicles per charger

Step 3 Identify Regional PHEVs available (Step 1 x Step 2)

Level 2 =	5,166	
DC Fast chargers =	889	
	6,055	Regional PHEVs - CalEVIP project

Step 4 Assume an average of + 13 eVMT increased per day per PHEV using an EV charger

Step 5 Estimate increased PHEV eVMT resulting from strategy implementation

Regional PHEVs = 6,055 x 13 eVMT/day/charger = 78,715 eVMT

State Funding (CA Energy Commission) = 60%

Local funding (CCCE + SBCAPCD) = 40%

Apply local funding % to eVMT for credit 78,715 eVMT x 40% local funding = 31,486 eVMT

Step 6 Emission Factor: 198 grams CO2 per mile

0.436515 pounds CO2 per mile

CO2 PHEV =			eVMT	x	Emission Factor
	13,744.10	**lbs CO2 reduced**	31,486		0.436515
	6.87	**tons CO2 reduced**			

OM3: Agricultural Worker Vanpool Program

Step 1 - Calculate number of vans

Calvans info (source: Calvans Seven-Year Report)

Calvans Utilization - Santa Barbara County

Year	Passengers	Miles	Passengers/day (a)	Vans (a)
17/18	226,537	470,685	629	42
16/17	92,354	221,826	257	17
15/16	82,746	219,790	230	15
14/15	85,566	209,403	238	16
13/14	18,395	88,823	51	3
12/13	39,168	83,756	109	7
11/12	16,332	51,033	45	3
10/11	306	1,916	1	0

(a) Estimated assuming utilization 360 days / year and 15 occupants per van

Step 2 - Calculate auto trips reduced

Calvans estimates	126,000,000	VMT reduced statewide
	11,200,000	CalVans total VMT
	11.3	**SOV miles reduced per CalVans mile**
A survey found	**69.0%**	of CalVans riders drove to work in their own vehicle without a license prior to joining CalVans

Source: CalVans Seven Year Report

Step 3 - Calculate adjusted auto miles traveled per trip

see step 2

Step 4 - Calculate total adjusted auto VMT reduced

Daily Totals: Vanpool Miles / day

	Year	Passengers	Miles	Passengers/day (a)	Vans (a)	Miles/passenger	System Miles/day	
Base year	14/15	85,566	209,403	238	16	2.45	582	
	15/16	82,746	219,790	230	15	2.66	611	
	16/17	92,354	221,826	257	17	2.40	616	
	17/18	226,537	470,685	629	42	2.08	1,307	
	2020	534600	1,280,784	***1,485***	***99***	2.40	3,558	(b)
	2035			***1,616***	***108***	2.40	3,872	

(b) Source: CalVans Board Staff Report - June 2020 - Fleet of 99 vans in SB County for ag workers in use

Farm Sector Growth

Year	Jobs	Growth
2017	21500	
2025	23900	
2030	24100	
2035	23400	8.84%
2040	23700	

Source: SBCAG Regional Growth Forecast

Auto VMT Reduced

	Year	Passengers	Miles/day
Base year	14/15	238	582
Total	2020	1,485	3,558
Net New	2020	1,247	2988
VMT Reduction Factor			11.3
VMT Reduced (2020)			***33,618***

Total	2035	1,616	3,872
Net New	2035	1,379	3,290
VMT Reduction Factor			11.3
VMT Reduced (2035)			***37,018***

Attachment 2

Connected 2050 Land Use Forecasting Methodology

The forecasting logic is as following:

1. Perform the forecasting in increments (e.g. take 2015 and forecast to 2020. Then take 2020 forecast results as base and forecast to 2035, then take 2035 and forecast to 2040 and finally take 2040 as base and forecast to 2050).
2. Take UPLAN demographic forecasts and transfer from 1188 zone system to newer 1202 zone system.
3. For each TAZ, estimate UPLAN actual growth and percentage growth for households, population, and employment, and for all other demographic variables. Due to reallocations and re-development, there will be some cases where growth will be negative in some zones. There will also be some cases where in UPLAN you start off with zero households, population, or employment, but a zone ends up with significant HH, pop, or emp.
4. Isolate all zones in a city (e.g. Carpinteria), start off with 2015 estimates, and use the RGF numbers to find out total household, population, and employment growth in that city. That is the extra value to be allocated. For households, population, and employment, do the following:
    a. For these zones in the city, find any zones that have negative UPLAN growth. Apply the growth ratio to the 2015 demographic (e.g. for a zone, UPLAN2015 = 100, UPLAN2020 = 90, apply 9/10 ratio to 2015 demographic for forecast)
    b. For zones that have zero UPLAN growth, keep the same 2015 demographic
    c. For zones that have a positive UPLAN growth, add the UPLAN growth value to the 2015 demographic (e.g. UPLAN2015 = 100, UPLAN2020 = 110, therefore add 10 to the 2015 demographic)
    d. Normalize the zones in the city so that the city forecast matches the RGF estimate. However, normalize only the zones that have growth. Do not normalize the zones with zero or negative growth. This is to prevent zones from having net positive growth when the UPLAN model initially has them with zero or negative growth.
    e. Forecast the household and employment subcategories by estimating the percentage splits from UPLAN based on growth and applying the splits to the forecasted households and employment, (e.g. estimating 1 person, 2, person, 3 person, and 4+ person households from household forecast)
    f. Estimate all other land use demographics based on UPLAN ratio growth
    g. In some cases, the RGF estimates positive growth in a city but UPLAN estimated zero growth. In these cases (e.g. Buellton employment from 2035 to 2040),

increase all TAZs in the city by a fixed percentage to estimate growth and make the demographic consistent to the RGF value.

Appendix C – Connected 2050 Project Lists

Connected 2050 lists project in three different categories:

- Programmed Programmed projects have funding sources identified and will often be built or implemented in the near term.
- Planned Planned projects are those that are expected to be built or implemented over the life of *Connected 2050* and for which funding is expected to be available.
- Illustrative Illustrative projects are presently unfunded. Both programmed and planned projects are included in the modeled transportation networks. Illustrative projects are not.

Following the three aforementioned project lists is a list of projects included in Connected 2050 that have the likelihood of reducing Vehicle Miles Travelled (VMT), though the value of any reduction has not been quantified. The final list in this section contains the region's Airport Projects which have been included in the Aeronautics Capital Improvement Plan for years 2021-2030.

Programmed Projects

Project Title	Project Type	Phase	Description	Primary Funding Source(s)	Year	Total Cost ($000's)
CALTRANS						
CT-1: SR 246 Passing Lanes – Planting Mitigation (FTIP CT93)(EA 0C641)	HWY	Construction	Hwy 246 in Santa Barbara County, near Lompoc, from 0.8 miles east of Cebeda Canyon Road to 0.4 miles east of Tularosa Road and at Hapgood Road (West).	Measure A	2023	1,769
CT-2: South Coast 101 Project Segment 4A	HWY	PS&E/RW	South Coast 101 HOV Lanes- Carpinteria (Segment 4A) (0N701)	Measure A	2024	147,371
CT-3: South Coast 101 Project Segment 4B	HWY	PS&E/RW	South Coast 101 HOV Lanes- Padaro (Segment 4B) (0N702)	Measure A	2026	197,394
CT-4: South Coast 101 Project Segment 4C	HWY	PS&E/RW	South Coast 101 HOV Lanes- Summerland (Segment 4C) (0N703)	Measure A	2026	127,734
CT-5: South Coast 101 Project Segments 4D & 4E	HWY	PS&E/RW	South Coast 101 HOV Lanes- Montecito/Santa Barbara (Segment 4d-4e EA 0N704)	Measure A	2027	96,820
CT-6: SR 154 Bridge Replacement (1C410) (portion of FTIP CT87)	HWY	PS&E/RW	Bridge replacement project near Los Alamos at the Alamo Pintado Cr Ped Br (Br # 51-0076Y)		2027	4,090
CT-7: US 101 Roadside Safety Improvements (1E000)(portion of FTIP CT82)	HWY	Construction	Roadside Safety - Pave slopes, relocate roadside facilities away from traffic, install worker access gates, and safety improvements.		2022	6,321
CT-8: ADA Pedestrian Infrastructure Improvement (1E040)(portion of FTIP CT81)	BIKE/PED	PS&E/RW	ADA pedestrian infrastructure – Construct ramps, improve pedestrian travel way in Santa Barbara County on Highway 101 at the Butterfly Lane Undercrossing		2024	7,258
CT-9: US 101 Replace Bridge Deck (1F500) (portion of FTIP CT84)	HWY	Construction	In Santa Barbara Co near Los Alamos at the SRs 101/135 Separation (Br # 51-0073R/L)		2025	19,600

Project Title	Project Type	Phase	Description	Primary Funding Source(s)	Year	Total Cost ($000's)
CT-10: US 101 San Ysidro Road Intersection Improvement	HWY	PA&ED	US 101 San Ysidro Road Intersection Improvement (1k040)		2025	10,000
CT-11: US 101 Olive Mill Intersection Improvements	HWY	PA&ED	US 101 Olive Mill Intersection Improvements (1k030)		2025	8,000
CT-13: SR 135 Signal Modifications	HWY	PS&E/RW	SR 135 Signal Modifications in Santa Maria in various locations from Union Valley Parkway to Preisker Lane (1H960)		2025	17,000
CT-14: SR 135 Santa Maria CAPM	HWY	PS&E/RW	SR 135 in Santa Maria pavement preservation project CAPM (1G970)		2023	22,382
CT-15: SR 154/ Baseline- Edison Roundabout	HWY	PS&E/RW	SR 154/ Baseline- Edison Roundabout (1H310)		2025	11,980
CT-16: Nojoqui Creek Bridge (51-0018) Railing Upgrade	HWY	PS&E/RW	Bridge rail upgrade in Santa Barbara County near Buellton at Nojoqui Creek Bridge (Br# 51- 0018 L/R)		2023	12,238
CT-18: SR 1 Solomon Canyon CAPM - Pavement Rehabilitation	HWY	Construction	Pavement rehabilitation in Santa Barbara County about 5.8 miles north of Lompoc from California Boulevard to SR 166 near Guadalupe		2022	12, 781
CT-20: Gaviota Rest Area Water Systems Upgrade (EA 1E010)(portion of FTIP CT60)	HWY	Construction	Near Gaviota, at the Gaviota Safety Roadside Rest Area. Upgrade wastewater system.		2024	9,033
CT-21: Cold Springs Bridge Maintenance Inspection Access (FTIP CT76)(EA 1C420)	HWY	Construction	Near Lake Cachuma at Cold Spring Canyon Bridge No. 51-0037. Install inspection access system below bridge and paint structure.		2026	20,117
CT-22: Refugio Bridge Replacement (FTIP CT77) (EA 1C950 Long Lead)	HWY	Construction	Near Goleta, at Refugio Road Undercrossing No. 51-0215 L/R. Replace bridges.		2029	63,700

Project Title	Project Type	Phase	Description	Primary Funding Source(s)	Year	Total Cost ($000's)
CT-23: San Antonio Creek Bridge Scour Mitigation (FTIP CT75)(EA 1 F810)	HWY	PS&E/RW	Near Lompoc, at San Antonio Creek Bridge No. 51-0237 L/R. Bridge scour mitigation.		2024	3,054
CT-24: San Jose Creek Bridge Replacement (portion of FTIP CT63)(EA 1C360)	HWY	PA&ED	Near Goleta, at the San Jose Creek Bridge # 51-0217. Replace bridge.		2027	25,914
CT-25: Salsipuedes Creek Bridge Scour Mitigation (CT#OA050)(portion of FTIP CT90)	HWY	Construction	On Route 1 in Santa Barbara County near Lompoc at the Salsipuedes Creek Bridge (no. 51-0095)		2025	14,978
CT-26: Linden Ave/Casitas Pass Mitigation Monitoring (44822)(FTIP CT01, CT94, CT95)	HWY	Construction	Mitigation planting and monitoring on US 101 in Santa Barbara County in Carpinteria from South of Carpinteria Creek to North of Linden Ave overcrossing.		2029	115,220
CT-27: Linden Ave/Casitas Pass Interchanges Landscape Mitigation (EA 44821)	HWY	Construction	In Santa Barbara County from 0.2 miles south of Carpinteria Creek Bridge to Franklin Creek Bridge. Linden - Casitas Pass Mitigation Planting.		2026	2,560
CT-28: Goleta Drainages Landscape Mitigation (EA 0G071)	HWY	Construction	In and near Goleta from 0.2 mile east to 0.7 mile west of the Fairview Avenue Overcrossing. Landscape mitigation for PPNO 0707.		2024	658
CT-29: Hwy 154/246 Roundabout Planting (EA 0T001)(FTIP CT89)	HWY	Construction	Near Santa Ynez, at and near SR 246 intersection. Landscape mitigation.		2022	835
CT-30: Milpas - 101 SB Off-ramp Operational Improvement	ST/RDS	Construction	At the intersection of the first southbound off-ramp junction at Milpas Street, construct intersection improvements. This project includes all project phases - through construction.		2023	1,480

Project Title	Project Type	Phase	Description	Primary Funding Source(s)	Year	Total Cost ($000's)
CT-31: SR 246 Santa Ynez River Bridge (Robinson Bridge)	HWY	Construction	The project will improve access to Lompoc across the Santa Ynez River by a providing a bridge raised above flood level with wider shoulders that can safely accommodate vehicles, bicycles and pedestrians.	SHOPP, Measure A	2028	17,318
CT-32: San Marcos Pass High Friction Surface Treatment	HWY	PS&E/ RW	San Marcos Pass High Friction Surface Treatment (1M370)		2023	7,220
CT-33: Guadalupe ADA	HWY	PA&ED	Guadalupe ADA (1E030)		2028	12,972
CITY OF BUELLTON						
B-1: Street Maintenance	ST/RDS	Street Maintenance	Supplement local funding to better preserve local transportation assets.	Measure A	Ongoing	1,412
B-2: Alternative Transportation Enhancements	BIKE/PED	Alternative Transportation Improvements	Enhance the alternative transportation environment by performing sidewalk and concrete repairs, and reducing transit fares for seniors and the disabled, and allocating funds towards the multipurpose trail reserve.	Measure A	Ongoing	144
B-3: Regional Transit Support	TRANSIT	Regional Transit Support	Support regional transit services: Wine Country Express and Breeze 200	Measure A	Ongoing	261
B-4: North Ave of Flags Park & Ride	TRANSIT	Capital	Construction of second Park & Ride facility at the north end of Ave of Flags.	PEAIMP	2022	1,000
CITY OF CARPINTERIA						

Project Title	Project Type	Phase	Description	Primary Funding Source(s)	Year	Total Cost ($000's)
C-1: Street Maintenance	ST/RDS	Street Maintenance	Supplement local funding to maintain, improve, or construct roadways and bridges, including: Administration Program, Street Maintenance Program, Right-of-Way Maintenance Program, Transportation, Parking and Lighting Program, Carpinteria Avenue Bridge Replacement Project, Pavement Rehabilitation Project, Pavement Maintenance Project, Parking Lot Number 2 and Cactus Ln Improvements Project, Ped Bridge Inspection Program, and Pavement Management Update.	Local, State, Federal, Measure A	Ongoing	22,837
C-2: Safety Improvements	ST/RDS	Safety Improvements	Supplement local funding to implement Traffic Safety Program.	Measure A	Ongoing	120
C-3: Landscape Maintenance and Urban Forestry	ST/RDS	Maintenance	Supplement local funding to perform Landscape Maintenance Program and Urban Forestry Street Tree Program.	Measure A	Ongoing	836
C-4: Traffic Management and Signal Coordination	ST/RDS	Engineering	Supplement local funding towards Traffic Operations Program, and to perform traffic Signal Coordination, including: Carpinteria Ave/Palm Ave intersection signalization.	Measure A	Ongoing	185
C-5: Storm Damage Repair	ST/RDS	Construction	Supplement local funding to repair storm damage as part of the Via Real storm water management project.	Measure A	Ongoing	95

Project Title	Project Type	Phase	Description	Primary Funding Source(s)	Year	Total Cost ($000's)
C-7: Alternative Transportation Enhancements	BIKE/PED	Construction	Enhance the alternative transportation environment by performing maintenance, repair, improvement, and engineering of bike and ped facilities, including: the concrete repair and curb ramp program, City of Carpinteria Active Transportation Plan, Bike Path Maintenance Program, Linden Ave sidewalk repair, Bailard Ave Street Improvements, and Linden Ave/ Dorrance Way crossing improvements.	Measure A, Measure D, Local	Ongoing	511
C-8: Safe Routes to School Improvements	BIKE/PED	Construction	Construct Safe Routes to School improvements, including: Caitlin Cir to Memorial Park, Ogan Rd & Vallecito Rd, Pear St & Carpinteria Ave, Cramer Rd & Carpinteria Ave.	Measure A, Measure D, Local	Ongoing	142
C-9: Local Transit Support and Improvements	TRANSIT	Support, Construction	Support local bus and rail transit services and facilities, including Easy Lift Transportation and HELP of Carpinteria	Measure A	Ongoing	81
C-10: Carpinteria Avenue Bridge Replacement Project	ST/RDS	PS&E	Replace the existing bridge. Does not increase transportation related capacity		2020	17,000
C-11: Rincon Trail (FTIP SBCAG29)	BIKE/PED	PS&E	Construct a multiuse trail from Rincon Park to Carpinteria Avenue (part of the Carpinteria Coastal Vista Trail)		2020	6,933
CITY OF GOLETA						
Go-1: Street Maintenance and Improvements	ST/RDS	Construction	Supplement local funding to better preserve local transportation assets, to include: pavement rehabilitation, pavement maintenance, striping and signage, Hollister Ave Bridge project, and Hollister Ave widening.	Federal, State, Local, Measure A	Ongoing	22,925

Project Title	Project Type	Phase	Description	Primary Funding Source(s)	Year	Total Cost ($000's)
Go-2: Landscape Maintenance and Urban Forestry	ST/RDS	Maintenance	Supplement local funding to perform landscape maintenance and urban forestry street tree program.	Measure A	Ongoing	1,378
Go-3: Traffic Signal Coordination and Maintenance	ST/RDS	Engineering	Supplement local funding to perform traffic signal maintenance and traffic signal upgrades.	Local, Measure A	Ongoing	2,317
Go-4: Goleta US 101 Overcrossing	ST/RDS	R/W Engineering	The project will improve traffic circulation in Goleta by constructing a new overpass of US 101. This project is for pre-construction phases. Construction is a planned project.	Other, Measure A	2027	50,641
Go-5: Active Transportation Enhancements	BIKE/PED	Construction	Enhance the active transportation environment by supporting bike and ped projects identified in the Goleta Bicycle and Pedestrian Master Plan; concrete maintenance and access ramps; and safe routes to school improvements.	Measure A	Ongoing	1,500
Go-6: Local Transit Support	TRANSIT	Support	Support local transit services by providing for reduced transit fares for seniors and the disabled using Easy Lift.	Measure A	Ongoing	131
Go-7: Storm Damage Repair to Transportation Facilities	ST/RDS	Construction	Repair of transportation facilities damaged during storm events. Includes repair of Cathedral Oaks Crib Wall and locations citywide as necessary.	Measure A	Ongoing	227
Go-8: Fowler & Ekwill Road Extensions	ST/RDS	Final Design to Construction	Local road improvements & interchange modifications. Construct new east-west roadways extending James Fowler Rd from Fairview Ave to Technology Dr and Ekwill St from Fairview Ave to Kellogg Ave.		2023	20,800

Project Title	Project Type	Phase	Description	Primary Funding Source(s)	Year	Total Cost ($000's)
Go-9: Hollister Avenue Bridge Replacement	ST/RDS	Construction	Remove existing bridge over San Jose Creek and replace with a new, wider bridge with greater hydraulic capacity. Additional width for sidewalks and bike lanes.		2023	19,800
Go-10: San Jose Creek Multipurpose Path	BIKE/PED	Prelim. Engineering to Construction	This project proposes a new Class I adjacent to the San Jose Creek from Calle Real to the Atascadero Creek Bike Path at Goleta Beach. The scope of work includes preliminary engineering, environmental, design, and construction of the segments from Calle Real to Armitos Ave and from Ekwill Street to along SR 217 to the Atascadero Creek Bike Path. The project involves coordination with the Caltrans bridge replacement projects of US 101 over San Jose Creek and SR 217 bridge over San Creek.		2023	22,000
Go-11: San Jose Creek Bikeway – Middle Segment 1	BIKE/PED	Construction	Construct class I bike path from Jonny D. Wallis Park to Armitos Avenue		2021	1,600
Go-12: Old Town Sidewalk Improvement Project (FTIP GOLETA21)	BIKE/PED	Construction	A sidewalk improvement program for the residential areas of Old Town. The project will assess sidewalk deficiencies, create a prioritization plan, and install sidewalk improvements. Work is north of Hollister from Fairview to Kellogg and on Pine Avenue south of Hollister.		2021	4,220

Project Title	Project Type	Phase	Description	Primary Funding Source(s)	Year	Total Cost ($000's)
Go-13: Storke Road Hollister to Market Place Improvements	ST/RDS, BIKE/PED	Preliminary Engineering to Construction	The project includes transit, bicycle and pedestrian, and roadway improvements along Storke Road south of Hollister Ave. Includes restriping, median reconstruction, bus stop relocations and upgrades.		2023	800
Go-14: RRFB's at Chapel and HAWK at Kingston	BIKE/PED	Construction	The project will construct pedestrian activated Rectangular Rapid Flashing Beacons (RRFB's) over travel lanes on Hollister Avenue at Orange Avenue and a High Intensity Activated Crosswalk (HAWK) system at Calle Real and Kingston Ave. Work will include new striping, signage and lighting to be placed in existing pavement, and sidewalk improvements.		2021	505
Go-15: School Zone and Other Crossing Improvements	BIKE/PED	Preliminary Engineering to Construction	School zone and other crossing location improvements including signage, striping, and/or installation of rectangular rapid flashing beacons or pedestrian hybrid beacons.		2023	1,200
Go-16: Goleta Traffic Safety Study	ST/RDS, BIKE/PED	Preliminary Engineering	The Goleta Traffic Safety Study will proactively evaluate the transportation network to analyze the safety of bicyclist, pedestrians and vehicle drivers and identify benefits of potential safety countermeasures to help reduce injury and fatal collisions.		2020	301
Go-17: Hollister Ave Class I Bike Path Lighting	BIKE/PED	Design to Construction	Install lighting along the multipurpose path located along the south side of Hollister Avenue from Pacific Oaks to Ellwood School.		2023	700

Project Title	Project Type	Phase	Description	Primary Funding Source(s)	Year	Total Cost ($000's)
Go-18: Goleta Train Depot	TRANSIT, BIKE/PED	Preliminary Engineering	Construct new multi-modal train station at the location of existing Amtrak platform, to improve services and facilities and accommodate increase in ridership. Includes expanding parking, bus facilities, and bicycle and pedestrian improvements to S. La Patera Lane.		2025	19,000
Go-19: Traffic Signal Improvements and Upgrades	BIKE/PED	Preliminary Engineering to Construction	Improvements and upgrades to the existing traffic signals and installation of new traffic signals throughout the City.		Ongoing	10,400
Go-20: Improvements to Storke Rd/Hollister Avenue Corridors	ST/RDS, BIKE/PED	Preliminary Engineering to Construction	Projects include roadway widening, additional of turn lanes, channelization, and bicycle and pedestrian improvements		2026	5,982
Go-21: Cathedral Oaks Class I Bike Path	BIKE/PED	Preliminary Engineering to Construction	Construct a Class I bike path on Cathedral Oaks from Glen Annie to La Patera, 1.63 miles		2028	9,683
Go-22: US 101 Interchange Improvements	ST/RDS, BIKE/PED	Preliminary Engineering to Construction	At Patterson, Storke Rd/Glen Annie, Los Carneros, and Fairview Avenue Interchanges. Widen or replace existing overcrossing and overhead to accommodate additional turn lanes and Class II bike lanes. Ramp intersection improvements. Widen ramps to provide additional turn lanes and/or thru lanes. Signal modifications as necessary to accommodate peds and bikes. Add bike lanes.		2035	31,800

Project Title	Project Type	Phase	Description	Primary Funding Source(s)	Year	Total Cost ($000's)
Go-23: Intersection Operational Improvements	ST/RDS, BIKE/PED	Preliminary Engineering to Construction	Intersection improvements at Hollister Ave and Patterson Ave, Los Carneros Road and Hollister Ave, Kellogg Ave and Hollister Ave, Hollister Ave and Pacific Oaks Rd, and Fairview Ave and Calle Real. Includes roadway widening to add turn lanes and/or thru lanes, median modifications, new traffic signals/traffic signal upgrades, bicycle and pedestrian improvements.		2035	27,325
Go-24: Roadway Widenings and Operation Improvements	ST/RDS	Preliminary Engineering to Construction	Vehicle capacity modifications, roadway widenings and extensions, realignments, addition of medians, turning and through lanes, restriping, new traffic signals, bicycle and pedestrian improvements at locations throughout the City, including Las Carneros Way, Los Carneros Rd, Calle Koral, Fairview, Phelps Road, Calle Real, Hollister, Cathedral Oaks.		2040	5,569
CITY OF GUADALUPE						
Gu-1: Street Maintenance	ST/RDS	Construction	Supplement local funding to better preserve local transportation assets, to include: maintenance of streets, curbs, gutters, and drainage facilities, contract paving, and public works garage.	Measure A, State	Ongoing	5,097
Gu-2: Alternative Transportation Enhancements	BIKE/PED	Construction, Planning	Enhance the alternative transportation environment by performing bike and ped maintenance projects and ADA sidewalk work.	Measure A	Ongoing	280

Project Title	Project Type	Phase	Description	Primary Funding Source(s)	Year	Total Cost ($000's)
Gu-3: Operating Assistance for Guadalupe Transit	TRANSIT	Support	Transit administration, operations, and maintenance for Guadalupe Transit.	Measure A	Ongoing	26
CITY OF LOMPOC						
L-1: Street Maintenance	ST/RDS	Construction	Supplement local funding to better preserve local transportation assets, to include: street maintenance, engineering, overlays and rehabilitation, and urban forestry.	Measure A	Ongoing	10,367
L-2: Alternative Transportation Enhancements	BIKE/PED	Construction, Planning	Enhance the alternative transportation environment by performing maintenance, repair, improvement, and engineering of bike and ped facilities.	Measure A	Ongoing	1,549
L-3: Local Transit Support	TRANSIT	Support	Support local transit services.	Measure A	Ongoing	118
L-4: Operating Assistance for COLT (FTIP LOMPOC9)	TRANSIT	Support	Transit operating assistance for COLT.		Ongoing	4,873
L-5: Transit Operations and Maintenance Center (FTIP LOMPOC23)	TRANSIT	Capital	Purchase and construction of a new maintenance and operations center for City of Lompoc Transit		2021	11,394
L-6: Operating Assistance for Wine Country Express (FTIP LOMPOC13)	TRANSIT	Support	Transit operating assistance for Wine Country Express		Ongoing	74
CITY OF SANTA BARBARA						

Project Title	Project Type	Phase	Description	Primary Funding Source(s)	Year	Total Cost ($000's)
SB-1: Street Maintenance	ST/RDS	Construction	Supplement local funding to better preserve local transportation assets, to include: pavement maintenance, roadway maintenance, engineering services, bridge preventative maintenance, post bridge construction monitoring, and graffiti abatement.	Measure A, Local, State	Ongoing	17,185
SB-2: Storm Damage Repair	ST/RDS	Operations	Supplement local funding to repair storm damage, including storm drain repair and maintenance.	Measure A, Local	Ongoing	2,082
SB-3: Roadway Drainage Facilities	ST/RDS	Capital	Supplement local funding to implement Lower Mission Creek Flood Control project.	Measure A	Ongoing	390
SB-4: Safety Improvements	ST/RDS	Capital	Supplement local funding to implement Traffic Safety/ Capacity Improvements.	Measure A	Ongoing	260
SB-5: Active Transportation Enhancements	BIKE/PED	Construction	Enhance the active transportation environment by performing maintenance of sidewalks and improving sidewalk access ramps.	Measure A, Local, State	Ongoing	10,148
SB-6: Local Transit Support	TRANSIT	Support	Local Transit Support for Easy Lift.	Measure A	Ongoing	1,339
SB-7: State Street Smart Corridor – Outer State Street Adaptive Signal Project	ITS	TBD	Advanced traffic corridor system. Project #102.		TBD	1,000

Project Title	Project Type	Phase	Description	Primary Funding Source(s)	Year	Total Cost ($000's)
SB-8: Construct Active Transportation Program Awarded Projects (FTIP SBCITY)	BIKE/PED	Construction	Projects include: Upper De La Vina Street Gap Closure and Safe Crossings, Eastside Green Lanes and Bike Boulevard Gap Closure, Westside Bike Boulevard Gap Closure, Downtown De La Vina Street Safe Crosswalks and Buffered Bike Lanes, U.S. 101 State Street Undercrossing Active Transportation Improvements, Lower Eastside Community Connectivity Active Transportation Plan (Plan Only), Las Positas and Modoc Roads Class I Construction, and State Street Undercrossing Sidewalk and Bike Lane Improvements.	Various	2021	34,148
SB-9: Preliminary design for HOV HWY 101 Widening Mitigation Projects (Cabrillo at UPRR and Los Patos, Olive Mill Roundabout, and Milpas at Hutash)	ST/RDS	PA&ED	Replace the Union Pacific Railroad bridge over Cabrillo Boulevard with a bridge meeting contemporary standards and construct capacity improvements on Cabrillo Boulevard at Los Patos. Capacity and operational improvements at the intersection of Cabrillo Boulevard and Los Patos Road. Construct roundabout to accommodate anticipated demand and alleviate existing congestion. Capacity and operational improvements at the intersection of Olive Mill, Coast Village Road, and US 101 northbound ramps. Build a roundabout to accommodate anticipated demand and alleviate existing congestion. Intersection improvements at Milpas street and Hutash street.		2022	TBD

Project Title	Project Type	Phase	Description	Primary Funding Source(s)	Year	Total Cost ($000's)
SB-10: Corridor Improvements - Carillo Street (De la Vina to Miramonte)	ST/RDS	Construction	Includes intersection improvements at Carrillo and San Andres to reduce delay, improve safety, and improve pedestrian access. Left turn arrows will be added to Carrillo Street. Streetlights will be installed along entire corridor.		2021	1,700
SB-11: Modoc Multiuse Path Extension	BIKE/PED	Construction	The Modoc Multiuse Path Extension will tie into the Las Positas and Modoc Roads Multiuse Project and County's Modoc Multiuse Path that eventually connects to the Obern Trail. This connection is approximately 0.10 of a mile and the path will range from 10 to 12 feet depending on site constraints. The multiuse path will be separated from the roadway by a landscaped buffer and/or by a guardrail in the portion next to the ravine.	Local, State	2021	1,500
SB-12: Coast Village Road Safety and ADA Improvements	BIKE/PED	Design, Construction	Improve safety on Coast Village Road by implementing lighting and pedestrian activated flashing beacons at the mid-block crossing in the 1100 block of Coast Village Road, and by making geometric changes to the Coast Village Road/ Butterfly Lane intersection including ADA compliant pedestrian access ramps.	Local, TBD	2023	120
SB-13: Pedestrian Enhancement - Sidewalk Infill (Annual)	BIKE/PED	Construction	The project is for smaller sidewalk infill projects that fit within available funding and are likely to be funded through the Sidewalk Infill Program.	Local	Ongoing	520

Project Title	Project Type	Phase	Description	Primary Funding Source(s)	Year	Total Cost ($000's)
CITY OF SANTA MARIA						
SM-1: Roadway Maintenance, Improvement, and Construction	ST/RDS	Construction, Monitoring	Supplement local funding to maintain, improve, or construct roadways and bridges.	Measure A	Ongoing	19,895
SM-2: Traffic Safety	ST/RDS	Construction	Supplement local funding to construct safety improvements, to include: signage replacements and improvements; street lighting maintenance and improvements; street lighting upgrades - underlit neighborhoods; pavement delineation, traffic signal maintenance and improvements.	Measure A	Ongoing	7,104
SM-3: Highway Improvements	ST/RDS	Engineering, Construction	Supplement local funding for Downtown Multimodal Streetscape Plan (Hwy 135).	Measure A	Ongoing	150
SM-4: Alternative Transportation Enhancements	BIKE/PED	Construction	Maintenance, repair, construction & improvement of bike/ped facilities, safe routes to school, and ADA facilities; Programs, Education, & Incentives to reduce single occupant auto trips or transportation demand.	Measure A	Ongoing	3,963
SM-5: Operating Assistance for SMAT (FTIP SM010/30)	TRANSIT	Support	Transit Operating Assistance for SMAT, including for nighttime and Saturday service.	FTA, TDA	Ongoing	16,015
SM-6: Bus Replacement and Expansion (FTIP SM025, SM50, SM51)	TRANSIT	Capital	Transit bus procurement for fixed route and ADA services. Includes bus purchases for Guadalupe Transit and the Clean Air Express.	FTA, TDA	Ongoing	64,750
SM-7: Bus Stop Improvements (FTIP SM028)	TRANSIT	Capital	Bus stop improvements include, but not limited to, bus shelters, bus turnouts, signage and posts, and installation costs. All funding is prior year.	FTA, TDA	Ongoing	500

Project Title	Project Type	Phase	Description	Primary Funding Source(s)	Year	Total Cost ($000's)
SM-8: Planning Projects (FTIP SM029)	TRANSIT	Planning	Funding for updates to the Short Range Transit Plan and other service improvement planning projects. All funding is prior year.	TDA	2021	250
SM-9: Capital Cost of Contracting - SMAT	TRANSIT	Support	This activity would be used to fund the cost of overhaul work performed by the City's transit maintenance contractor	FTA, TDA	Ongoing	42,000
SM-10: SMAT Expansion Bus and Trolley	TRANSIT	Capital	This project will provide capital assistance for two expansion trolleys and one expansion bus in accordance with the SRTP and the City's Downtown Specific Plan.	FTA, TDA	2022	864
SM-11: Fiber Optic Installation and IT Enhancements	TRANSIT	Construction	Install fiber optic communications to improve communications. Enhance SMAT's IT system.	TDA, STA	2021	600
SM-12: Fare Payment Upgrades	TRANSIT	Construction	Install a mobile payment, electronic fare media vending machine, and implement a SMART Card system	FTA, TDA	2022	949
SM-13: Advanced Public Transportation System (APTS)	ITS	Construction	Purchase and installation of an APTS with global positioning system location, automatic voice enunciation, real time arrival displays at major bus stops and transfer locations, automatic passenger counters, real-time maintenance interface, phone and web-based customer interface, dispatching management module, etc.	TDA	Various	2,548
SM-14: SLORTA Operating Assistance (FTIP SLORTA1/02)	TRANSIT	Operating	Operating assistance for regional transit service provided by San Luis Obispo Regional Transit Authority within the Santa Maria urbanized area, including express service.	FTA, TDA	Ongoing	90,249

Project Title	Project Type	Phase	Description	Primary Funding Source(s)	Year	Total Cost ($000's)
SM-15: Voice Enunciators	TRANSIT	Capital	Capital assistance from TDA to install voice enunciators on fleet.	FTA, TDA	2022	10
SM-16: Security System Infrastructure Maintenance	TRANSIT	Capital	Capital assistance to replace security infrastructure that is beyond its useful life.	TDA, STA	2021	74
SM-17: Fleet Electrification	TRANSIT	Construction	Design and construction of infrastructure for electric-battery bus fleet and transit properties.	TDA, STA	2022	884
SM-18: STA Bus Replacement	TRANSIT	Capital	Replace of bus.	TDA, STA	2021	482
SM-19: Transit Fleet Maintenance Software	TRANSIT	Support	Purchase and install of fleet management software.	FTA, TDA	2021	200
SM-20: Digital Photo ID System	TRANSIT	Support	Purchase and installation of digital photo ID system for transit customers for discount passes and ADA ID.	FTA, TDA	2021	15
SM-21: Access Control at Bus Properties	TRANSIT	Construction	Installation and purchase of card access system at transit properties	1B, TDA	2021	350
SM-22: Bus Wi-Fi	TRANSIT	Support	Installation and purchase of modem on buses for passenger Wi-Fi.	1B, TDA	2021	40
SM-23: ADA Sedan	TRANSIT	Capital	Purchase of sedan for ambulatory ADA paratransit service.	FTA, TDA	2021	75
SM-24: Electric Bus Replacements	TRANSIT	Capital	Purchase of battery-electric buses.	FTA, TDA	2021	1,700
SM-25: Bus Overhaul	TRANSIT	Capital	Engine overhaul on select buses to extend useful life.	FTA, TDA	2021	279
CITY OF SOLVANG						
Sol-1: Street and Bridge Maintenance	ST/RDS	Construction	Supplement local funding to maintain, improve, or construct roadways and bridges, including: slurry sealing, performing pavement overlays and crack sealing, and preforming miscellaneous road repairs.	Measure A, Local, State, Federal	Ongoing	3,273

Project Title	Project Type	Phase	Description	Primary Funding Source(s)	Year	Total Cost ($000's)
Sol-2: Roadway Drainage Improvements	ST/RDS	Construction	Supplement local funding to improve roadway drainage at various locations.	Measure A	Ongoing	66
Sol-3: Solvang Circulation Improvements	ST/RDS	Construction	Construct locally significant circulation improvements.	Measure A	2030	2,400
Sol-4: S. Alisal Road Circulation & Bikeway Improvements	BIKE/PED	Construction	Project includes 1.5 miles of roadway widening, pavement reconstruction, and addition of bicycle sharrows & signage along Alisal Rd from the Santa Ynez River to the southerly City Limits.	Measure A, Other	2021	1,400
Sol-5: Alternative Transportation Enhancements	BIKE/PED	Construction	Enhance the alternative transportation network by constructing sidewalk infill & repair, ADA sidewalk ramps, and new bike lanes.	Measure A	Ongoing	303
Sol-6: Santa Ynez Valley Transit Fare Subsidy	TRANSIT	Support	Support of the operations of the Santa Ynez Valley Transit Dial-a-Ride service.	Measure A	Ongoing	17
Sol-7: Second Street Drainage Improvements (Phase 2)	ST/RDS	Construction	Supplement local funding to improve roadway drainage at various locations.		2021	540
Sol-8: Operating Assistance for SYVT (FTIP SOLVANG02)	TRANSIT	Support	Transit operating assistance for SYVT.		Ongoing	770
COUNTY OF SANTA BARBARA						
SBC-1: Street and Bridge Maintenance in the North County	ST/RDS	Construction	Supplement local funding to maintain, repair, construct, and improve streets and bridges, including: roadway maintenance and repair; pavement preservation; bridge and large culvert projects	Measure A, Local, State, Federal	Ongoing	105,771
SBC-2: Street and Bridge Maintenance on the South Coast	ST/RDS	Construction	Supplement local funding to maintain, repair, construct, and improve streets and bridges, including: roadway maintenance and repair; pavement preservation; bridge and large culvert projects	Measure A, Local, State, Federal	Ongoing	76,140

Project Title	Project Type	Phase	Description	Primary Funding Source(s)	Year	Total Cost ($000's)
SBC-3: Traffic Operations in the North County	ST/RDS	Maintenance	Supplement local funding for traffic operations, including the maintenance of signs, striping, and guardrail; intersection and bikeway signals and lighting.	Measure A, Local, State	Ongoing	12,135
SBC-4: Traffic Operations on the South Coast	ST/RDS	Maintenance	Supplement local funding for traffic operations, including the maintenance of signs, striping, and guardrail; intersection and bikeway signals and lighting.	Measure A, Local, State	Ongoing	11,529
SBC-5: Urban Forestry and Landscaping Maintenance in the North County	ST/RDS	Construction	Supplement local funding to perform the Urban Forestry Street Tree Program	Measure A, Local, State	Ongoing	6,385
SBC-6: Urban Forestry and Landscaping Maintenance on the South Coast	ST/RDS	Construction	Supplement local funding to perform the Urban Forestry Street Tree Program	Measure A, Local, State	Ongoing	6,209
SBC-7: Alternative Transportation Enhancements (North County)	BIKE/PED	Construction	Enhance the alternative transportation environment by performing maintenance, repair, construction, and improvement of the bike and ped facilities in the North County, including: sidewalk repair and replacements (Partnership Program), and bike, pedestrian and Safe Routes facilities.	Measure A, Local, State	Ongoing	3,824
SBC-8: Alternative Transportation Enhancements (South Coast)	BIKE/PED	Construction	Enhance the alternative transportation environment by performing maintenance, repair, construction, and improvement of the bike and ped facilities on the South Coast, including: sidewalk repair and replacements (Partnership Program), and bike, pedestrian and Safe Routes facilities.	Measure A	Ongoing	5,135

Project Title	Project Type	Phase	Description	Primary Funding Source(s)	Year	Total Cost ($000's)
SBC-9: Safe Routes to School Improvement in the North County	BIKE/PED	Construction	Construct Safe Routes to School improvements in the North County, including school zone striping.	Measure A	Ongoing	350
SBC-10: Safe Routes to School Improvement on the South Coast	BIKE/PED	Construction	Construct Safe Routes to School improvements on the South Coast, including school zone striping.	Measure A	Ongoing	326
SBC-11: Reduced Transit Fares for Seniors & Disabled on South Coast	TRANSIT	Support	Support reduced transit fares for seniors and the disabled by providing Easy Lift and other transit matching funds.	Measure A	Ongoing	375
SBC-12: Isla Vista Infrastructure Improvements	BIKE/PED	Construction	Construct pedestrian and bicycle facilities throughout Isla Vista.		Ongoing, Annual	4,000
SBC-13: Operating Assistance for Cuyama Transit & Los Alamos Shuttle	TRANSIT	Support	Transit operating assistance for Cuyama Transit and Los Alamos Shuttle (incl. allocation for County administration).		Ongoing	1,544
SBC-14: Santa Claus Lane Streetscape Project	ST/RDS	Construction	Streetscape improvements to include parking, sidewalks, landscaping and a Park & Ride area.		2022	8,040
SBC-15: Orcutt Transportation Improvement Program Capital Projects	ST/RDS	Construction	Construct various roadway, intersection, transit, and sidewalk improvements in the Orcutt Community Area included in the OTIP		2050	19,670
SBC-16: Orcutt Transportation Improvement Program Bikeway Projects	BIKE/PED	Construction	Construct various bikeway projects at development sites throughout Orcutt Community included in the OTIP		2050	4,700
SBC-17: Montecito Debris Flow Trail Bridge Replacements	BIKE/PED	Construction	Replace three trail bridges in Montecito		2025	750

Project Title	Project Type	Phase	Description	Primary Funding Source(s)	Year	Total Cost ($000's)
SBCAG						
SBCAG-1: SR 166 Safety & Operations	HWY	Support	Enhance the safety of SR 166 by supporting CHP operations, improving Cuyama bus stops, improving the Black Road intersection, and improving the Hwy 1 intersection.	Measure A	2022	14,802
SBCAG-2: South Coast Bicycle and Pedestrian Program	BIKE/PED	Construction	Enhance the alternative transportation environment by providing financial support for various South Coast bicycle and pedestrian programs and projects.	Measure A, Local, State	Ongoing	2,985
SBCAG-3: South Coast Safe Routes to School Program	BIKE/PED	Construction	Enhance the Safe Routes to School environment by construction of various Safe Routes to School projects on the South Coast.	Measure A, Local	Ongoing	2,082
SBCAG-4: North County Safe Routes to School, Bicycle and Pedestrian Program	BIKE/PED	Construction	Enhance the alternative transportation environment by providing financial support for yet to be identified North County projects.	Measure A, Local	Ongoing	1,182,994
SBCAG-5: North County Interregional Transit Program	TRANSIT	Support	Support the North County Interregional Transit Program by providing funding for planning and Clean Air Express operations, capital, and marketing.	Measure A	Ongoing	4,670
SBCAG-6: South Coast Interregional Transit Program	TRANSIT	Support	Support the South Coast Interregional Transit Program by providing funding for planning and Coastal Express operations and marketing.	Measure A, State	Ongoing	11,897
SBCAG-7: South Coast Commuter/Passenger Rail Program	TRANSIT	Support	Support the planning and operations of Pacific Surfliner peak-hour service.	Measure A	Ongoing	3,974

Project Title	Project Type	Phase	Description	Primary Funding Source(s)	Year	Total Cost ($000's)
SBCAG-8: Carpool and Vanpool Program Support (North County)	TDM	Support	Support the North County carpool and vanpool programs, including, employer outreach and counseling, carpool matching system management, vanpool formation assistance, community education and outreach, general marketing, and incentives.	Measure A	Ongoing	354
SBCAG-9: Carpool and Vanpool Program Support (South Coast)	TDM	Support	Support the North County carpool and vanpool programs, including, employer outreach and counseling, carpool matching system management, vanpool formation assistance, community education and outreach, general marketing, and incentives.	Measure A	Ongoing	1,237
SBCAG-10: Plan, Program & Monitor FY 15/16 – 18/19 (FTIP SBCAG11)	HWY	Support	PPM funding for FY 2015/16 through 2018/19.		Ongoing	1,214
SBCAG-11: Operations and Management Improvements on US 101 in Santa Barbara County Study (FTIP SBCAG28)	ITS	Construction	Operations and management improvements, including ITS technologies on US 101 in Santa Barbara County (CA 329)		Study	200
SBCAG-12: US 101 Widening TDM Program (Carpinteria to Santa Barbara)	TDM	Support	Program includes vanpool and carpool incentives, real-time ridesharing, transit marketing, employer outreach, and bicycle safety information.		2021-25	200
SBCAG-13: Freeway Service Patrol (FSP)	TDM	Support	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	7,270

Project Title	Project Type	Phase	Description	Primary Funding Source(s)	Year	Total Cost ($000's)
SBCAG-14: SAFE: Highway Call Box, Highway Safety and Traffic Reduction Services	TDM	Support	SBCAG operates the highway call box program as a motorist aid system. The call boxes can be used to report accidents, traffic hazards, and other emergencies, and to request assistance for vehicle breakdowns.		Ongoing	12,500
SBCAG-15: South Coast Commuter Rail	RAIL	Support	Implement and support commuter rail provided by Amtrak. One peak hour train implemented by 2020 and a second by 2035.		2020/35	31,156
SBCAG-16: Carpinteria Train Station Second Platform and Pedestrian Undercrossing	RAIL	Planning	Construct passing siding and second passenger platform to allow for train meets and pedestrian undercrossing to improve safety at the existing Carpinteria train station	TIRCP	2023	35,000
SBCAG-17: Goleta Train Storage Expansion	RAIL	Engineering	Construct additional rail spur to store one additional train at the existing Goleta train station	TIRCP	2022	10,000
SBCAG-18: Union Valley Pkwy Barrier Walls	ST/RDS	Construction, Capital, ROW, Support	Barriers Walls along Union Valley Parkway in Santa Maria.	Measure A	2021	1,692
SANTA BARBARA METROPOLITAN TRANSIT DISTRICT						
MTD-1: South Coast Transit Capital Program	TRANSIT	Support	Provide funding for SBMTD capital purchases.	Measure A, Local, State, Federal	Ongoing	113,639
MTD-2: South Coast Transit Operations Program	TRANSIT	Support	Provide funding for SBMTD operations	Measure A, Local, State, Federal	Ongoing	150,164
MTD-3: Operating Assistance for MTD (FTIP MTD1)	TRANSIT	Support	Transit Operating Assistance for MTD		Ongoing	76,641

Project Title	Project Type	Phase	Description	Primary Funding Source(s)	Year	Total Cost ($000's)
MTD-4: Regional Intermodal Transit Center Rehabilitation	TRANSIT	Construction	Rehabilitation of Downtown Santa Barbara Transit Center		2020	3,500
MTD-5: Lines 1 & 2 A.M. Peak-Period Enhancement	TRANSIT	Support	Improve P.M. peak-period frequency on MTD Lines 1 & 2 from 15 minutes to 10 minutes		Ongoing	506
MTD-6: MTD-UCSB Mitigation Agreement	TRANSIT	Support	MTD Line 28 and enhancements to MTD Lines 12x & 24x		Ongoing	41,703
MTD-7: Rail Last Mile/First Mile Service	TRANSIT	Operating	Amtrak connecting service		Ongoing	750
MTD-8: Revenue Vehicle Replacement	TRANSIT	Capital	40 ft. Gillig Diesel (4)		2021	4,785
MTD-9: SBMTD Rebuild/ Overhaul Transit Buses	TRANSIT	Capital	Rehabilitation/ overhaul of MTD bus fleets		2021	6,964
MTD-10: Goleta Microtransit Pilot	TRANSIT	Operating	Pilot microtransit service in Goleta		2021	493
MTD-11: Goleta Microtransit Pilot	TRANSIT	Capital	Pilot microtransit service in Goleta		2021	546
MTD-12: Terminal 2 - Interim Reactivation	TRANSIT	Capital	Reactivate Terminal 2 in Goleta as a secondary bus yard		2021	1,498
MTD-13: Line 19x Carpinteria to Santa Barbara City College	TRANSIT	Operating	Hwy 101 TMP service between Carpinteria & SBCC		Ongoing	350
EASY LIFT						
EL-1: Local Transit Support (South Coast)	TRANSIT	Support	Support local specialized transit services for the elderly and disabled – South Coast.	Measure A	Ongoing	1,060
EL-2: Operating Assistance for Easy Lift	TRANSIT	Support	Transit operating assistance for Easy Lift.		Ongoing	10,014
SANTA MARIA ORGANIZATION OF TRANSPORTATION HELPERS (SMOOTH)						
SMOOTH-1: Local Transit Support (North County)	TRANSIT	Support	Support local specialized transit services for the elderly and disabled – North County.	Measure A	Ongoing	292

Project Title	Project Type	Phase	Description	Primary Funding Source(s)	Year	Total Cost ($000's)
SMOOTH-2: SMOOTH FTA 5310 Bus Expansion	TRANSIT	Capital	Purchase 3 vehicles biennially	FTA	Ongoing	13,241
PROGRAMMED TOTAL						**3,681,518**

Planned Projects

Project Title	Project Type	Phase	Description	Year	Cost ($000's)
CALTRANS					
CT-PL-1: US 101 HOV Widening (FTIP CT20)	HWY	Construction	Parts of this project are programmed. This project highlights the out-years of the overall project.	2029	308,395
CT-PL-2: SR 246 Passing Lanes – East Segment	HWY	Construction	East and west bound passing lanes from east of Big Ranch Road to west of Drum Canyon Road, channelization at Drum Canyon and Mail Road, and bridge widening at Santa Rita Creek.	2031	50,229
CT-PL-5: US 101 at Glen Annie Operational Improvements	HWY	Construction	Operational Improvements northbound on US 101 at Glen Annie Rd. off ramp	2022	5,000
CT-PL-6: US 101 at Castillo Improvements	HWY	Construction	Reconstruct portions of, or entire interchange of US 101 at Castillo Street	2030	75,000
CT-PL-7: US 101 Milpas St SB off-ramp Improvements	HWY	Candidate (Oversight)	US 101 Milpas St SB off-ramp Improvements	2026	TBD
CT-PL-8: US 101 / Las Positas Operational Improvements	HWY	Candidate (Oversight)	US 101 / Las Positas Operational Improvements	2032	TBD
CT-PL-9: Goleta Overcrossing	HWY	Candidate (Oversight)	Goleta Overcrossing	2030	TBD
CT-PL-10: Hwy 154 Drainage Improvement	HWY	PID	Hwy 154 Drainage Improvement	2027	17,407
CT-PL-11: San Marcos Pass High Friction Surface Treatment	HWY	Candidate	San Marcos Pass High Friction Surface Treatment (1M370)	2026	TBD
CT-PL-12: Lompoc ADA	HWY	Candidate	Lompoc ADA (1H870)	TBD	1,900
CT-PL-13: North Buellton CAPM	HWY	PID	North Buellton CAPM (1M100)	2025	TBD
CT-PL-14: Bridge replacement - Alamo Pintado (EA 1M420)	HWY	PID	Bridge replacement - Alamo Pintado	2027	21,136
CT-PL-15: Guadalupe ADA	HWY	PID	Guadalupe ADA (1E030)	2028	2,665

Project Title	Project Type	Phase	Description	Year	Cost ($000's)
CITY OF BUELLTON					
B-PL-1: Various Transportation Improvement Projects	VARIOUS	VARIOUS	Utilize projected Measure A funds to implement various local transportation improvement projects	2026-2050	12,232
B-PL-2: Various Traffic Safety Improvements Along Hwy 246	HWY	Construction	Removes traffic signals and includes various other traffic calming elements	2025	1,000
B-PL-3: Transportation Network Maintenance and Locally – Funded Improvements	ST/RDS	Maintenance & Rehabilitation	Maintain the local transportation network and construct locally-funded projects	Ongoing	10,600
B-PL-4: Santa Ynez Valley Bicycle Master Plan Implementation	BIKE/PED	Construction	Implement priority projects listed in the Santa Ynez Valley Bicycle Master Plan	2020-2030	520
CITY OF CARPINTERIA					
C-PL-1: Various Transportation Improvement Projects	VARIOUS	VARIOUS	Utilize projected Measure A funds to implement various local transportation improvement projects	2026-2050	25,143
C-PL-2: Transportation Network Maintenance and Locally – Funded Improvements	ST/RDS	Maintenance & Rehabilitation	Maintain the local transportation network and construct locally-funded project.	Ongoing	40,681
C-PL-3: Regional Active Transportation Plan Implementation	BIKE/PED	Construction	Implement high priority projects listed in the Regional Active Transportation Plan.	Ongoing	1,477
C-PL-4: Holly Avenue Undercrossing	BIKE/PED	Construction	Construct a bicycle and pedestrian undercrossing of UPRR corridor. All funding is prior year.	2025	2,323

Project Title	Project Type	Phase	Description	Year	Cost ($000's)
C-PL-5: Santa Clause Lane to Carpinteria Avenue Multiuse Trail (FTIP SBCAG27)	BIKE/PED	Construction	Construct a multiuse trail from Santa Claus Lane to Carpinteria Avenue adjacent to the Sandyland Area Salt Marsh (part of the Carpinteria Coastal Vista Trail). 2017 FTIP does not provide funding for the project.	2022	1,289
C-PL-6: Franklin Creek Multiuse Path	BIKE/PED	Construction	Construct a multiuse path along Franklin Creek from Carpinteria Ave to 7th St.	2023	750
C-PL-7: Third Street Improvements Project	BIKE/PED	Construction	Construct a multiuse trail along Third Street from Linden Avenue to the Carpinteria Marsh Park (part of the Carpinteria Coastal Vista Trail). All funding is prior year.	2023	760
C-PL-8: Via Real Pedestrian Bridge Replacement	BIKE/PED	Construction	Replace existing pedestrian bridge over Santa Monica Creek at Via Real	2022	700
C-PL-9: El Carro Pedestrian Bridge Replacement	BIKE/PED	Construction	Replace existing pedestrian bridge over Santa Monica Creek at El Carro	2022	500
CITY OF GOLETA					
Go-PL-1: Various Transportation Improvement Projects	VARIOUS	VARIOUS	Utilize projected Measure A funds to implement various local transportation improvement projects	2026-2050	53,005
Go-PL-2: Transportation Network Maintenance and Locally – Funded Improvements	ST/RDS	Maintenance & Rehabilitation	Maintain the local transportation network and construct locally-funded project.	Ongoing	120,050
Go-PL-3: Old Town Goleta: Hollister Avenue Complete Streets Corridor Plan (FTIP GOLETA20)	BIKE/PED	Environmental, Preliminary Engineering, Design, Construction	A planning project that will provide a comprehensive, implementation-oriented strategy for creating pedestrian enhancements along the 0.8 miles stretch of Hollister Avenue from Fairview Avenue to SR 217. Funding is prior year.	2027	8,706

Project Title	Project Type	Phase	Description	Year	Cost ($000's)
Go-PL-4: Vision Zero Plan	ST/RDS, BIKE/PED		Create Vision Zero program for the City	Ongoing	294
Go-PL-5: Fairview Avenue at Hollister Roundabout	ST/RDS, BIKE/PED		Construct a two-lane roundabout at the intersection	2035	7,226
Go-PL-6: Fairview Avenue and Storke/ Glen Annie Road Corridor Studies	ST/RDS, BIKE/PED	Preliminary Engineering	Fairview Avenue and Storke/ Glen Annie Road Corridor Studies	2030	2,500
Go-PL-7: City of Goleta Bicycle and Pedestrian Master Plan Implementation	BIKE/PED	Construction	Implement projects identified in City of Goleta's Bicycle and Pedestrian Master Plan. Detailed project lists may be viewed online at https://www.cityofgoleta.org/projects-programs/bicycle-projects/bicycle-pedestrian-master-plan-project.	2050	61,198
Go-PL-8: City of Goleta Traffic Safety Study Implementation	ST/RDS, BIKE/PED	Construction	Implement projects for improvements identified in the Goleta Traffic Safety Study.	2050	3,000
Go-25: US 101 Auxiliary Lanes	HWY	Preliminary Engineering to Construction	Construct auxiliary lane on US 101 NB between Los Carneros and Storke/Glen Annie Rd on NB US 101 and on US 101 NB and SB between at Fairview Rd to Los Carneros Rd	2040	16,180
CITY OF GUADALUPE					
Gu-PL-1: Various Transportation Improvement Projects	VARIOUS	VARIOUS	Utilize projected Measure A funds to implement various local transportation improvement projects	2026-2050	16,309
Gu-PL-2: Transportation Network Maintenance and Locally – Funded Improvements	ST/RDS	Maintenance & Rehabilitation	Maintain the local transportation network and construct locally-funded project.	Ongoing	7,303

Project Title	Project Type	Phase	Description	Year	Cost ($000's)
Gu-PL-3: Regional Active Transportation Plan Implementation	BIKE/PED	Construction	Implement high priority projects listed in the Regional Active Transportation Plan.	Ongoing	761
Gu-PL-4: Bus Replacement and Expansion	TRANSIT	Capital	Purchase one bus every 5 years.	Every 5 years	917
Gu-PL-5: Operating Assistance for Guadalupe Transit	TRANSIT	Operations	Transit operating assistance for Guadalupe Transit.	Ongoing	25,503
CITY OF LOMPOC					
L-PL-1: Various Transportation Improvement Projects	VARIOUS	VARIOUS	Utilize projected Measure A funds to implement various local transportation improvement projects	2026-2050	74,750
L-PL-2: Circulation Improvements	HWY	Construction	Circulation improvements on arterials and/or collectors.	Ongoing	5,000
L-PL-3: Central/H St. Intersection Improvements	HWY	Construction	Central/H St. intersection widening improvements	2023	2,300
L-PL-4: Transportation Network Operation, Maintenance, and Locally Funded Improvements	ST/RDS	Operation, Maintenance, & Rehabilitation	Operate and maintain the local transportation network and construct locally-funded projects.	Ongoing	52,420
L-PL-5: Bike Path on Southside of Santa Ynez River	BIKE/PED	Construction	Location: Southside of SY River from SR 1 (H St) to Riverbend Park. Obtain rights of way, design, and construct class I bike path.	2032	3,000
L-PL-6: Class II Bikeways	BIKE/PED	Construction	Construct Class 2 Bikeways at Locations: B) A St, Chestnut Ave to Central Ave; D) Floradale Rd/Santa Lucia Canyon Rd, adjacent to Federal Correctional Institution.	2028	2,500
L-PL-7: Bus Replacement	TRANSIT	Capital	Purchase buses.	Every 2 years	28,000

Project Title	Project Type	Phase	Description	Year	Cost ($000's)
L-PL-8: Bus Charging Stations and Infrastructure	TRANSIT	Construction	Construct bus charging stations and associated necessary infrastructure, planned to be located at the City's new Transit Maintenance Facility, including stations to charge 14 COLT busses, 1 Breeze bus, and 8 Clean Air Express busses.	2026	3,000
L-PL-9: Operating Assistance for COLT	TRANSIT	Operations	Transit operating assistance for COLT	Ongoing	306,933
L-PL-10: Operating Assistance for Wine Country Express	TRANSIT	Operations	Transit operating assistance for Wine Country Express	Ongoing	7,464
CITY OF SANTA BARBARA					
SB-PL-1: Various Transportation Improvement Projects	VARIOUS	VARIOUS	Utilize projected Measure A funds to implement various local transportation improvement projects	2026-2050	124,358
SB-PL-2: Cottage Hospital Access (Las Positas/ Mission SB Aux Lane)	HWY	PA&ED, PS&E, Construction	Location: US 101 between Mission St/Las Positas St. Access Improvements	2050	20,000
SB-PL-3: Transportation Network Maintenance and Locally Funded Improvements	ST/RDS	Maintenance & Rehabilitation	Maintain the local transportation network and construct locally-funded projects.	Ongoing	TBD

Project Title	Project Type	Phase	Description	Year	Cost ($000's)
SB-PL-4: Final design and construction for HOV HWY 101 Widening Mitigation Projects	ST/RDS	Construction	Replace the Union Pacific Railroad bridge over Cabrillo Boulevard with a bridge meeting contemporary standards and construct capacity improvements on Cabrillo Boulevard at Los Patos. Capacity and operational improvements at the intersection of Cabrillo Boulevard and Los Patos Road. Construct roundabout to accommodate anticipated demand and alleviate existing congestion. Capacity and operational improvements at the intersection of Olive Mill, Coast Village Road, and US 101 northbound ramps. Build a roundabout to accommodate anticipated demand and alleviate existing congestion. Improvements at the intersection of Milpas and Hutash St, US 101 SB off ramp.	2030	TBD
SB-PL-5: Intersection Improvements – Various Locations	ST/RDS	Construction	Capacity and safety improvements at various intersections throughout the City of Santa Barbara. Also includes intersection improvements at Railroad Crossings.	2050	50,000
SB-PL-6: Class II Bike Lanes and Pedestrian Pathways - Various	BIKE/PED	Construction	Location: Various locations within City of Santa Barbara. Construct class II bike lanes and pedestrian pathways.	Ongoing	2,000
SB-PL-7: Cliff Drive Multiuse Path and Crossing Enhancements	BIKE/PED	Construction	Create a separate/protected multiuse path along Cliff Drive. Project to include corridor intersection improvements including pedestrian activated flashers and new traffic signals and/or signal modifications along some intersections. Intersection/corridor improvements to nearby schools to connect to the path.	2030	20,000

Project Title	Project Type	Phase	Description	Year	Cost ($000's)
SB-PL-8: Class I Beachway Connection – Leadbetter Beach	BIKE/PED	Construction	Create a separate/protected bikeway connecting the Beachway through Ledbetter Beach to Shoreline Park	2030	6,000
SB-PL-9: Modoc Class I Connection to Las Positas Corridor – Over US 101 through Municipal Golf Course	BIKE/PED	Construction	Create a separate/protected bikeway over US 101 from Modoc to State Street	2032	15,000
SB-PL-10: BMP Regionally Significant Projects	BIKE/PED	Construction	Implement the 2016 City of Santa Barbara Bicycle Master Plan	2032	55,000
SB-PL-11: Cash-Out Parking Ordinance	TDM	Support	City wide development of a cash-out parking ordinance for employers with more than 20 employees. All funding is prior year.	TBD	TBD
SB-PL-12: Downtown Parking Pricing Program	TDM	Support	Downtown parking pricing program to charge for public on-street parking	TBD	TBD
SB-PL-13: La Cumbre Jr High Multiuse Path Along Modoc	BIKE/PED	PA&ED, PS&E, Construction	Construct multiuse path or separated bike path along Modoc Road between Las Positas Road and Mission Street and along Portesuello Road between Modoc Road and Gillespie Street. Intersection improvements along included to improve school crossings.	2030	4,000
SB-PL-14: Corridor Improvements: Chapala Street	BIKE/PED	PA&ED, PS&E, Construction	Pedestrian and bike improvements along Chapala between Gutierrez and Sola Streets	2050	2,200
SB-PL-15: Upper De la Vina St Gap Closure and Safe Crossings	BIKE/PED	PA&ED, PS&E, Construction	Implement a road diet on De La Vina Street from Constance Avenue to Padre Street. Crossing enhancements included.	2050	1,998
SB-PL-16: Corridor Improvements: Milpas Street	BIKE/PED	PA&ED, PS&E, Construction	Pedestrian safety crossing enhancements, sidewalk repair, sidewalk widening where feasible, access ramps	2030	10,000

Project Title	Project Type	Phase	Description	Year	Cost ($000's)
SB-PL-17: Corridor Improvements: Westside and Lower Westside Transportation Management Plan Implementation	BIKE/PED	PA&ED, PS&E, Construction	Implement bike and pedestrian safety improvements as outlined in the Westside and Lower Westside Transportation Management Plan. Infrastructure projects include sidewalk infill, enhanced crossings, pedestrian scale lighting, bike lanes, and separated bikeways/multiuse paths.	2030	15,000
SB-PL-18: Corridor Improvements: Upper State Street	BIKE/PED	PA&ED, PS&E, Construction	Pedestrian safety crossing enhancements, sidewalk repair, sidewalk widening where feasible, access ramps	2050	15,000
SB-PL-19: Pedestrian Enhancements: Crosswalk Improvements	BIKE/PED	PA&ED, PS&E, Construction	Improve crosswalks at various locations in the City. Improvements may include pedestrian activated flashers and pedestrian safety lighting.	Ongoing	200
SB-PL-20: Pedestrian Enhancements: Hollister Sidewalk	BIKE/PED	PA&ED, PS&E, Construction	Pedestrian safety crossing enhancements, sidewalk repair, sidewalk widening where feasible, access ramps	2022	900
SB-PL-21: Pedestrian Enhancements: Mission Canyon Corridor Improvements	BIKE/PED	PA&ED, PS&E, Construction	Includes a pedestrian connection along the west side of Los Olivos Street and Mission Canyon Road.	2050	1,300
SB-PL-22: Pedestrian Enhancements: Montecito St Sidewalk and Railroad Crossing	BIKE/PED	PA&ED, PS&E, Construction	Add safety features to the Montecito Street railroad crossing, as well as complete nearly sidewalk infill along the north side of the train station.	2030	1,400
SB-PL-23: Pedestrian Enhancements: Lower West Neighborhood Overcrossing	BIKE/PED/ HWY	PA&ED, PS&E, Construction	This project would be a new vehicle bridge crossing Highway 101 at Ortega Street or Cota Street. The vehicle crossing would accommodate traffic, pedestrian, and bicycle traffic to and from the Lower Westside to Downtown, relieving congestion at the Carrillo and Castillo Interchanges.	2050	50,000

Project Title	Project Type	Phase	Description	Year	Cost ($000's)
SB-PL-24: Pedestrian Enhancements: School Zone Safety Improvements	BIKE/PED	PA&ED, PS&E, Construction	Sign replacement, pavement marking, school signage, and other traffic calming improvements in school zones.	Ongoing	3,000
SB-PL-25: Castillo Undercrossing Bike and Ped Improvement	BIKE/PED	PA&ED, PS&E, Construction	This project will identify and implement enhancements to cycling and pedestrian infrastructure adjacent to the Castillo Street undercrossing. The improvements of the preliminary design may include buffered bike lanes, parkways and landscaping to provide sidewalk separation, the addition of lighting, and sidewalk infill and repair.	TBD	5,130
SB-PL-26: Mission and State Street Lighting Improvements	ST/RDS	Construction, Installation	The project consists of addressing a pattern of nighttime injury collisions along Mission Street and State Street through the installation of roadway lighting. The proposed project would introduce a lighting corridor along Mission Street (Gillespie to Anacapa) and on State Street (Arrellaga to Constance).	TBD	2,000
SB-PL-27: State Street Promenade Redesign	ST/RDS BIKE/PED	PA&ED, PS&E, Construction	Redesign State Street from Gutierrez to Sola Streets using Council approved community vision as a guide. Project elements could include storm water management and upgrading, sustainability elements, landscaping and street furniture changes, new lighting upgrades, new enhanced pavement theme, art elements, play environments, ornamental iron details, traffic circulation improvements, bike path creation, fire access management system, and a pedestrian scale enhanced environment.	TBD	80,000
SB-PL-28: Shoreline Drive at Washington School Pedestrian Enhancement	BIKE/PED	Design, Construction	The project is to construct a sidewalk and landscape the area adjacent to Washington School, and a short section of missing sidewalk on Shoreline Drive just west of Santa Cruz Blvd. The project will also include a crosswalk with enhanced safety features as the Shoreline Drive/ Salida Del Sol intersection.	TBD	5,000
CITY OF SANTA MARIA					

Project Title	Project Type	Phase	Description	Year	Cost ($000's)
SM-PL-1: Various Transportation Improvement Projects	VARIOUS	VARIOUS	Utilize projected Measure A funds to implement various local transportation improvement projects	2026-2050	179,401
SM-PL-2: 101/135 Interchange Improvements	HWY	Construction	Location: Main Street at US 101. Add capacity to approaches and on/off ramps.	2024	31,277
SM-PL-3: US 101/Betteravia Interchange Improvements	HWY	Construction	The project will improve the operations of intersections at Betteravia Road and US 101 by constructing a northbound loop on ramp in the south east interchange quadrant.	2033	6,200
SM-PL-4: US 101 – McCoy Interchange	HWY	Construction	The project will connect McCoy Lane to US 101 through a new interchange including northbound and southbound on and off ramps to provide Santa Maria residents and businesses with improved access to the highway.	2035	39,000
SM-PL-5: Transportation Network Maintenance and Locally-Funded Improvements	ST/RDS	Maintenance & Rehabilitation	Maintain the local transportation network and construct locally-funded projects	Ongoing	60,000
SM-PL-6: Miller Widening	ST/RDS	Construction	Location: Miller St, between Robles St and Stowell Rd. Widen arterials to City standards.	2025	8,100
SM-PL-7: Alvin Widening	ST/RDS	Construction	Location: Alvin Ave between Curryer St and Miller St. Modify to secondary arterial stands with class II bike lanes.	2040	8,200
SM-PL-8: Stowell/College Intersection Improvements	ST/RDS	Construction	Location: Stowell Rd at College Dr. Lengthen E/B left turn lane.	2040	3,000
SM-PL-9: Betteravia Road Widening	ST/RDS	Construction	Location: Betteravia Rd: E St. to SR 135. Purchase ROW, widen to 6 lanes, signalize intersections.	2030	18,238

Project Title	Project Type	Phase	Description	Year	Cost ($000's)
SM-PL-10: A Street Widening	ST/RDS	Construction	Location: A Street between McCoy Lane and Stowell Rd - Modify to secondary arterial standard	2025	5,600
SM-PL-11: Miller Street Widening	ST/RDS	Construction	Location: Miller St from Enos Drive to Stowell Rd - Widen to four lanes w/ channelization and class II bike lane.	2030	5,175
SM-PL-12: McCoy Lane Extension	ST/RDS	Construction	Location: McCoy Ln between A St and Mahoney Rd	2030	8,000
SM-PL-13: Foster Road Widening	ST/RDS	Construction	Location: Foster Rd between SR 135 and Blosser Rd. Widen to four lanes and construct class II bike lane.	2030	2,500
SM-PL-14: Widen Miller Street	ST/RDS	Construction	Widen to 4 lanes. Chapel to Alvin	2035	10,000
SM-PL-15: Stowell Road	ST/RDS	Construction	Widen to 4 lanes between Blosser Road and "A" Street	2025	1,172
SM-PL-16: Hanson Way	ST/RDS	Construction	Widen to 4 lanes between Route 166 and Stowell Road	2035	2,315
SM-PL-17: SR 135/Broadway	ST/RDS	Construction	Widen to 6 lanes from Union Valley Parkway to SM Way	2025	17,675
SM-PL-18: SR 166/Main Street	ST/RDS	Construction	Widen to 4 lanes between Panther Drive and easterly City Limit boundary	2030	950
SM-PL-19: Depot Street	ST/RDS	Construction	Construct secondary arterial standards from Betteravia Rd to Carmen Lane	2025	5,000
SM-PL-20: Regional Active Transportation Plan Implementation	BIKE/PED	Construction	Implement high priority projects listed in the Regional Active Transportation Plan	2020-2040	25,000

Project Title	Project Type	Phase	Description	Year	Cost ($000's)
SM-PL-21: Bikeway Improvements	BIKE/PED	Construction	Location: UVP, Bradley Channel, Jones Trail, Blosser Trail, Seaward Trail, and from Santa Maria River Levee to La Brea. Construct commuter bikeway (Phase II). Project costs include Right-of-way acquisition	2021-2030	10,000
SM-PL-22: Breeze Bus Replacement	TRANSIT	Capital	Purchase one intercity bus for Breeze	2025	1,506
SM-PL-23: US 101/SR-166 (Main Street) Interchange	HWY	PSR/PA&ED/PS&E/ Construction	Design and construction of interchange.	2030	35,000
SM-PL-24: US 101 Corridor Study	HWY	Study	Corridor study to determine transportation projects on US 101 in Northern Santa Barbara County (Santa Maria Way Interchange to Santa Barbara/San Luis Obispo County Line)	2030	500
SM-PL-25: Bridge Preventative Maintenance	ST/RDS	Design and Construction	Design and construction for maintenance of structural features.	2035	3,000
SM-PL-26: Betteravia/E Street/Mahoney Road Intersection	ST/RDS	ROW, Design, and Construction	ROW Acquisition, design and construction of Betteravia Road, E Street, and Mahoney Road intersection. Mahoney Road reconstruction to City Limits	2025	12,300
SM-PL-27: Signal Connectivity - Fiber Optic Cable	ST/RDS	Design and Construction	Connect traffic signals Citywide.	2024	8,500
CITY OF SOLVANG					
Sol-PL-1: Various Transportation Improvement Projects	VARIOUS	VARIOUS	Utilize projected Measure A funds to implement various local transportation improvement projects	2026-2050	12,911
Sol-PL-2: Alisal Road Bridge Pier Repair Project	ST/RDS	Construction	Project includes constructing repairs to Piers 4, 5, 6 & 7 per recommendations of 2012 Alisal Bridge Structural Evaluation Report.	2026	1,300
Sol-PL-3: Circulation Improvements	ST/RDS	Construction	Construct locally significant circulation improvements.	Ongoing	4,000

Project Title	Project Type	Phase	Description	Year	Cost ($000's)
Sol-PL-4: Transportation Network Maintenance and Locally-Funded Improvements	ST/RDS	Maintenance & Rehabilitation	Maintain the local transportation network and construct locally-funded projects.	Ongoing	11,000
Sol-PL-5: Solvang School Sidewalk Project	BIKE/PED	Construction	Project includes construction of new sidewalk, crosswalks and ADA access ramps along Fifth Street and Elm Avenue leading to Solvang School.	2022	300
Sol-PL-6: Fredensborg Canyon Rd/Adobe Creek Culvert Replacement	ST/RDS	Construction	Project includes replacing undersized culvert and roadway shoulder improvements.	2027	500
Sol-PL-7: SR 246 (Mission Drive) East End Bikeway Improvements	BIKE/PED	ROW & Construction	Project includes Mission Drive shoulder widening and bikeway improvements from Pine Street to Alamo Pintado Road.	2028	3,600
Sol-PL-8: SR 246 West End Bikeway Improvements	BIKE/PED	Construction	Project includes construction of Class 2 bike lanes along the north and south sides of SR 246 from the westerly City limits to Fifth Street.	2035	5,500
Sol-PL-9: SYVT Bus Replacement	TRANSIT	Capital	Purchase replacement buses. Replace one or two of six buses every year.	Ongoing	3,500
Sol-PL-10: SYVT Operating Assistance	TRANSIT	Operations	Operating assistance for SYVT	Ongoing	22,344
Sol-PL-11: SYVT Operations Expansion	TRANSIT	Operations	Increase service frequency 15% by 2030 and additional 15% by 2040.	2030/40	5,000
Sol-PL-12: SYVT Service Expansion	TRANSIT	Capital	Purchase "service expansion" bus to expand SYVT fleet. Add one bus for expansion of SYVT service approximately every 10 years.	Every 10 yrs.	1,800
COUNTY OF SANTA BARBARA					
SBC-PL-1: Various Transportation Improvement Projects in the North County	VARIOUS	VARIOUS	Utilize projected Measure A funds to implement various local transportation improvement projects in the North County	2026-2050	113,485

Project Title	Project Type	Phase	Description	Year	Cost ($000's)
SBC-PL-2: Various Transportation Improvement Projects on the South Coast	VARIOUS	VARIOUS	Utilize projected Measure A funds to implement various local transportation improvement projects on the South Coast	2026-2050	124,358
SBC-PL-3: Transportation Network Maintenance and Locally-Funded Improvements	ST/RDS	Maintenance & Rehabilitation	Maintain the local transportation network and construct locally-funded projects	Ongoing	300,000
SBC-PL-4: Reconstruct segments of Hollister Ave	ST/RDS	Construction	Hollister Ave between San Antonio Rd and US 101/SR 154. Widen to 4 lanes with channelization and bike lanes; reconstruct UPRR overcrossing.	2030	51,000
SBC-PL-5: Clark Ave and Bradley Road Intersection Improvements	ST/RDS	Construction	Improve the intersection of Clark Avenue and Bradley Rd. Widen intersection to provide additional left & right turn lanes.	2030	649
SBC-PL-6: Los Carneros Road Widening	ST/RDS	Construction	Widen Los Carneros Rd from El Colegio to Goleta city limits.	2025	4,200
SBC-PL-7: Regional Active Transportation Plan Implementation	BIKE/PED	Construction	Implement high priority projects listed in the Regional Active Transportation Plan.	Ongoing	15,316
SBC-PL-8: Santa Maria Levee Multi Use Trail	BIKE/PED	Construction	Along the Santa Maria levee, Santa Maria to Guadalupe. Construct multi-purpose bikeway.	2030	249
SBC-PL-9: Mission Canyon Corridor Improvements	BIKE/PED	Construction	Realign and widen roadway, drainage improvements and reconstruct pedestrian path along Mission from the city limits north to SR 192.	2025	2,700
SBC-PL-10: California Coastal Trail (Gaviota Coastal Trail)	BIKE/PED	Construction	CA Coastal Trail/Bacara Resort to El Capitan Cyn Rd; Refugio State Beach to Canada San Onofre. Nine miles of state mandated bicycle/pedestrian trail.	2030	9,000

Project Title	Project Type	Phase	Description	Year	Cost ($000's)
SBC-PL-11: Union Valley Parkway Extension - Rodeo Drive	ST/RDS	Construction	New local road connection between the Union Valley Parkway/U.S. Highway 101 interchange and the unnamed frontage road, known as Rodeo Drive, on the east side of U.S. Highway 101.	2030	5,700
SBC-PL-12: Los Alamos Infrastructure Improvements	BIKE/PED	Construction	Construct a variety of bike lane, pedestrian, and parking improvements in the Los Alamos Community Pedestrian Circulation and Parking Plan	2040	5,000
SBC-PL-13: Santa Ynez Valley Infrastructure Improvements - Santa Barbara County	BIKE/PED	Construction	Construct a variety of bike and pedestrian improvements in the Santa Ynez Valley unincorporated area including: Pine St, Calzada Avenue, Santa Ynez Rd, and Edison St bike lanes.	2040	5,000
SBC-PL-14: Eastern Goleta Valley Infrastructure Improvements - Santa Barbara County	BIKE/PED	Construction	Construct a variety of bicycle and pedestrian improvements to improve bike and pedestrian connectivity in the Eastern Goleta Valley	2050	15,000
SBC-PL-15: Orcutt Trails - Santa Barbara County	BIKE/PED	Construction	Construct trails as identified in Orcutt Community Plan	2030	4,300
SBC-PL-16: Pt. Sal Trails - Northern Santa Barbara County Coastal Access	BIKE/PED	Construction	Construct various trails to Point Sal State Park	2035	4,000
SBC-PL-17: Parks Road Maintenance - Santa Barbara County	ST/RDS	Construction	Road maintenance for County Park roads	2030	17,100
SBC-PL-18: Jalama Beach County Park Coastal Trail Access - Santa Barbara County	BIKE/PED	Construction	Trail along coastal blufftop to Jalama Beach County Park	2025	1,000

Project Title	Project Type	Phase	Description	Year	Cost ($000's)
SBCAG					
SBCAG-PL-1: Various Transportation Improvement Projects	VARIOUS	VARIOUS	Utilize projected Measure A funds to implement various local transportation improvement projects	2026-2050	TBD
SBCAG-PL-2: Transit Operating Improvements for Implementing the SCS	TRANSIT	Operations	Operational improvements on high performing transit routes from across the region	Ongoing	204,323
SBCAG-PL-3: South Coast Regional Transit Operations and Maintenance Facility	SBCAG	TRANSIT	Develop a regional transit facility to support the Clean Air Express and Coastal Express intercity bus services	2020	4,500
SANTA BARBARA METROPOLITAN TRANSIT DISTRICT (MTD)					
MTD-PL-1: Various Transportation Improvement Projects	TRANSIT	Operations	Utilize projected Measure A funds for MTD Transit Operations	2026-2050	69,994
MTD-PL-2: Rail Transit Connection, Capital	TRANSIT	Capital	Rail Transit Connection, Capital	2022	3,623
MTD-PL-3: Rail Transit Connection, Operations	TRANSIT	Operations	Rail Transit Connection, Operating	Ongoing	44,060
MTD-PL-4: Transit Operating Assistance for MTD	TRANSIT	Operations	Transit operating assistance	Ongoing	930,955
MTD-PL-5: South Coast Service Expansion, Capital	TRANSIT	Capital	South Coast Service Expansion, Capital	2022	5,175
MTD-PL-6: South Coast Service Expansion, Operations	TRANSIT	Operations	South Coast Service Expansion, Operating	Ongoing	19,053
MTD-PL-7: Revenue Vehicle Replacement	TRANSIT	Capital	30-ft. Electric Bus (2nd Cycle - 14)	2027	10,500
MTD-PL-8: Revenue Vehicle Replacement	TRANSIT	Capital	40-ft. Gillig Hybrid (8)	2023	9,600

Project Title	Project Type	Phase	Description	Year	Cost ($000's)
MTD-PL-9: Revenue Vehicle Replacement	TRANSIT	Capital	40-ft. Gillig Diesel (13)	2021	15,600
MTD-PL-10: Revenue Vehicle Replacement	TRANSIT	Capital	29-ft. Gillig Diesel (11)	2021	8,250
MTD-PL-11: Revenue Vehicle Replacement	TRANSIT	Capital	29' Gillig Hybrid (3)	2029	2,250
MTD-PL-12: Photovoltaic System	TRANSIT	Capital	Indirect Bus Battery Charging	2022	1,250
MTD-PL-13: Revenue Vehicle Replacement	TRANSIT	Capital	40-ft. Gillig Diesel (5)	2027	3,341
MTD-PL-14: Revenue Vehicle Replacement	TRANSIT	Capital	40-ft. Gillig Hybrid (7)	2023	8,400
MTD-PL-15: Revenue Vehicle Replacement	TRANSIT	Capital	40-ft. Gillig Diesel (7)	2026	8,400
MTD-PL-16: Revenue Vehicle Replacement	TRANSIT	Capital	40-ft. Gillig Diesel (13)	2032	15,600
MTD-PL-17: Revenue Vehicle Replacement	TRANSIT	Capital	60-ft. Nova Diesel (3)	2026	3,750
MTD-PL-18: Revenue Vehicle Replacement	TRANSIT	Capital	40-ft. Gillig Hybrid (8)	2023	9,600
MTD-PL-19: Revenue Vehicle Replacement	TRANSIT	Capital	40-ft. Gillig Diesel (13)	2026	15,600
MTD-PL-20: Revenue Vehicle Replacement	TRANSIT	Capital	40-ft. Gillig Diesel (5)	2032	6,000
MTD-PL-21: Revenue Vehicle Replacement	TRANSIT	Capital	40-ft. Gillig Diesel (3)	2038	3,600
MTD-PL-22: Revenue Vehicle Replacement	TRANSIT	Capital	40-ft. Gillig Diesel (10)	2038	12,000

Project Title	Project Type	Phase	Description	Year	Cost ($000's)
MTD-PL-23: Expanded Microtransit Pilot	TRANSIT	Operating	Expanded pilot microtransit service	2021	602
MTD-PL-24: Expanded Microtransit Pilot	TRANSIT	Capital	Expanded pilot microtransit service	2021	546
MTD-PL-25: Mobile Pay	TRANSIT	Capital	Enhanced Fare Technology	2022	50
MTD-PL-26: Terminal 2 Rebuild	TRANSIT	Capital	Rebuild Terminal 2 as an electric bus facility	2024	55,401
EASY LIFT					
EL-PL-1: Easy Lift FTA 5310 Bus Replacement	TRANSIT	Capital	Purchase four vehicles biennially	Every 2 yrs.	10,968
EL-PL-2: Easy Lift FTA 5310 Bus Expansion	TRANSIT	Capital	Purchase two vehicles biennially	Every 2 yrs.	5,484
EL-PL-3: Operating Assistance for Easy Lift	TRANSIT	Operations	Transit Operating Assistance for Easy Lift	Ongoing	14,428
SANTA MARIA ORGANIZATION OF TRANSPORTATION HELPERS (SMOOTH)					
SMOOTH-PL-1: SMOOTH FTA 5310 Bus Replacement	TRANSIT	Capital	Purchase two vehicles biennially	Every 2 yrs.	5,484
SMOOTH-PL-2: SMOOTH FTA 5310 Bus Expansion	TRANSIT	Capital	Purchase one vehicle biennially	Every 2 yrs.	2,742
SMOOTH-PL-3: Operating Assistance for SMOOTH	TRANSIT	Operations	Transit Operating Assistance for SMOOTH	Ongoing	9,234
PLANNED TOTAL					**4,655,296**

Illustrative Projects

Project Title	Project Type	Phase	Description	Cost ($000's)
CALTRANS				
CT-IL-5: Castillo Street Seal Slab (CT # 49290)	HWY	Construction	US 101/Castillo interchange improvement	40,000
CT-IL-6: US 101 Auxiliary Lanes Goleta	HWY	Construction	US 101 auxiliary lanes northbound from Fairview Ave to Storke Road. And southbound from Los Carneros to Fairview	5,000
CT-IL-8: Lane Realignment on US 101 at Arroyo Quemado Canyon Bridge (CT # 40260)	HWY	Maintenance & Rehabilitation	Lane realignment on US 101 at Arroyo Quemado Canyon bridge, south of Gaviota pass	10,000
CT-IL-10: Anapamu POC Replacement (CT # OH850)	BIKE/PED	Construction	Pedestrian improvements on US 101 at Anapamu Street.	15,000
CT-IL-11: US 101 ITS	ITS	Construction	US 101: Ramp metering, ITS	10,000
CT-IL-12: MP 276 Track Realignment and SR 1 Overpass Replacement (LOSSAN # SB-01)	RAIL	Construction	MP 276 track realignment and SR 1 overpass replacement	62,000
CT-IL-13: Guadalupe Siding Extension and Island CTC (LOSSAN # SB-02)	RAIL	Construction	Guadalupe siding extension and island CTC	20,000
CT-IL-14: Waldorf Siding Extension and Island CTC (LOSSAN # SB-03)	RAIL	Construction	Extend the current Waldorf siding one mile southward to MP 278.6, etc. (Location: 30 miles south of SLO and 4 miles south of Guadalupe)	12,000
CT-IL-15: Devon to Tangair Curve Realignments (LOSSAN # SB-04)	RAIL	Construction	Relocate 12.1 miles of main line track between MP 279.8, etc. (Location: 14 miles south of Guadalupe)	196,000
CT-IL-16: Tangair Siding Extension and Island CTC (LOSSAN # SB-05)	RAIL	Construction	Extend existing Tangair siding 0.85 miles northward, etc. (Location: 18 miles south of Guadalupe)	12,000
CT-IL-17: Santa Barbara County Curve Realignment Projects (LOSSAN # SB-06)	RAIL	Construction	Realign track: Surf to Arguello, Sudden to Conceptcion, Concepcion to Gato, San Augustine to Sacate, Gaviota to Tajiguas, Tajiguas to Ellwood	677,000

Project Title	Project Type	Phase	Description	Cost ($000's)
CT-IL-18: Narlon, Honda, Concepcion – Island CTC (LOSSAN # SB-07)	RAIL	Construction	Upgrade three sidings to centralized traffic control (CTC), etc.	30,000
CT-IL-19: Capitan Siding Extension and Island CTC (LOSSAN # SB-08)	RAIL	Construction	Extend the existing siding at Capitan, etc.	10,000
CT-IL-20: Goleta Service Track Extension (LOSSAN # SB-09)	RAIL	Construction	Extend the existing service track at Goleta Station, etc.	10,000
CT-IL-21: Sandyland Siding (LOSSAN # SB-10)	RAIL	Construction	Add a new siding from MP 373.25 to MP 378.10, north of the existing Carpinteria Station, etc.	15,000
CT-IL-22: Carpinteria Siding (LOSSAN # SB-12)	RAIL	Construction	Construct a new siding at the Carpinteria Station, etc.	10,000
CT-IL-23: Increased Pacific Surfliner Service	RAIL	Construction	Implement additional Surfliner service (increase service by 2 roundtrips). (Location: Los Angeles to San Luis Obispo)	TBD
CT-IL-24: Increased Coast Daylight Service	RAIL	Construction	Implement additional train for Coast Daylight. (Location: (SBC) Los Angeles to San Francisco).	TBD
CT-IL-25: Bike Share Program	BIKE/PED	Construction	Construct, operate, and maintain a bike share program.	TBD
CT-IL-26: Relocation of Entrance Road to Hollister Ranch and Gaviota State Park	ST/RDS	Construction	Identify and construct alternative access road into Hollister Ranch and Gaviota State Park.	2,474
CT-IL-27: US 101/ SR 135 Broadway Interchange Project	HWY	Oversight	US 101/ SR 135 Broadway Interchange (0G840)	TBD
CT-IL-28: SR 217 at US 101 Ramp Meter	HWY	Construction	Ramp meter SR 217 to US 101 southbound	1,000
CITY OF BUELLTON				
B-IL-1: Avenue of Flags Circulation Improvements – Road, Bike, Ped.	BIKE/PED	Construction	Improve bike and pedestrian environment along Avenue of Flags.	2,000
B-IL-2: Santa Ynez River Trail	BIKE/PED	Construction	Bicycle and pedestrian trail along the Santa Ynez River in Buellton.	2,000

Project Title	Project Type	Phase	Description	Cost ($000's)
B-IL-3: Santa Ynez Valley Bicycle Master Plan Implementation – Buellton Projects	BIKE/PED	Construction	Implement Santa Ynez Valley Bicycle Master Plan projects for the City of Buellton.	2,941
CITY OF CARPINTERIA				
C-IL-1: Various – Vial Real to Santa Monica Creek Bridge and Via Real from Santa Monica Road to Santa Ynez Road	ST/RDS	Construction	Roadway capacity improvements	2,500
C-IL-2: Santa Ynez Ave Overcrossing Widening/Replacement	ST/RDS	Construction	Santa Ynez Ave Overcrossing widening/replacement	15,000
C-IL-3: US 101/SR 150 Interchange Improvements Project	ST/RDS	Construction	US 101/SR 150 interchange improvement project	25,000
C-IL-4: US 101/Bailard Road Interchange Improvements	ST/RDS	Construction	Roadway capacity improvements	15,000
C-IL-5: Calle Ocho Undercrossing	BIKE/PED	Construction	Construct bike path rail undercrossing at Calle Ocho	507
C-IL-6: Carpinteria Bluffs Undercrossing	BIKE/PED	Construction	Construct the bike path rail undercrossing at Carpinteria Bluffs.	2,835
C-IL-7: Regional Active Transportation Plan Implementation – Carpinteria Projects	BIKE/PED	Construction	Implement all not individually listed Regional Active Transportation Plan projects for the City of Carpinteria.	11,354
C-IL-8: Bailard Park and Ride	TRANSIT	Capital	Construct a park and ride facility at the US 101/Bailard Road interchange.	679
C-IL-9: Rail Quiet Zone Amenities	RAIL	Construction	Evaluate and install quiet zone amenities in City limits.	2,750
CITY OF GOLETA				
Go-IL-1: La Patera Overcrossing/Undercrossing -	BIKE/PED	Prelim. Engineering	Location: Goleta Old Town Calle Real. Construct new pedestrian overcrossing.	36,000
CITY OF GUADALUPE				

Project Title	Project Type	Phase	Description	Cost ($000's)
Gu-IL-1: Widen or Bypass SR 1 through/around Guadalupe	HWY	Construction	Location: SR 1 through Guadalupe. Reconstruction, widen to four lanes, bring up to standard.	2,874
Gu-IL-2: Emergency Vehicle Railroad Overpass	ST/RDS	Construction	Construct an emergency vehicle railroad overpass between SR 1 and 4th Street.	12,000
Gu-IL-3: Bike Lanes and Pedestrian Pathways	BIKE/PED	Construction	Location: Guadalupe St to coastal area (~4.5 miles) along Santa Maria River. Construct multi-use levee/walkway.	9,359
Gu-IL-4: Regional Active Transportation Plan Implementation – Guadalupe Projects	BIKE/PED	Construction	Implement all not individually listed Regional Active Transportation Plan projects for the City of Guadalupe.	6,266
CITY OF LOMPOC				
L-IL-1: Bike Path near Lompoc Airport	BIKE/PED	Construction	Location: Northside and/or Southside of Lompoc Airport, from H Street/SR 1 to V Street. Construct class I bike path.	1,200
L-IL-2: Bike/Ped Undercrossing connecting SR 1 to Allan Hancock Bikeway	BIKE/PED	Construction	Location: H Street (SR 1) at south side of Santa Ynez River. Construct class I bike path underpass connecting both sides of H Street (SR 1) to the Allan Hancock Bikeway.	1,700
L-IL-3: Extend Central Avenue to Highway 246	HWY	Construction	Plan, design, obtain rights of way, construct new bridge over Santa Ynez River and extension of Central Avenue roadway east to Highway 246.	75,000
CITY OF SANTA BARBARA				
SB-IL-1: Pedestrian Enhancements: Sycamore Creek Pedestrian Crossing	BIKE/PED, HWY	PA&ED, PS&E, Construction	Construct a pedestrian overcrossing from the Eastside Neighborhood from Canada Street, crossing Highway 101 and landing near the Sycamore Creek in the Dwight Murphy Field area. The project would include enhanced crosswalks at several lower Eastside intersection to provide safe access to the crossing.	TBD
SB-IL-2: Pedestrian Enhancements: Calle Real to Modoc Road Ped Crossing	BIKE/PED, HWY	PA&ED, PS&E, Construction	Construct a pedestrian/bicycle overcrossing from Calle Real to the Modoc Road multi use path between Veronica Springs Road and Las Positas Road.	TBD

Project Title	Project Type	Phase	Description	Cost ($000's)
SB-IL-3: Pedestrian Enhancements: Castillo Capacity Rehab	BIKE/PED, HWY	PA&ED, PS&E, Construction	Reconstruct the Castillo Interchange to permanently eliminate water seepage in the interchange and to provide modern vehicle, pedestrian, and bicycle design and capacity.	TBD
SB-IL-4: Cottage Hospital Access (Las Positas/Mission SB Aux Lane)	BIKE/PED, HWY	PA&ED, PS&E, Construction	Construct a Southbound Highway 101 auxiliary lane from the southbound on-ramp at Las Positas Street to the southbound off-ramp at Mission Street. This Auxiliary lane may require the reconstruction of the Junipero Pedestrian overcrossing because of a column alignment issue.	TBD
CITY OF SANTA MARIA				
SM-IL-1: Bikeway Masterplan Projects: Per City of Santa Maria CIP	BIKE/PED	Construction	Class I Bikeways along SMVRR	2,543
SM-IL-2: Regional Active Transportation Plan Implementation – Santa Maria Projects	BIKE/PED	Construction	Implement all not individually listed Regional Active Transportation Plan projects for the City of Santa Maria. Detailed project lists may be viewed online	38,882
SM-IL-3: Southern Roundabout Improvements	ST/RDS	Design and Construction	Design and Construction of roundabout modifications to improve capacity following McCoy Interchange Construction	20,000
SM-IL-4: Railroad Crossings	ST/RDS	Design and Construction	Carmen Lane, A Street, and E Street railroad crossings.	30,000
SM-IL-5: Acquistapace Pedestrian Bridge	ST/RDS	Design and Construction	Design and construction of pedestrian bridge at the intersection of Depot Street and Enos Street connecting Acquistapace Development to Adam Basin and Minami Park.	30,000
SM-IL-6: Downtown Multi-modal Streetscape Plan Improvements	ST/RDS	Design and Construction	Design and construction of multi-modal improvements in the Downtown area in conformance with the Downtown Multi-modal Streetscape Plan	15,000
CITY OF SOLVANG				

Project Title	Project Type	Phase	Description	Cost ($000's)
Sol-IL-1: SR 246/Alamo Pintado Rd Intersection Improvements	HWY	Construction	Widen highway, improve intersection, install roundabout or signals including bicycle/pedestrian improvements.	7,000
Sol-IL-2: SYVT Corporate Yard for Vehicle Storage	TRANSIT	Capital	Purchase land and develop Corporate yard for SYVT vehicle storage.	1,500
Sol-IL-3: Santa Ynez Valley Bicycle Master Plan - Solvang Projects	BIKE/PED	Construction	Implement Santa Ynez Valley Bicycle Master Plan projects for the City of Solvang.	5,000
COUNTY OF SANTA BARBARA				
SBC-IL-1: Bike Path near RR Corridor	BIKE/PED	Construction	Construct Class I Bike Path near Railroad corridor along US 101 Right-of-Way, from Patterson Ave. to City of Santa Barbara @ Mission St.	5,000
SBC-IL-2: Regional Active Transportation Plan Implementation – County of Santa Barbara Projects	BIKE/PED	Construction	Implement all not individually listed Regional Active Transportation Plan projects for the County of Santa Barbara.	125,000
SBC-IL-3: Baseline Avenue Class II Bike Lanes – County of Santa Barbara Projects	BIKE/PED	Construction	Widen Baseline Avenue and construct Class II bike lanes	2,000
SBC-IL-4: Jonata Park Road Path – County of Santa Barbara Projects	BIKE/PED	Construction	Construct Mult-Use Path on Jonata Park Road	500
SBC-IL-5: County Trails (not including Orcutt Community Plan and Gaviota Coastal Trail)	BIKE/PED	Construction	Construct trails as identified in Parks, Recreation and Trails maps (not including Orcutt Community Plan and Gaviota Coastal Trail)	20,000
SBC-IL-6: Widen Toro Canyon Park Road - County of Santa Barbara	ST/RDS	Construction	Widen Toro Canyon Park Road leading to Toro Canyon Park	2,500
SBCAG				
SBCAG-IL-1: Passenger rail platform - Junipero	RAIL	PLANNING	Construct a rail platform to serve Cottage Hospital and surrounding medical service providers	12,000

Project Title	Project Type	Phase	Description	Cost ($000's)
SBCAG-IL-2: Passenger rail platform - Castilian	RAIL	PLANNING	Construct a rail platform to serve the Goleta Corporate Park	12,000
SBCAG-IL-3: Commuter and passenger rail Operations and Maintenance Facility	RAIL	PLANNING	Construct a rail maintenance and storage facility to support commuter rail and Pacific Surfliner rail service	19,000
SANTA BARBARA METROPOLITAN TRANSIT DISTRICT				
MTD-IL-1: Bus Signal Priority	TRANSIT	Operations	State/Hollister corridor	120
MTD-IL-2: UCSB Service Enhancement for LRDP – Operations	TRANSIT	Operations	Enhanced service to UCSB to meet increased demand	103,688
MTD-IL-3: UCSB Service Enhancement for LRDP – Capital	TRANSIT	Capital	Enhanced service to UCSB to meet increased demand	25,245
MTD-IL-4: SBCC Service Enhancement – Operations	TRANSIT	Operations	Enhanced service to SBCC to meet increased demand	15,158
MTD-IL-5: SBCC Service Enhancement – Capital	TRANSIT	Capital	Enhanced service to SBCC to meet increased demand	3,645
MTD-IL-6: Hollister Corridor Service Enhancement – Operations	TRANSIT	Operations	Enhanced service on Hollister corridor to increase modal choice	140,582
MTD-IL-7: Hollister Corridor Service Enhancement – Capital	TRANSIT	Capital	Enhanced service on Hollister corridor to increase modal choice	34,155
MTD-IL-8: Goleta Service Enhancement – Operations	TRANSIT	Operations	Enhance transit availability in Goleta	31,616
MTD-IL-9: Goleta Service Enhancement – Capitals	TRANSIT	Capital	Enhance transit availability in Goleta	7,695
MTD-IL-10: Airport Service Enhancement – Operations	TRANSIT	Operations	Provide enhanced service to Santa Barbara Airport	32,422
MTD-IL-11: Airport Service Enhancement – Capital	TRANSIT	Capital	Provide enhanced service to Santa Barbara Airport	4,050

Project Title	Project Type	Phase	Description	Cost ($000's)
MTD-IL-12: Carpinteria Service Enhancement – Operations	TRANSIT	Operations	Enhance transit availability in Carpinteria	16,198
MTD-IL-13: Carpinteria Service Enhancement – Capital	TRANSIT	Capital	Enhance transit availability in Carpinteria	3,915
MTD-IL-14: Regional Service Enhancement – Operations	TRANSIT	Operations	Enhanced service between Carpinteria, Santa Barbara, and Goleta	23,660
MTD-IL-15: Regional Service Enhancement – Capital	TRANSIT	Capital	Enhanced service between Carpinteria, Santa Barbara, and Goleta	5,805
MTD-IL-16: Interregional Service Enhancement – Operations	TRANSIT	Operations	Expand “last mile” service for commuters traveling between Ventura County and the South Coast	17,212
MTD-IL-17: Interregional Service Enhancement – Capital	TRANSIT	Capital	Expand “last mile” service for commuters traveling between Ventura County and the South Coast	4,185
MTD-IL-18: Aging Population Service Enhancement – Operations	TRANSIT	Operations	Santa Barbara core service increase to transport increasing elderly population	42,354
MTD-IL-19: Aging Population Service Enhancement – Capital	TRANSIT	Capital	Santa Barbara core service increase to transport increasing elderly population	10,260
MTD-IL-20: Upper State Street Transit Hub	TRANSIT	Capital	Upper State Street transit hub	10,383
MTD-IL-21: Regional Intermodal Transit Center Expansion	TRANSIT	Capital	Downtown transit center	20,767
MTD-IL-22: Terminal 1 Rebuild	TRANSIT	Capital	Expand & modernize Terminal 1	94,849
VANDENBERG AIR FORCE BASE				
VAN-1: Vandenberg Port Facility	MAR	Construction	Improve the port facility as needed to accommodate expected future demands	TBD
VAN-2: SR1 at VAFB Main Gate	HWY	Construction		TBD
VAN-3: North Base - South Base Connection	HWY	Construction	Realign SR 1 in the vicinity of the VAFB main gate Build a secure connection to connect the north and south bases over Ocean Avenue.	TBD

Project Title	Project Type	Phase	Description	Cost ($000's)
ILLUSTRATIVE TOTAL				**2,360,328**

VMT Reducing Projects

The following table lists projects included in the Connected 2050 project lists that have the likelihood of reducing Vehicle Miles Travelled (VMT), though the value of any reduction has not been quantified.

Project Title	Project Type	Phase	Description	Year	Total Cost ($000's)
CT-8: ADA Pedestrian Infrastructure Improvement (1E040) (portion of FTIP CT81)	BIKE/PED	PS&E/RW	ADA pedestrian infrastructure – Construct ramps, improve pedestrian travel way in Santa Barbara County on Highway 101 at the Butterfly Lane Undercrossing	2024	7,258
B-2: Alternative Transportation Enhancements	BIKE/PED	Alternative Transportation Improvements	Enhance the alternative transportation environment by performing sidewalk and concrete repairs, and reducing transit fares for seniors and the disabled, and allocating funds towards the multipurpose trail reserve.	Ongoing	144
B-4: North Ave of Flags Park & Ride	TRANSIT	Capital	Construction of second Park & Ride facility at the north end of Ave of Flags.	2022	1,000
C-7: Alternative Transportation Enhancements	BIKE/PED	Construction	Enhance the alternative transportation environment by performing maintenance, repair, improvement, and engineering of bike and ped facilities, including: the concrete repair and curb ramp program, City of Carpinteria Active Transportation Plan, Bike Path Maintenance Program, Linden Ave sidewalk repair, Bailard Ave Street Improvements, and Linden Ave/ Dorrance Way crossing improvements.	Ongoing	511

Project Title	Project Type	Phase	Description	Year	Total Cost ($000's)
C-8: Safe Routes to School Improvements	BIKE/PED	Construction	Construct Safe Routes to School improvements, including: Caitlin Cir to Memorial Park, Ogan Rd & Vallecito Rd, Pear St & Carpinteria Ave, Cramer Rd & Carpinteria Ave.	Ongoing	142
C-11: Rincon Trail (FTIP SBCAG29)	BIKE/PED	PS&E	Construct a multiuse trail from Rincon Park to Carpinteria Avenue (part of the Carpinteria Coastal Vista Trail)	2020	6,933
Go-5: Active Transportation Enhancements	BIKE/PED	Construction	Enhance the active transportation environment by supporting bike and ped projects identified in the Goleta Bicycle and Pedestrian Master Plan; concrete maintenance and access ramps; and safe routes to school improvements.	Ongoing	1,500
Go-10: San Jose Creek Multipurpose Path	BIKE/PED	Prelim. Engineering to Construction	This project proposes a new Class I adjacent to the San Jose Creek from Calle Real to the Atascadero Creek Bike Path at Goleta Beach. The scope of work includes preliminary engineering, environmental, design, and construction of the segments from Calle Real to Armitos Ave and from Ekwill Street to along SR 217 to the Atascadero Creek Bike Path. The project involves coordination with the Caltrans bridge replacement projects of US 101 over San Jose Creek and SR 217 bridge over San Creek.	2023	22,000

Project Title	Project Type	Phase	Description	Year	Total Cost ($000's)
Go-11: San Jose Creek Bikeway – Middle Segment 1	BIKE/PED	Construction	Construct class I bike path from Jonny D. Wallis Park to Armitos Avenue	2021	1,600
Go-12: Old Town Sidewalk Improvement Project (FTIP GOLETA21)	BIKE/PED	Construction	A sidewalk improvement program for the residential areas of Old Town. The project will assess sidewalk deficiencies, create a prioritization plan, and install sidewalk improvements. Work is north of Hollister from Fairview to Kellogg and on Pine Avenue south of Hollister.	2021	4,220
Go-13: Storke Road Hollister to Market Place Improvements	ST/RDS, BIKE/PED	Preliminary Engineering to Construction	The project includes transit, bicycle and pedestrian, and roadway improvements along Storke Road south of Hollister Ave. Includes restriping, median reconstruction, bus stop relocations and upgrades.	2023	800
Go-14: RRFB's at Chapel and HAWK at Kingston	BIKE/PED	Construction	The project will construct pedestrian activated Rectangular Rapid Flashing Beacons (RRFB's) over travel lanes on Hollister Avenue at Orange Avenue and a High Intensity Activated Crosswalk (HAWK) system at Calle Real and Kingston Ave. Work will include new striping, signage and lighting to be placed in existing pavement, and sidewalk improvements.	2021	505
Go-15: School Zone and Other Crossing Improvements	BIKE/PED	Preliminary Engineering to Construction	School zone and other crossing location improvements including signage, striping, and/or installation of rectangular rapid flashing beacons or pedestrian hybrid beacons.	2023	1,200

Project Title	Project Type	Phase	Description	Year	Total Cost ($000's)
Go-17: Hollister Ave Class I Bike Path Lighting	BIKE/PED	Design to Construction	Install lighting along the multipurpose path located along the south side of Hollister Avenue from Pacific Oaks to Ellwood School.	2023	700
Go-18: Goleta Train Depot	TRANSIT, BIKE/PED	Preliminary Engineering	Construct new multi-modal train station at the location of existing Amtrak platform, to improve services and facilities and accommodate increase in ridership. Includes expanding parking, bus facilities, and bicycle and pedestrian improvements to S. La Patera Lane.	2025	19,000
Go-19: Traffic Signal Improvements and Upgrades	BIKE/PED	Preliminary Engineering to Construction	Improvements and upgrades to the existing traffic signals and installation of new traffic signals throughout the City.	Ongoing	10,400
Go-21: Cathedral Oaks Class I Bike Path	BIKE/PED	Preliminary Engineering to Construction	Construct a Class I bike path on Cathedral Oaks from Glen Annie to La Patera, 1.63 miles	2028	9,683
Go-22: US 101 Interchange Improvements	ST/RDS, BIKE/PED	Preliminary Engineering to Construction	At Patterson, Storke Rd/Glen Annie, Los Carneros, and Fairview Avenue Interchanges. Widen or replace existing overcrossing and overhead to accommodate additional turn lanes and Class II bike lanes. Ramp intersection improvements. Widen ramps to provide additional turn lanes and/or thru lanes. Signal modifications as necessary to accommodate peds and bikes. Add bike lanes.	2035	31,800

Project Title	Project Type	Phase	Description	Year	Total Cost ($000's)
Go-23: Intersection Operational Improvements	ST/RDS, BIKE/PED	Preliminary Engineering to Construction	Intersection improvements at Hollister Ave and Patterson Ave, Los Carneros Road and Hollister Ave, Kellogg Ave and Hollister Ave, Hollister Ave and Pacific Oaks Rd, and Fairview Ave and Calle Real. Includes roadway widening to add turn lanes and/or thru lanes, median modifications, new traffic signals/traffic signal upgrades, bicycle, and pedestrian improvements.	2035	27,325
Gu-2: Alternative Transportation Enhancements	BIKE/PED	Construction, Planning	Enhance the alternative transportation environment by performing bike and ped maintenance projects and ADA sidewalk work.	Ongoing	280
L-2: Alternative Transportation Enhancements	BIKE/PED	Construction, Planning	Enhance the alternative transportation environment by performing maintenance, repair, improvement, and engineering of bike and ped facilities.	Ongoing	1,549
SB-5: Active Transportation Enhancements	BIKE/PED	Construction	Enhance the active transportation environment by performing maintenance of sidewalks and improving sidewalk access ramps.	Ongoing	10,148

Project Title	Project Type	Phase	Description	Year	Total Cost ($000's)
SB-8: Construct Active Transportation Program Awarded Projects (FTIP SBCITY)	BIKE/PED	Construction	Projects include: Upper De La Vina Street Gap Closure and Safe Crossings, Eastside Green Lanes and Bike Boulevard Gap Closure, Westside Bike Boulevard Gap Closure, Downtown De La Vina Street Safe Crosswalks and Buffered Bike Lanes, U.S. 101 State Street Undercrossing Active Transportation Improvements, Lower Eastside Community Connectivity Active Transportation Plan (Plan Only), Las Positas and Modoc Roads Class I Construction, and State Street Undercrossing Sidewalk and Bike Lane Improvements.	2021	34,148
SB-11: Modoc Multiuse Path Extension	BIKE/PED	Construction	The Modoc Multiuse Path Extension will tie into the Las Positas and Modoc Roads Multiuse Project and County's Modoc Multiuse Path that eventually connects to the Obern Trail. This connection is approximately 0.10 of a mile and the path will range from 10 to 12 feet depending on site constraints. The multiuse path will be separated from the roadway by a landscaped buffer and/or by a guardrail in the portion next to the ravine.	2021	1,500

Project Title	Project Type	Phase	Description	Year	Total Cost ($000's)
SB-12: Coast Village Road Safety and ADA Improvements	BIKE/PED	Design, Construction	Improve safety on Coast Village Road by implementing lighting and pedestrian activated flashing beacons at the mid-block crossing in the 1100 block of Coast Village Road, and by making geometric changes to the Coast Village Road/ Butterfly Lane intersection including ADA compliant pedestrian access ramps.	2023	120
SB-13: Pedestrian Enhancement - Sidewalk Infill (Annual)	BIKE/PED	Construction	The project is for smaller sidewalk infill projects that fit within available funding and are likely to be funded through the Sidewalk Infill Program.	Ongoing	520
SM-4: Alternative Transportation Enhancements	BIKE/PED	Construction	Maintenance, repair, construction & improvement of bike/ped facilities, safe routes to school, and ADA facilities; Programs, Education, & Incentives to reduce single occupant auto trips or transportation demand.	Ongoing	3,963
Sol-4: S. Alisal Road Circulation & Bikeway Improvements	BIKE/PED	Construction	Project includes 1.5 miles of roadway widening, pavement reconstruction, and addition of bicycle sharrows & signage along Alisal Rd from the Santa Ynez River to the southerly City Limits.	2021	1,400
Sol-5: Alternative Transportation Enhancements	BIKE/PED	Construction	Enhance the alternative transportation network by constructing sidewalk infill & repair, ADA sidewalk ramps, and new bike lanes.	Ongoing	303

Project Title	Project Type	Phase	Description	Year	Total Cost ($000's)
SBC-7: Alternative Transportation Enhancements (North County)	BIKE/PED	Construction	Enhance the alternative transportation environment by performing maintenance, repair, construction, and improvement of the bike and ped facilities in the North County, including: sidewalk repair and replacements (Partnership Program), and bike, pedestrian and Safe Routes facilities.	Ongoing	3,824
SBC-8: Alternative Transportation Enhancements (South Coast)	BIKE/PED	Construction	Enhance the alternative transportation environment by performing maintenance, repair, construction, and improvement of the bike and ped facilities on the South Coast, including: sidewalk repair and replacements (Partnership Program), and bike, pedestrian and Safe Routes facilities.	Ongoing	5,135
SBC-9: Safe Routes to School Improvement in the North County	BIKE/PED	Construction	Construct Safe Routes to School improvements in the North County, including school zone striping.	Ongoing	350
SBC-10: Safe Routes to School Improvement on the South Coast	BIKE/PED	Construction	Construct Safe Routes to School improvements on the South Coast, including school zone striping.	Ongoing	326
SBC-11: Reduced Transit Fares for Seniors & Disabled on South Coast	TRANSIT	Support	Support reduced transit fares for seniors and the disabled by providing Easy Lift and other transit matching funds.	Ongoing	375
SBC-16: Orcutt Transportation Improvement Program Bikeway Projects	BIKE/PED	Construction	Construct various bikeway projects at development sites throughout Orcutt Community included in the OTIP	2050	4,700

Project Title	Project Type	Phase	Description	Year	Total Cost ($000's)
SBCAG-2: South Coast Bicycle and Pedestrian Program	BIKE/PED	Construction	Enhance the alternative transportation environment by providing financial support for various South Coast bicycle and pedestrian programs and projects.	Ongoing	2,985
SBCAG-3: South Coast Safe Routes to School Program	BIKE/PED	Construction	Enhance the Safe Routes to School environment by construction of various Safe Routes to School projects on the South Coast.	Ongoing	2,082
SBCAG-4: North County Safe Routes to School, Bicycle and Pedestrian Program	BIKE/PED	Construction	Enhance the alternative transportation environment by providing financial support for yet to be identified North County projects.	Ongoing	1,182,994
SBCAG-8: Carpool and Vanpool Program Support (North County)	TDM	Support	Support the North County carpool and vanpool programs, including, employer outreach and counseling, carpool matching system management, vanpool formation assistance, community education and outreach, general marketing, and incentives.	Ongoing	354
SBCAG-9: Carpool and Vanpool Program Support (South Coast)	TDM	Support	Support the North County carpool and vanpool programs, including, employer outreach and counseling, carpool matching system management, vanpool formation assistance, community education and outreach, general marketing, and incentives.	Ongoing	1,237
SBCAG-15: South Coast Commuter Rail	RAIL	Support	Implement and support commuter rail provided by Amtrak. One peak hour train implemented by 2020 and a second by 2035.	2020/35	31,156

Project Title	Project Type	Phase	Description	Year	Total Cost ($000's)
MTD-5: Lines 1 & 2 A.M. Peak-Period Enhancement	TRANSIT	Support	Improve P.M. peak-period frequency on MTD Lines 1 & 2 from 15 minutes to 10 minutes	Ongoing	506
MTD-6: MTD-UCSB Mitigation Agreement	TRANSIT	Support	MTD Line 28 and enhancements to MTD Lines 12x & 24x	Ongoing	41,703
MTD-7: Rail Last Mile/First Mile Service	TRANSIT	Operating	Amtrak connecting service	Ongoing	750
MTD-10: Goleta Microtransit Pilot	TRANSIT	Operating	Pilot microtransit service in Goleta	2021	493
MTD-11: Goleta Microtransit Pilot	TRANSIT	Capital	Pilot microtransit service in Goleta	2021	546
MTD-13: Line 19x Carpinteria to Santa Barbara City College	TRANSIT	Operating	Hwy 101 TMP service between Carpinteria & SBCC	Ongoing	350
B-PL-4: Santa Ynez Valley Bicycle Master Plan Implementation	BIKE/PED	Construction	Implement priority projects listed in the Santa Ynez Valey Bicycle Master Plan	2020-2030	520
C-PL-3: Regional Active Transportation Plan Implementation	BIKE/PED	Construction	Implement high priority projects listed in the Regional Active Transportation Plan.	Ongoing	1,477
C-PL-4: Holly Avenue Undercrossing	BIKE/PED	Construction	Construct a bicycle and pedestrian undercrossing of UPRR corridor. All funding is prior year.	2025	2,323

Project Title	Project Type	Phase	Description	Year	Total Cost ($000's)
C-PL-5: Santa Clause Lane to Carpinteria Avenue Multiuse Trail (FTIP SBCAG27)	BIKE/PED	Construction	Construct a multiuse trail from Santa Claus Lane to Carpinteria Avenue adjacent to the Sandyland Area Salt Marsh (part of the Carpinteria Coastal Vista Trail). 2017 FTIP does not provide funding for the project.	2022	1,289
C-PL-6: Franklin Creek Multiuse Path	BIKE/PED	Construction	Construct a multiuse path along Franklin Creek from Carpinteria Ave to 7th St.	2023	750
C-PL-7: Third Street Improvements Project	BIKE/PED	Construction	Construct a multiuse trail along Third Street from Linden Avenue to the Carpinteria Marsh Park (part of the Carpinteria Coastal Vista Trail). All funding is prior year.	2023	760
C-PL-8: Via Real Pedestrian Bridge Replacement	BIKE/PED	Construction	Replace existing pedestrian bridge over Santa Monica Creek at Via Real	2022	700
C-PL-9: El Carro Pedestrian Bridge Replacement	BIKE/PED	Construction	Replace existing pedestrian bridge over Santa Monica Creek at El Carro	2022	500
Go-PL-7: City of Goleta Bicycle and Pedestrian Master Plan Implementation	BIKE/PED	Construction	Implement projects identified in City of Goleta's Bicycle and Pedestrian Master Plan. Detailed project lists may be viewed online at https://www.cityofgoleta.org/projects-programs/bicycle-projects/bicycle-pedestrian-master-plan-project.	2050	61,198
Gu-PL-3: Regional Active Transportation Plan Implementation	BIKE/PED	Construction	Implement high priority projects listed in the Regional Active Transportation Plan.	Ongoing	761

Project Title	Project Type	Phase	Description	Year	Total Cost ($000's)
L-PL-5: Bike Path on Southside of Santa Ynez River	BIKE/PED	Construction	Location: Southside of SY River from SR 1 (H St) to Riverbend Park. Obtain rights of way, design, and construct class I bike path.	2032	3,000
L-PL-6: Class II Bikeways	BIKE/PED	Construction	Construct Class 2 Bikeways at Locations: B) A St, Chestnut Ave to Central Ave; D) Floradale Rd/Santa Lucia Canyon Rd, adjacent to Federal Correctional Institution.	2028	2,500
SB-PL-6: Class II Bike Lanes and Pedestrian Pathways - Various	BIKE/PED	Construction	Location: Various locations within City of Santa Barbara. Construct class II bike lanes and pedestrian pathways.	Ongoing	2,000
SB-PL-7: Cliff Drive Multiuse Path and Crossing Enhancements	BIKE/PED	Construction	Create a separate/protected multiuse path along Cliff Drive . Project to include corridor intersection improvements including pedestrian activated flashers and new traffic signals and/or signal modifications along some intersections. Intersection/corridor improvements to nearby schools to connect to the path.	2030	20,000
SB-PL-8: Class I Beachway Connection – Leadbetter Beach	BIKE/PED	Construction	Create a separate/protected bikeway connecting the Beachway through Ledbetter Beach to Shoreline Park	2030	6,000
SB-PL-9: Modoc Class I Connection to Las Positas Corridor – Over US 101 through Municipal Golf Course	BIKE/PED	Construction	Create a separate/protected bikeway over US 101 from Modoc to State Street	2032	15,000

Project Title	Project Type	Phase	Description	Year	Total Cost ($000's)
SB-PL-10: BMP Regionally Significant Projects	BIKE/PED	Construction	Implement the 2016 City of Santa Barbara Bicycle Master Plan	2032	55,000
SB-PL-14: Corridor Improvements: Chapala Street	BIKE/PED	PA&ED, PS&E, Construction	Pedestrian and bike improvements along Chapala between Gutierrez and Sola Streets	2050	2,200
SB-PL-15: Upper De la Vina St Gap Closure and Safe Crossings	BIKE/PED	PA&ED, PS&E, Construction	Implement a road diet on De La Vina Street from Constance Avenue to Padre Street. Crossing enhancements included.	2050	1,988
SB-PL-16: Corridor Improvements: Milpas Street	BIKE/PED	PA&ED, PS&E, Construction	Pedestrian safety crossing enhancements, sidewalk repair, sidewalk widening where feasible, access ramps	2030	10,000
SB-PL-17: Corridor Improvements: Westside and Lower Westside Transportation Management Plan Implementation	BIKE/PED	PA&ED, PS&E, Construction	Implement bike and pedestrian safety improvements as outlined in the Westside and Lower Westside Transportation Management Plan. Infrastructure projects include sidewalk infill, enhanced crossings, pedestrian scale lighting, bike lanes, and separated bikeways/multiuse paths.	2030	15,000
SB-PL-18: Corridor Improvements: Upper State Street	BIKE/PED	PA&ED, PS&E, Construction	Pedestrian safety crossing enhancements, sidewalk repair, sidewalk widening where feasible, access ramps	2050	15,000
SB-PL-19: Pedestrian Enhancements: Crosswalk Improvements	BIKE/PED	PA&ED, PS&E, Construction	Improve crosswalks at various locations in the City. Improvements may include pedestrian activated flashers and pedestrian safety lighting.	Ongoing	200

Project Title	Project Type	Phase	Description	Year	Total Cost ($000's)
SB-PL-20: Pedestrian Enhancements: Hollister Sidewalk	BIKE/PED	PA&ED, PS&E, Construction	Pedestrian safety crossing enhancements, sidewalk repair, sidewalk widening where feasible, access ramps	2022	900
SB-PL-21: Pedestrian Enhancements: Mission Canyon Corridor Improvements	BIKE/PED	PA&ED, PS&E, Construction	Includes a pedestrian connection along the west side of Los Olivos Street and Mission Canyon Road.	2050	1,300
SB-PL-22: Pedestrian Enhancements: Montecito St Sidewalk and Railroad Crossing	BIKE/PED	PA&ED, PS&E, Construction	Add safety features to the Montecito Street railroad crossing, as well as complete nearly sidewalk infill along the north side of the train station.	2030	1,400
SB-PL-24: Pedestrian Enhancements: School Zone Safety Improvements	BIKE/PED	PA&ED, PS&E, Construction	Sign replacement, pavement marking, school signage, and other traffic calming improvements in school zones.	Ongoing	3,000
SB-PL-25: Castillo Undercrossing Bike and Ped Improvement	BIKE/PED	PA&ED, PS&E, Construction	This project will identify and implement enhancements to cycling and pedestrian infrastructure adjacent to the Castillo Street undercrossing. The improvements of the preliminary design may include buffered bike lanes, parkways and landscaping to provide sidewalk separation, the addition of lighting, and sidewalk infill and repair.	TBD	5,130

Project Title	Project Type	Phase	Description	Year	Total Cost ($000's)
SB-PL-28: Shoreline Drive at Washington School Pedestrian Enhancement	BIKE/PED	Design, Construction	The project is to construct a sidewalk and landscape the area adjacent to Washington School, and a short section of missing sidewalk on Shoreline Drive just west of Santa Cruz Blvd. The project will also include a crosswalk with enhanced safety features as the Shoreline Drive/ Salida Del Sol intersection.	TBD	5,000
SM-PL-20: Regional Active Transportation Plan Implementation	BIKE/PED	Construction	Implement high priority projects listed in the Regional Active Transportation Plan	2020-2040	25,000
SM-PL-21: Bikeway Improvements	BIKE/PED	Construction	Location: UVP, Bradley Channel, Jones Trail, Blosser Trail, Seaward Trail, and from Santa Maria River Levee to La Brea. Construct commuter bikeway (Phase II). Project costs include Right-of-way acquisition	2021-2030	10,000
Sol-PL-5: Solvang School Sidewalk Project	BIKE/PED	Construction	Project includes construction of new sidewalk, crosswalks and ADA access ramps along Fifth Street and Elm Avenue leading to Solvang School.	2022	300
Sol-PL-7: SR 246 (Mission Drive) East End Bikeway Improvements	BIKE/PED	ROW & Construction	Project includes Mission Drive shoulder widening and bikeway improvements from Pine Street to Alamo Pintado Road.	2028	3,600
Sol-PL-8: SR 246 West End Bikeway Improvements	BIKE/PED	Construction	Project includes construction of Class 2 bike lanes along the north and south sides of SR 246 from the westerly City limits to Fifth Street.	2035	5,500

Project Title	Project Type	Phase	Description	Year	Total Cost ($000's)
Sol-PL-11: SYVT Operations Expansion	TRANSIT	Operations	Increase service frequency 15% by 2030 and additional 15% by 2040.	2030/40	5,000
Sol-PL-12: SYVT Service Expansion	TRANSIT	Capital	Purchase "service expansion" bus to expand SYVT fleet. Add one bus for expansion of SYVT service approximately every 10 years.	Every 10 yrs.	1,800
SBC-PL-7: Regional Active Transportation Plan Implementation	BIKE/PED	Construction	Implement high priority projects listed in the Regional Active Transportation Plan.	Ongoing	15,316
SBC-PL-8: Santa Maria Levee Multi Use Trail	BIKE/PED	Construction	Along the Santa Maria levee, Santa Maria to Guadalupe. Construct multi-purpose bikeway.	2030	249
SBC-PL-9: Mission Canyon Corridor Improvements	BIKE/PED	Construction	Realign and widen roadway, drainage improvements and reconstruct pedestrian path along Mission from the city limits north to SR 192.	2025	2,700
SBC-PL-10: California Coastal Trail (Gaviota Coastal Trail)	BIKE/PED	Construction	CA Coastal Trail/Bacara Resort to El Capitan Cyn Rd; Refugio State Beach to Canada San Onofre. Nine miles of state mandated bicycle/pedestrian trail.	2030	9,000
SBC-PL-12: Los Alamos Infrastructure Improvements	BIKE/PED	Construction	Construct a variety of bike lane, pedestrian, and parking improvements in the Los Alamos Community Pedestrian Circulation and Parking Plan	2040	5,000
SBC-PL-13: Santa Ynez Valley Infrastructure Improvements - Santa Barbara County	BIKE/PED	Construction	Construct a variety of bike and pedestrian improvements in the Santa Ynez Valley unincorporated area including: Pine St, Calzada Avenue, Santa Ynez Rd, and Edison St bike lanes.	2040	5,000

Project Title	Project Type	Phase	Description	Year	Total Cost ($000's)
SBC-PL-14: Eastern Goleta Valley Infrastructure Improvements - Santa Barbara County	BIKE/PED	Construction	Construct a variety of bicycle and pedestrian improvements to improve bike and pedestrian connectivity in the Eastern Goleta Valley	2050	15,000
SBC-PL-15: Orcutt Trails - Santa Barbara County	BIKE/PED	Construction	Construct trails as identified in Orcutt Community Plan	2030	4,300
SBC-PL-16: Pt. Sal Trails - Northern Santa Barbara County Coastal Access	BIKE/PED	Construction	Construct various trails to Point Sal State Park	2035	4,000
SBC-PL-18: Jalama Beach County Park Coastal Trail Access - Santa Barbara County	BIKE/PED	Construction	Trail along coastal blufftop to Jalama Beach County Park	2025	1,000
MTD-PL-2: Rail Transit Connection, Capital	TRANSIT	Capital	Rail Transit Connection, Capital	2022	3,623
MTD-PL-3: Rail Transit Connection, Operations	TRANSIT	Operations	Rail Transit Connection, Operating	Ongoing	44,060
MTD-PL-5: South Coast Service Expansion, Capital	TRANSIT	Capital	South Coast Service Expansion, Capital	2022	5,175
MTD-PL-6: South Coast Service Expansion, Operations	TRANSIT	Operations	South Coast Service Expansion, Operating	Ongoing	19,053
MTD-PL-23: Expanded Microtransit Pilot	TRANSIT	Operating	Expanded pilot microtransit service	2021	602

Project Title	Project Type	Phase	Description	Year	Total Cost ($000's)
MTD-PL-24: Expanded Microtransit Pilot	TRANSIT	Capital	Expanded pilot microtransit service	2021	546
CT-IL-10: Anapamu POC Replacement (CT # OH850)	BIKE/PED	Construction	Pedestrian improvements on US 101 at Anapamu Street.	N/A	15,000
CT-IL-23: Increased Pacific Surfliner Service	RAIL	Construction	Implement additional Surfliner service (increase service by 2 roundtrips). (Location: Los Angeles to San Luis Obispo)	N/A	TBD
CT-IL-24: Increased Coast Daylight Service	RAIL	Construction	Implement additional train for Coast Daylight. (Location: (SBC) Los Angeles to San Francisco).	N/A	TBD
CT-IL-25: Bike Share Program	BIKE/PED	Construction	Construct, operate, and maintain a bike share program.	N/A	TBD
B-IL-1: Avenue of Flags Circulation Improvements – Road, Bike, Ped.	BIKE/PED	Construction	Improve bike and pedestrian environment along Avenue of Flags.	N/A	2,000
B-IL-2: Santa Ynez River Trail	BIKE/PED	Construction	Bicycle and pedestrian trail along the Santa Ynez River in Buellton.	N/A	2,000
B-IL-3: Santa Ynez Valley Bicycle Master Plan Implementation – Buellton Projects	BIKE/PED	Construction	Implement Santa Ynez Valley Bicycle Master Plan projects for the City of Buellton.	N/A	2,941
C-IL-5: Calle Ocho Undercrossing	BIKE/PED	Construction	Construct bike path rail undercrossing at Calle Ocho	N/A	507
C-IL-6: Carpinteria Bluffs Undercrossing	BIKE/PED	Construction	Construct the bike path rail undercrossing at Carpinteria Bluffs.	N/A	2,835

Project Title	Project Type	Phase	Description	Year	Total Cost ($000's)
C-IL-7: Regional Active Transportation Plan Implementation – Carpinteria Projects	BIKE/PED	Construction	Implement all not individually listed Regional Active Transportation Plan projects for the City of Carpinteria.	N/A	11,354
C-IL-8: Bailard Park and Ride	TRANSIT	Capital	Construct a park and ride facility at the US 101/Bailard Road interchange.	N/A	679
Go-IL-1: La Patera Overcrossing/Undercrossing -	BIKE/PED	Prelim. Engineering	Location: Goleta Old Town Calle Real. Construct new pedestrian overcrossing.	N/A	36,000
Gu-IL-3: Bike Lanes and Pedestrian Pathways	BIKE/PED	Construction	Location: Guadalupe St to coastal area (~4.5 miles) along Santa Maria River. Construct multi-use levee/walkway.	N/A	9,359
Gu-IL-4: Regional Active Transportation Plan Implementation – Guadalupe Projects	BIKE/PED	Construction	Implement all not individually listed Regional Active Transportation Plan projects for the City of Guadalupe.	N/A	6,266
L-IL-1: Bike Path near Lompoc Airport	BIKE/PED	Construction	Location: Northside and/or Southside of Lompoc Airport, from H Street/SR 1 to V Street. Construct class I bike path.	N/A	1,200
L-IL-2: Bike/Ped Undercrossing connecting SR 1 to Allan Hancock Bikeway	BIKE/PED	Construction	Location: H Street (SR 1) at south side of Santa Ynez River. Construct class I bike path underpass connecting both sides of H Street (SR 1) to the Allan Hancock Bikeway.	N/A	1,700

Project Title	Project Type	Phase	Description	Year	Total Cost ($000's)
SB-IL-1: Pedestrian Enhancements: Sycamore Creek Pedestrian Crossing	BIKE/PED, HWY	PA&ED, PS&E, Construction	Construct a pedestrian overcrossing from the Eastside Neighborhood from Canada Street, crossing Highway 101 and landing near the Sycamore Creek in the Dwight Murphy Field area. The project would include enhanced crosswalks at several lower Eastside intersection to provide safe access to the crossing.	N/A	TBD
SB-IL-2: Pedestrian Enhancements: Calle Real to Modoc Road Ped Crossing	BIKE/PED, HWY	PA&ED, PS&E, Construction	Construct a pedestrian/bicycle overcrossing from Calle Real to the Modoc Road multi use path between Veronica Springs Road and Las Positas Road.	N/A	TBD
SB-IL-3: Pedestrian Enhancements: Castillo Capacity Rehab	BIKE/PED, HWY	PA&ED, PS&E, Construction	Reconstruct the Castillo Interchange to permanently eliminate water seepage in the interchange and to provide modern vehicle, pedestrian, and bicycle design and capacity.	N/A	TBD
SM-IL-1: Bikeway Masterplan Projects: Per City of Santa Maria CIP	BIKE/PED	Construction	Class I Bikeways along SMVRR	N/A	2,543
SM-IL-2: Regional Active Transportation Plan Implementation – Santa Maria Projects	BIKE/PED	Construction	Implement all not individually listed Regional Active Transportation Plan projects for the City of Santa Maria.	N/A	38,882
Sol-IL-3: Santa Ynez Valley Bicycle Master Plan - Solvang Projects	BIKE/PED	Construction	Implement Santa Ynez Valley Bicycle Master Plan projects for the City of Solvang.	N/A	5,000

Project Title	Project Type	Phase	Description	Year	Total Cost ($000's)
SBC-IL-1: Bike Path near RR Corridor	BIKE/PED	Construction	Construct Class I Bike Path near Railroad corridor along US 101 Right-of-Way, from Patterson Ave. to City of Santa Barbara at Mission St.	N/A	5,000
SBC-IL-2: Regional Active Transportation Plan Implementation – County of Santa Barbara Projects	BIKE/PED	Construction	Implement all not individually listed Regional Active Transportation Plan projects for the County of Santa Barbara.	N/A	125,000
SBC-IL-3: Baseline Avenue Class II Bike Lanes – County of Santa Barbara Projects	BIKE/PED	Construction	Widen Baseline Avenue and construct Class II bike lanes	N/A	2,000
SBC-IL-4: Jonata Park Road Path – County of Santa Barbara Projects	BIKE/PED	Construction	Construct Mult-Use Path on Jonata Park Road	N/A	500
SBC-IL-5: County Trails (not including Orcutt Community Plan and Gaviota Coastal Trail)	BIKE/PED	Construction	Construct trails as identified in Parks, Recreation and Trails maps (not including Orcutt Community Plan and Gaviota Coastal Trail)	N/A	20,000
SBCAG-IL-1: Passenger rail platform - Junipero	RAIL	PLANNING	Construct a rail platform to serve Cottage Hospital and surrounding medical service providers	N/A	12,000
SBCAG-IL-2: Passenger rail platform - Castilian	RAIL	PLANNING	Construct a rail platform to serve the Goleta Corporate Park	N/A	12,000
MTD-IL-2: UCSB Service Enhancement for LRDP – Operations	TRANSIT	Operations	Enhanced service to UCSB to meet increased demand	N/A	103,688

Project Title	Project Type	Phase	Description	Year	Total Cost ($000's)
MTD-IL-3: UCSB Service Enhancement for LRDP – Capital	TRANSIT	Capital	Enhanced service to UCSB to meet increased demand	N/A	25,245
MTD-IL-4: SBCC Service Enhancement – Operations	TRANSIT	Operations	Enhanced service to SBCC to meet increased demand	N/A	15,158
MTD-IL-5: SBCC Service Enhancement – Capital	TRANSIT	Capital	Enhanced service to SBCC to meet increased demand	N/A	3,645
MTD-IL-6: Hollister Corridor Service Enhancement – Operations	TRANSIT	Operations	Enhanced service on Hollister corridor to increase modal choice	N/A	140,582
MTD-IL-7: Hollister Corridor Service Enhancement – Capital	TRANSIT	Capital	Enhanced service on Hollister corridor to increase modal choice	N/A	34,155
MTD-IL-8: Goleta Service Enhancement – Operations	TRANSIT	Operations	Enhance transit availability in Goleta	N/A	31,616
MTD-IL-9: Goleta Service Enhancement – Capitals	TRANSIT	Capital	Enhance transit availability in Goleta	N/A	7,695
MTD-IL-10: Airport Service Enhancement – Operations	TRANSIT	Operations	Provide enhanced service to Santa Barbara Airport	N/A	32,422
MTD-IL-11: Airport Service Enhancement – Capital	TRANSIT	Capital	Provide enhanced service to Santa Barbara Airport	N/A	4,050

Project Title	Project Type	Phase	Description	Year	Total Cost ($000's)
MTD-IL-12: Carpinteria Service Enhancement – Operations	TRANSIT	Operations	Enhance transit availability in Carpinteria	N/A	16,198
MTD-IL-13: Carpinteria Service Enhancement – Capital	TRANSIT	Capital	Enhance transit availability in Carpinteria	N/A	3,915
MTD-IL-14: Regional Service Enhancement – Operations	TRANSIT	Operations	Enhanced service between Carpinteria, Santa Barbara, and Goleta	N/A	23,660
MTD-IL-15: Regional Service Enhancement – Capital	TRANSIT	Capital	Enhanced service between Carpinteria, Santa Barbara, and Goleta	N/A	5,805
MTD-IL-16: Interregional Service Enhancement – Operations	TRANSIT	Operations	Expand “last mile” service for commuters traveling between Ventura County and the South Coast	N/A	17,212
MTD-IL-17: Interregional Service Enhancement – Capital	TRANSIT	Capital	Expand “last mile” service for commuters traveling between Ventura County and the South Coast	N/A	4,185
MTD-IL-18: Aging Population Service Enhancement – Operations	TRANSIT	Operations	Santa Barbara core service increase to transport increasing elderly population	N/A	42,354
MTD-IL-19: Aging Population Service Enhancement – Capital	TRANSIT	Capital	Santa Barbara core service increase to transport increasing elderly population	N/A	10,260

Airport Project Lists

The following is a list of Santa Barbara County's airport projects that have been included in the Aeronautics Capital Improvement Plan for the years 2021-2030. More information available at: https://dot.ca.gov/programs/aeronautics/airport-capital-improvement-plan

Project Title	Funding Source	Year	Cost ($000's)
LOMPOC AIRPORT (General Aviation)			
Airfield Electrical Upgrade, RT/TW rehabilitation Cons.	FAA, State, Local	2021	5,500
Construct Perimeter Access Road	FAA, State, Local	2023	307
SANTA BARBARA MUNICIPAL AIRPORT (Commercial Service Primary)			
Marking, Signage, and Lighting Plan Update	FAA, Local	2022	400
Master Plan Update	FAA, Local	2022	270
Northeast Pavement Rehabilitation	FAA, Local	2022	830
TW H Environmental Assessment	FAA, Local	2022	150
Marking, Signage, and Lighting Plan	FAA, Local	2023	5,493
TW H Extension	FAA, Local	2024	3,814
TW H Reimbursable Agt.	FAA, Local	2024	300
South Terminal Apron	FAA, Local	2025	3,420
TW H Extension	FAA, Local	2026	12,936
SANTA MARIA PUBLIC AIRPORT (Commercial Service Primary)			
Rehab. TW A, A6-A8, S & T, U, V, and W	FAA, Local	2021	7,500
Rehabilitate RW 12-30	FAA, Local	2022	6,800
Safety Improvements: Guidance Sign Upgrades	FAA, Local	2023	350
Safety Improvements: TW Safety Area Grading	FAA, Local	2023	1,550

Rehab. TW A from A2 to A6, including TW connectors	FAA, Local	2024	7,400
Rehabilitate terminal apron, Ph 3	FAA, Local	2025	4,200
Environmental Assessment (EA) to Extend TW B	FAA, Local	2026	550
Rehabilitate TWs E and H	FAA, Local	2027	4,200
Extend TW B south from TW E to TW B7	FAA, Local	2028	4,200
Rehabilitate Main Hangar Apron (Design)	FAA, Local	2029	350
Rehabilitate Main Hangar Apron (Construction)	FAA, Local	2030	5,350
SANTA YNEZ VALLEY AIRPORT (General Aviation)			
Mid-field Security Enhancements, Apron Reconst. (Con.)	FAA, State, Local	2021	1,800
Pavement Rehabilitation, RW, Aprons, and Taxilanes	FAA, State, Local	2023	3,100
Pole-mounted Apron Lighting	FAA, State, Local	2026	280
Fuel Facility Upgrades	FAA, State, Local	2027	2,200
Airport Perimeter Security Upgrades	FAA, State, Local	2029	550
Rehabilitate Airfield Pavements, Various Locations	FAA, State, Local	2030	750
AIRPORT PROJECTS TOTAL			**84,550**

Appendix D

Performance Data

SCENARIO: **TRANSIT-ORIENTED DEVELOPMENT / INFILL (SCENARIO 1)**

Performance Measure	Units	2015	2020	2015 to 2020 Difference	2035	2015 to 2035 Difference	2050	2015 to 2050 Difference	%
Total Population	People	443312.1488	460800.0012	17487.85238	501499.9898	58187.84098	521600.004	78287.85516	17.66%
Total Households	Households	144870.9751	152100.0003	7229.025162	173099.9971	28229.02201	187000.0005	42129.02537	29.08%
Total Employment	Jobs	213699.9931	222840.0036	9140.010463	250380.0043	36680.01118	270599.9976	56900.00446	26.63%
Vehicle Trips	Trips	1383519.98	1442024.563	58504.58342	1572636.778	189116.7981	1662483.016	278963.0359	20.16%
Vehicle Miles (Interzonal)	Vehicle Miles	10060231.64	10063873.14	3641.493983	10922208.91	861977.2661	11485269.31	1425037.665	14.17%
Vehicle Hours (Interzonal)	Vehicle Hours	204336.7332	205667.2016	1330.468385	222448.9756	18112.24244	233219.1943	28882.46112	14.13%
Vehicle Miles (Intrazonal)	Vehicle Miles	52255.7884	52381.66256	125.874166	54584.73784	2328.949443	54377.05454	2121.266146	4.06%
Vehicle Hours (Intrazonal)	Vehicle Hours	4091.004182	4129.309611	38.305429	4438.184179	347.179997	4534.169872	443.16569	10.83%
Vehicle Miles (Total)	Vehicle Miles	10112487.43	10116254.8	3767.36815	10976793.65	864306.2156	11539646.36	1427158.931	14.11%
Vehicle Hours (Total)	Vehicle Hours	208427.7374	209796.5112	1368.773814	226887.1598	18459.42243	237753.3642	29325.62681	14.07%
Vehicle Miles/Vehicle Trips	Vehicle Miles/Trip	7.309246	7.015314	-0.293932	6.979866	-0.32938	6.941212	-0.368034	-5.04%
Vehicle Hours/Vehicle Trips	Vehicle Hours/Trip	0.15065	0.145487	-0.005163	0.144272	-0.006378	0.143011	-0.007639	-5.07%
Vehicle Miles/Capita	Vehicle Miles/Person	22.811212	21.953678	-0.857534	21.887924	-0.923288	22.123555	-0.687657	-3.01%
Vehicle Miles/Commercial KSF	Vehicle Miles/1000SF	210.185204	203.405617	-6.779587	215.079343	4.894139	219.429156	9.243952	4.40%
Peak Average Travel Distance (Work)	Miles	8.944355	8.830181	-0.114174	8.51913	-0.425225	8.150989	-0.793366	-8.87%
Offpeak Average Travel Distance (Work)	Miles	9.739603	9.352587	-0.387016	9.114939	-0.624664	8.697857	-1.041746	-10.70%
All Day Average Travel Distance (Work)	Miles	9.374584	9.112802	-0.261782	8.841463	-0.533121	8.446845	-0.927739	-9.90%
Average Travel Distance (All)	Miles	8.118175	7.985413	-0.132762	7.949682	-0.168493	7.994	-0.124175	-1.53%
Average Travel Distance (w/o XI)	Miles	6.117287	5.92152	-0.195767	5.83703	-0.280257	5.713352	-0.403935	-6.60%
Average Peak Commute Time (Workers)	Minutes	15.969526	15.736018	-0.233508	15.54712	-0.422406	15.114146	-0.85538	-5.36%
Average OffPeak Commute Time (Workers)	Minutes	16.219221	15.77507	-0.444151	15.557433	-0.661788	15.092157	-1.127064	-6.95%
Average Commute Time (Workers)	Minutes	16.104611	15.757145	-0.347466	15.552699	-0.551912	15.10225	-1.002361	-6.22%
Average Travel Time	Minutes	14.21576	14.097564	-0.118196	14.120715	-0.095045	14.189677	-0.026083	-0.18%
Average Travel Time (w/o XI)	Minutes	12.093691	11.902386	-0.191305	11.848598	-0.245093	11.730326	-0.363365	-3.00%
Average Peak Transit Travel Time	Minutes	52.908135	53.426002	0.517867	52.950447	0.042312	53.394842	0.486707	0.92%
Average OffPeak Transit Travel Time	Minutes	46.332531	46.084012	-0.248519	44.62263	-1.709901	44.797462	-1.535069	-3.31%
Average All Transit Travel Time	Minutes	48.273177	48.264132	-0.009045	47.069267	-1.20391	47.374822	-0.898355	-1.86%
Peak Transit Average Time	Minutes	52.908135	53.426002	0.517867	52.950447	0.042312	53.394842	0.486707	0.92%
OffPeak Transit Average Time	Minutes	46.332531	46.084012	-0.248519	44.62263	-1.709901	44.797462	-1.535069	-3.31%
All Transit Average Time	Minutes	48.273177	48.264132	-0.009045	47.069267	-1.20391	47.374822	-0.898355	-1.86%
Peak Transit Average Distance	Miles	8.673146	8.915975	0.242829	9.066382	0.393236	9.12986	0.456714	5.27%
OffPeak Transit Average Distance	Miles	5.806613	5.773731	-0.032882	5.526099	-0.280514	5.545389	-0.261224	-4.50%
All Transit Average Distance	Miles	6.652608	6.706784	0.054176	6.566202	-0.086406	6.619957	-0.032651	-0.49%
All-Day Walk Average Time	Minutes	28.66314	28.679518	0.016378	28.499976	-0.163164	28.515602	-0.147538	-0.51%
All-Day Walk Average Distance	Miles	1.433157	1.433976	0.000819	1.424999	-0.008158	1.42578	-0.007377	-0.51%
All-Day Bike Average Time	Minutes	13.597784	13.821677	0.223893	13.907702	0.309918	14.013738	0.415954	3.06%
All-Day Bike Average Distance	Miles	3.039421	3.077602	0.038181	3.085857	0.046436	3.102348	0.062927	2.07%
Transit Ridership (Unlinked)	Passengers	29471.7624	31763.5159	2291.753505	36404.39299	6932.630593	38978.13623	9506.373831	32.26%
Transit Ridership (Linked)	Passengers	22554.01243	24230.24397	1676.23154	27875.77729	5321.764853	29765.92813	7211.915697	31.98%
% Mode Share DA (All)	Percent Share	49.298953	49.276768	-0.022185	49.276448	-0.022505	49.114357	-0.184596	-0.37%
% Mode Share SR (All)	Percent Share	42.711565	42.678994	-0.032571	42.599081	-0.112484	42.705649	-0.005916	-0.01%
% Mode Share Transit (All)	Percent Share	1.090876	1.120615	0.029739	1.181475	0.090599	1.192227	0.101351	9.29%
% Mode Share Walk (All)	Percent Share	4.343981	4.321079	-0.022902	4.344354	0.000373	4.340824	-0.003157	-0.07%
% Mode Share Bike (All)	Percent Share	1.376195	1.368209	-0.007986	1.354497	-0.021698	1.361146	-0.015049	-1.09%
% Mode Share School Bus (All)	Percent Share	1.17843	1.234335	0.055905	1.244144	0.065714	1.285798	0.107368	9.11%
% Mode Share Bike and Walk (All)	Percent Share	5.720177	5.689288	-0.030889	5.698851	-0.021326	5.70197	-0.018207	-0.32%
% Mode Share DA (Work)	Percent Share	84.978137	84.857298	-0.120839	84.670234	-0.307903	84.581855	-0.396282	-0.47%
% Mode Share SR (Work)	Percent Share	9.058791	9.045699	-0.013092	9.026195	-0.032596	9.022129	-0.036662	-0.40%

% Mode Share Transit (Work)	Percent Share	0.630513	0.668238	0.037725	0.718584	0.088071	0.730105	0.099592	15.80%
% Mode Share Walk (Work)	Percent Share	3.281978	3.354965	0.072987	3.486491	0.204513	3.540426	0.258448	7.87%
% Mode Share Bike (Work)	Percent Share	2.05058	2.073801	0.023221	2.098497	0.047917	2.125486	0.074906	3.65%
% Mode Share School Bus (Work)	Percent Share	0	0	0	0	0	0	0	#DIV/0!
% Mode Share Bike and Walk (Work)	Percent Share	5.332558	5.428766	0.096208	5.584988	0.25243	5.665912	0.333354	6.25%
% Mode Share DA (Peak)	Percent Share	45.818106	45.738033	-0.080073	45.753467	-0.064639	45.543615	-0.274491	-0.60%
% Mode Share SR (Peak)	Percent Share	46.042235	46.067036	0.024801	45.998111	-0.044124	46.099897	0.057662	0.13%
% Mode Share Transit (Peak)	Percent Share	0.993045	1.025351	0.032306	1.070481	0.077436	1.101766	0.108721	10.95%
% Mode Share Walk (Peak)	Percent Share	3.868904	3.828516	-0.040388	3.839797	-0.029107	3.83846	-0.030444	-0.79%
% Mode Share Bike (Peak)	Percent Share	1.552025	1.538827	-0.013198	1.522559	-0.029466	1.542646	-0.009379	-0.60%
% Mode Share School Bus (Peak)	Percent Share	1.725686	1.802237	0.076551	1.815586	0.0899	1.873616	0.14793	8.57%
% Mode Share Bike and Walk (Peak)	Percent Share	5.420929	5.367343	-0.053586	5.362355	-0.058574	5.381106	-0.039823	-0.73%
% Mode Share DA (OffPeak)	Percent Share	50.968837	50.976929	0.008092	50.966928	-0.001909	50.828892	-0.139945	-0.27%
% Mode Share SR (OffPeak)	Percent Share	41.113726	41.051231	-0.062495	40.968078	-0.145648	41.075859	-0.037867	-0.09%
% Mode Share Transit (OffPeak)	Percent Share	1.137809	1.166383	0.028574	1.234735	0.096926	1.235663	0.097854	8.60%
% Mode Share Walk (OffPeak)	Percent Share	4.571893	4.557727	-0.014166	4.586463	0.01457	4.58204	0.010147	0.22%
% Mode Share Bike (OffPeak)	Percent Share	1.291844	1.286237	-0.005607	1.273854	-0.01799	1.273997	-0.017847	-1.38%
% Mode Share School Bus (OffPeak)	Percent Share	0.915892	0.961491	0.045599	0.969941	0.054049	1.00355	0.087658	9.57%
% Mode Share Bike and Walk (OffPeak)	Percent Share	5.863736	5.843965	-0.019771	5.860317	-0.003419	5.856037	-0.007699	-0.13%
Auto Operating Cost ($)	Dollars	2005004.167	2005729.917	725.749751	2176796.236	171792.0691	2289014.174	284010.0067	14.17%
All 0.25 Mile Transit Accessible Pop (All Routes)	Percent	70.569647	71.052715	0.483068	71.85866	1.289013	72.480184	1.910537	2.71%
All 0.25 Mile Transit Accessible Emp (All Routes)	Percent	74.970704	74.585202	-0.385502	73.923539	-1.047165	72.987019	-1.983685	-2.65%
All 0.25 Mile Transit Accessible HH (All Routes)	Percent	69.242501	69.899532	0.657031	71.270818	2.028317	72.501429	3.258928	4.71%
All 0.25 Mile Transit Accessible Pop (<= 30 minute)	Percent	34.998947	36.324654	1.325707	38.00017	3.001223	39.03165	4.032703	11.52%
All 0.25 Mile Transit Accessible Emp (<= 30 minute)	Percent	50.046699	49.194017	-0.852682	45.270065	-4.776634	42.608152	-7.438547	-14.86%
All 0.25 Mile Transit Accessible HH (<= 30 minute)	Percent	34.577683	36.247814	1.670131	38.753872	4.176189	40.621174	6.043491	17.48%
All 0.25 Mile Transit Accessible Pop (<= 20 minute)	Percent	18.339005	19.648868	1.309863	20.690201	2.351196	21.44431	3.105305	16.93%
All 0.25 Mile Transit Accessible Emp (<= 20 minute)	Percent	30.044455	29.224051	-0.820404	26.087092	-3.957363	24.137791	-5.906664	-19.66%
All 0.25 Mile Transit Accessible HH (<= 20 minute)	Percent	18.297317	19.950155	1.652838	21.447978	3.150661	22.622751	4.325434	23.64%
All 0.25 Mile Transit Accessible Pop (<= 15 minute)	Percent	12.160751	12.452934	0.292183	12.353001	0.19225	11.94157	-0.219181	-1.80%
All 0.25 Mile Transit Accessible Emp (<= 15 minute)	Percent	15.772341	15.208247	-0.564094	13.56267	-2.209671	12.549229	-3.223112	-20.44%
All 0.25 Mile Transit Accessible HH (<= 15 minute)	Percent	10.749338	11.169539	0.420201	11.152307	0.402969	10.447345	-0.301993	-2.81%
All 0.25 Mile Transit Accessible Pop (<= 10 minute)	Percent	3.186931	3.460212	0.273281	3.577107	0.390176	3.440688	0.253757	7.96%
All 0.25 Mile Transit Accessible Emp (<= 10 minute)	Percent	11.483905	11.090129	-0.393776	9.878117	-1.605788	9.139996	-2.343909	-20.41%
All 0.25 Mile Transit Accessible HH (<= 10 minute)	Percent	3.43192	3.748935	0.317015	3.895897	0.463977	3.608473	0.176553	5.14%
All 0.5 Mile Transit Accessible Pop (All Routes)	Percent	89.046566	89.326256	0.27969	89.858442	0.811876	90.144662	1.098096	1.23%
All 0.5 Mile Transit Accessible Emp (All Routes)	Percent	87.682954	87.448566	-0.234388	87.946337	0.263383	87.348436	-0.334518	-0.38%
All 0.5 Mile Transit Accessible HH (All Routes)	Percent	88.470044	88.833971	0.363927	89.711594	1.24155	90.262949	1.792905	2.03%
All 0.5 Mile Transit Accessible Pop (<= 30 minute)	Percent	50.445257	51.64946	1.204203	53.598717	3.15346	54.70913	4.263873	8.45%
All 0.5 Mile Transit Accessible Emp (<= 30 minute)	Percent	62.718579	62.110998	-0.607581	58.163872	-4.554707	55.671561	-7.047018	-11.24%
All 0.5 Mile Transit Accessible HH (<= 30 minute)	Percent	49.892735	51.414362	1.521627	54.368165	4.47543	56.470362	6.577627	13.18%
All 0.5 Mile Transit Accessible Pop (<= 20 minute)	Percent	27.108937	28.820465	1.711528	29.890779	2.781842	30.724392	3.615455	13.34%
All 0.5 Mile Transit Accessible Emp (<= 20 minute)	Percent	40.935956	39.794288	-1.141668	35.535453	-5.400503	32.915317	-8.020639	-19.59%
All 0.5 Mile Transit Accessible HH (<= 20 minute)	Percent	27.927176	30.013816	2.08664	31.427793	3.500617	32.787522	4.860346	17.40%
All 0.5 Mile Transit Accessible Pop (<= 15 minute)	Percent	18.27073	19.310088	1.039358	19.825265	1.554535	19.12669	0.85596	4.68%
All 0.5 Mile Transit Accessible Emp (<= 15 minute)	Percent	24.579812	23.806385	-0.773427	21.243899	-3.335913	19.656495	-4.923317	-20.03%
All 0.5 Mile Transit Accessible HH (<= 15 minute)	Percent	17.520954	18.797517	1.276563	19.62205	2.101096	18.288736	0.767782	4.38%
All 0.5 Mile Transit Accessible Pop (<= 10 minute)	Percent	6.079774	6.814297	0.734523	7.374806	1.295032	7.092848	1.013074	16.66%
All 0.5 Mile Transit Accessible Emp (<= 10 minute)	Percent	16.841391	16.336392	-0.504999	14.547328	-2.294063	13.460311	-3.38108	-20.08%
All 0.5 Mile Transit Accessible HH (<= 10 minute)	Percent	7.343432	8.15729	0.813858	8.852405	1.508973	8.197781	0.854349	11.63%

Low Inc 0.25 Mile Transit Accessible Pop (All Routes)	Percent	83.61025	84.291971	0.681721	83.492024	-0.118226	84.389747	0.779497	0.93%
Low Inc 0.25 Mile Transit Accessible Emp (All Routes)	Percent	83.610504	83.452285	-0.158219	79.58505	-4.025454	78.498139	-5.112365	-6.11%
Low Inc 0.25 Mile Transit Accessible HH (All Routes)	Percent	91.403224	91.783122	0.379898	88.391087	-3.012137	89.471479	-1.931745	-2.11%
Low Inc 0.25 Mile Transit Accessible Pop (<= 30 minute)	Percent	48.404796	50.235757	1.830961	52.572394	4.167598	53.98256	5.577764	11.52%
Low Inc 0.25 Mile Transit Accessible Emp (<= 30 minute)	Percent	64.262386	63.872623	-0.389763	58.501449	-5.760937	57.059219	-7.203167	-11.21%
Low Inc 0.25 Mile Transit Accessible HH (<= 30 minute)	Percent	51.084687	53.758747	2.67406	56.839547	5.75486	59.121282	8.036595	15.73%
Low Inc 0.25 Mile Transit Accessible Pop (<= 20 minute)	Percent	34.851773	37.129322	2.277549	38.711296	3.859523	39.257539	4.405766	12.64%
Low Inc 0.25 Mile Transit Accessible Emp (<= 20 minute)	Percent	44.037728	43.76131	-0.276418	38.116909	-5.920819	36.885335	-7.152393	-16.24%
Low Inc 0.25 Mile Transit Accessible HH (<= 20 minute)	Percent	37.54642	40.944171	3.397751	42.558083	5.011663	43.056509	5.510089	14.68%
Low Inc 0.25 Mile Transit Accessible Pop (<= 15 minute)	Percent	29.040201	27.480451	-1.55975	27.043405	-1.996796	25.463228	-3.576973	-12.32%
Low Inc 0.25 Mile Transit Accessible Emp (<= 15 minute)	Percent	28.400585	27.887072	-0.513513	24.311896	-4.088689	23.526368	-4.874217	-17.16%
Low Inc 0.25 Mile Transit Accessible HH (<= 15 minute)	Percent	27.964203	25.572566	-2.391637	25.067784	-2.896419	21.986038	-5.978165	-21.38%
Low Inc 0.25 Mile Transit Accessible Pop (<= 10 minute)	Percent	1.210931	1.198571	-0.01236	2.49526	1.284329	2.308687	1.097756	90.65%
Low Inc 0.25 Mile Transit Accessible Emp (<= 10 minute)	Percent	17.609903	17.286345	-0.323558	15.027413	-2.58249	14.54187	-3.068033	-17.42%
Low Inc 0.25 Mile Transit Accessible HH (<= 10 minute)	Percent	2.649274	2.501867	-0.147407	4.47846	1.829186	3.758933	1.109659	41.89%
Low Inc 0.5 Mile Transit Accessible Pop (All Routes)	Percent	92.643033	93.05063	0.407597	93.787743	1.14471	94.190771	1.547738	1.67%
Low Inc 0.5 Mile Transit Accessible Emp (All Routes)	Percent	93.732559	93.614436	-0.118123	93.88726	0.154701	92.724978	-1.007581	-1.07%
Low Inc 0.5 Mile Transit Accessible HH (All Routes)	Percent	97.496121	97.706104	0.209983	97.819009	0.322888	97.980586	0.484465	0.50%
Low Inc 0.5 Mile Transit Accessible Pop (<= 30 minute)	Percent	59.995788	61.418502	1.422714	65.866541	5.870753	68.166102	8.170314	13.62%
Low Inc 0.5 Mile Transit Accessible Emp (<= 30 minute)	Percent	80.425043	79.88746	-0.537583	73.581839	-6.843204	72.166101	-8.258942	-10.27%
Low Inc 0.5 Mile Transit Accessible HH (<= 30 minute)	Percent	59.00647	61.363335	2.356865	69.090502	10.084032	73.474289	14.467819	24.52%
Low Inc 0.5 Mile Transit Accessible Pop (<= 20 minute)	Percent	40.430834	42.632635	2.201801	44.983458	4.552624	45.312934	4.8821	12.08%
Low Inc 0.5 Mile Transit Accessible Emp (<= 20 minute)	Percent	57.891364	57.439961	-0.451403	50.031349	-7.860015	48.414814	-9.47655	-16.37%
Low Inc 0.5 Mile Transit Accessible HH (<= 20 minute)	Percent	40.443955	43.960145	3.51619	47.564447	7.120492	47.770118	7.326163	18.11%
Low Inc 0.5 Mile Transit Accessible Pop (<= 15 minute)	Percent	37.829694	37.0193	-0.810394	37.528014	-0.30168	35.163894	-2.6658	-7.05%
Low Inc 0.5 Mile Transit Accessible Emp (<= 15 minute)	Percent	44.986229	44.349805	-0.636424	38.623324	-6.362905	37.375387	-7.610842	-16.92%
Low Inc 0.5 Mile Transit Accessible HH (<= 15 minute)	Percent	36.614727	35.384197	-1.23053	36.497854	-0.116873	31.579706	-5.035021	-13.75%
Low Inc 0.5 Mile Transit Accessible Pop (<= 10 minute)	Percent	4.79777	5.662241	0.864471	8.545613	3.747843	7.90665	3.10888	64.80%
Low Inc 0.5 Mile Transit Accessible Emp (<= 10 minute)	Percent	28.427988	28.189537	-0.238451	24.505806	-3.922182	23.714012	-4.713976	-16.58%
Low Inc 0.5 Mile Transit Accessible HH (<= 10 minute)	Percent	10.761864	11.563206	0.801342	15.188063	4.426199	12.747886	1.986022	18.45%
Average Low Income Peak Trip Time	Minutes	14.882685	14.634152	-0.248533	15.011409	0.128724	15.165014	0.282329	1.90%
Peak DA Percent Work Trips < 30 minutes	Percent	88.096085	88.278368	0.182283	88.734345	0.63826	89.49211	1.396025	1.58%
Peak SR Percent Work Trips < 30 minutes	Percent	88.096085	88.278347	0.182262	88.734312	0.638227	89.506318	1.410233	1.60%
Peak Transit Percent Work Trips < 30 minutes	Percent	36.188387	37.504241	1.315854	39.798402	3.610015	39.66324	3.474853	9.60%
OffPeak DA Percent Work Trips < 30 minutes	Percent	86.87134	87.645003	0.773663	88.042874	1.171534	88.907406	2.036066	2.34%
OffPeak SR Percent Work Trips < 30 minutes	Percent	86.871352	87.645217	0.773865	88.042875	1.171523	88.911319	2.039967	2.35%
OffPeak Transit Percent Work Trips < 30 minutes	Percent	32.998806	33.593798	0.594992	34.598038	1.599232	34.970101	1.971295	5.97%
Percent of Population to Airport Amenities in 5 minutes.	Percent	51.880226	50.950902	-0.929324	51.714196	-0.16603	52.545266	0.66504	1.28%
Percent of Population to Beach Amenities in 5 minutes.	Percent	21.350213	22.310243	0.96003	22.666649	1.316436	22.669694	1.319481	6.18%
Percent of Population to Building Amenities in 5 minutes.	Percent	33.615933	35.315549	1.699616	35.973399	2.357466	36.701065	3.085132	9.18%
Percent of Population to College/Univ Amenities in 5 min	Percent	51.463389	51.60283	0.139441	53.240429	1.77704	53.338565	1.875176	3.64%
Percent of Population to Hospital Amenities in 5 minutes.	Percent	30.995636	32.477775	1.482139	33.266734	2.271098	33.972629	2.976993	9.60%
Percent of Population to Park Amenities in 5 minutes.	Percent	79.104228	79.660895	0.556667	80.580857	1.476629	81.156471	2.052243	2.59%
Percent of Population to Post Office Amenities in 5 minut	Percent	25.443577	26.504058	1.060481	26.60312	1.159543	26.383102	0.939525	3.69%
Percent of Population to School Amenities in 5 minutes.	Percent	91.116699	91.38544	0.268741	91.74984	0.633141	92.027724	0.911025	1.00%
Percent of Population to all Amenities in 5 minutes.	Percent	93.226037	93.472256	0.246219	93.688663	0.462626	94.031208	0.805171	0.86%

SCENARIO: **WEIGHTED NORTH COUNTY JOBS / SOUTH COAST HOUSING (SCENARIO 2)**

Performance Measure	Units	2015	2020	2015 to 2020 Difference	2035	2015 to 2035 Difference	2050	2015 to 2050 Difference
Total Population	People	443312.1488	460800.0009	17487.85213	501499.9904	58187.84163	521600.0024	78287.85363
Total Households	Households	144870.9751	152100.0004	7229.025276	173099.9997	28229.02458	187000.0008	42129.02572
Total Employment	Jobs	213699.9931	222839.9955	9140.002405	250380.0035	36680.01036	270600.0183	56900.02517
Vehicle Trips	Trips	1383519.98	1441490.302	57970.32196	1575864.914	192344.9341	1663609.917	280089.9367
Vehicle Miles (Interzonal)	Vehicle Miles	10060231.64	10281457.36	221225.7137	11063583.35	1003351.701	11858313.36	1798081.72
Vehicle Hours (Interzonal)	Vehicle Hours	204336.7332	209549.0246	5212.291379	225196.4966	20859.76338	240106.0036	35769.27038
Vehicle Miles (Intrazonal)	Vehicle Miles	52255.7884	53926.61396	1670.825565	55692.91356	3437.125163	54397.06577	2141.277373
Vehicle Hours (Intrazonal)	Vehicle Hours	4091.004182	4231.026072	140.02189	4412.882725	321.878543	4443.662699	352.658517
Vehicle Miles (Total)	Vehicle Miles	10112487.43	10335383.97	222896.5393	11119276.26	1006788.826	11912710.43	1800222.997
Vehicle Hours (Total)	Vehicle Hours	208427.7374	213780.0507	5352.313268	229609.3793	21181.64192	244549.6663	36121.9289
Vehicle Miles/Vehicle Trips	Vehicle Miles/Trip	7.309246	7.16993	-0.139316	7.055983	-0.253263	7.160759	-0.148487
Vehicle Hours/Vehicle Trips	Vehicle Hours/Trip	0.15065	0.148305	-0.002345	0.145704	-0.004946	0.146999	-0.003651
Vehicle Miles/Capita	Vehicle Miles/Person	22.811212	22.429219	-0.381993	22.172037	-0.639175	22.838785	0.027573
Vehicle Miles/Commercial KSF	Vehicle Miles/1000SF	210.185204	211.024118	0.838914	220.258153	10.072949	220.543473	10.358269
Peak Average Travel Distance (Work)	Miles	8.944355	8.998845	0.05449	8.652744	-0.291611	8.390898	-0.553457
Offpeak Average Travel Distance (Work)	Miles	9.739603	9.542116	-0.197487	9.304845	-0.434758	9.156703	-0.5829
All Day Average Travel Distance (Work)	Miles	9.374584	9.292754	-0.08183	9.005531	-0.369053	8.805199	-0.569385
Average Travel Distance (All)	Miles	8.118175	8.135761	0.017586	8.033259	-0.084916	8.242722	0.124547
Average Travel Distance (w/o XI)	Miles	6.117287	6.080936	-0.036351	5.953577	-0.16371	6.022148	-0.095139
Average Peak Commute Time (Workers)	Minutes	15.969526	15.981119	0.011593	15.75717	-0.212356	15.502202	-0.467324
Average OffPeak Commute Time (Workers)	Minutes	16.219221	16.026627	-0.192594	15.79736	-0.421861	15.633564	-0.585657
Average Commute Time (Workers)	Minutes	16.104611	16.005739	-0.098872	15.778913	-0.325698	15.573269	-0.531342
Average Travel Time	Minutes	14.21576	14.257632	0.041872	14.2186	0.00284	14.471772	0.256012
Average Travel Time (w/o XI)	Minutes	12.093691	12.079804	-0.013887	11.989707	-0.103984	12.079084	-0.014607
Average Peak Transit Travel Time	Minutes	52.908135	53.942881	1.034746	53.116607	0.208472	54.935648	2.027513
Average OffPeak Transit Travel Time	Minutes	46.332531	46.361367	0.028836	44.35628	-1.976251	44.416641	-1.91589
Average All Transit Travel Time	Minutes	48.273177	48.615893	0.342716	46.901805	-1.371372	47.530048	-0.743129
Peak Transit Average Time	Minutes	52.908135	53.942881	1.034746	53.116607	0.208472	54.935648	2.027513
OffPeak Transit Average Time	Minutes	46.332531	46.361367	0.028836	44.35628	-1.976251	44.416641	-1.91589
All Transit Average Time	Minutes	48.273177	48.615893	0.342716	46.901805	-1.371372	47.530048	-0.743129
Peak Transit Average Distance	Miles	8.673146	9.123905	0.450759	9.178505	0.505359	9.770023	1.096877
OffPeak Transit Average Distance	Miles	5.806613	5.821622	0.015009	5.539988	-0.266625	5.590337	-0.216276
All Transit Average Distance	Miles	6.652608	6.803627	0.151019	6.597247	-0.055361	6.827437	0.174829
All-Day Walk Average Time	Minutes	28.66314	28.646198	-0.016942	28.546233	-0.116907	28.610884	-0.052256
All-Day Walk Average Distance	Miles	1.433157	1.43231	-0.000847	1.427312	-0.005845	1.430544	-0.002613
All-Day Bike Average Time	Minutes	13.597784	13.792802	0.195018	13.942418	0.344634	14.017909	0.420125
All-Day Bike Average Distance	Miles	3.039421	3.074686	0.035265	3.0962	0.056779	3.114248	0.074827
Transit Ridership (Unlinked)	Passengers	29471.7624	31332.97383	1861.211438	36468.81637	6997.053979	38534.7122	9062.949808
Transit Ridership (Linked)	Passengers	22554.01243	23835.20018	1281.187741	28070.48526	5516.472829	29482.15239	6928.139953
% Mode Share DA (All)	Percent Share	49.298953	49.263861	-0.035092	49.28244	-0.016513	49.100657	-0.198296
% Mode Share SR (All)	Percent Share	42.711565	42.731872	0.020307	42.633027	-0.078538	42.81192	0.100355
% Mode Share Transit (All)	Percent Share	1.090876	1.101793	0.010917	1.18758	0.096704	1.180482	0.089606
% Mode Share Walk (All)	Percent Share	4.343981	4.305339	-0.038642	4.304445	-0.039536	4.262491	-0.08149
% Mode Share Bike (All)	Percent Share	1.376195	1.362513	-0.013682	1.345536	-0.030659	1.34024	-0.035955
% Mode Share School Bus (All)	Percent Share	1.17843	1.234622	0.056192	1.246972	0.068542	1.30421	0.12578

% Mode Share Bike and Walk (All)	Percent Share	5.720177	5.667852	-0.052325	5.649981	-0.070196	5.602731	-0.117446
% Mode Share DA (Work)	Percent Share	84.978137	84.919702	-0.058435	84.720807	-0.25733	84.675114	-0.303023
% Mode Share SR (Work)	Percent Share	9.058791	9.052379	-0.006412	9.031383	-0.027408	9.031593	-0.027198
% Mode Share Transit (Work)	Percent Share	0.630513	0.645643	0.01513	0.709516	0.079003	0.69648	0.065967
% Mode Share Walk (Work)	Percent Share	3.281978	3.327237	0.045259	3.453101	0.171123	3.496702	0.214724
% Mode Share Bike (Work)	Percent Share	2.05058	2.055038	0.004458	2.085193	0.034613	2.100112	0.049532
% Mode Share School Bus (Work)	Percent Share	0	0	0	0	0	0	0
% Mode Share Bike and Walk (Work)	Percent Share	5.332558	5.382275	0.049717	5.538295	0.205737	5.596814	0.264256
% Mode Share DA (Peak)	Percent Share	45.818106	45.706678	-0.111428	45.773876	-0.04423	45.525877	-0.292229
% Mode Share SR (Peak)	Percent Share	46.042235	46.12712	0.084885	46.019022	-0.023213	46.194891	0.152656
% Mode Share Transit (Peak)	Percent Share	0.993045	1.009927	0.016882	1.06448	0.071435	1.077612	0.084567
% Mode Share Walk (Peak)	Percent Share	3.868904	3.820897	-0.048007	3.810637	-0.058267	3.781678	-0.087226
% Mode Share Bike (Peak)	Percent Share	1.552025	1.531821	-0.020204	1.510738	-0.041287	1.515065	-0.03696
% Mode Share School Bus (Peak)	Percent Share	1.725686	1.803557	0.077871	1.821247	0.095561	1.904877	0.179191
% Mode Share Bike and Walk (Peak)	Percent Share	5.420929	5.352718	-0.068211	5.321375	-0.099554	5.296742	-0.124187
% Mode Share DA (OffPeak)	Percent Share	50.968837	50.972065	0.003228	50.96542	-0.003417	50.81584	-0.152997
% Mode Share SR (OffPeak)	Percent Share	41.113726	41.101431	-0.012295	41.00884	-0.104886	41.188766	0.07504
% Mode Share Transit (OffPeak)	Percent Share	1.137809	1.145908	0.008099	1.246628	0.108819	1.229839	0.09203
% Mode Share Walk (OffPeak)	Percent Share	4.571893	4.537974	-0.033919	4.541314	-0.030579	4.493186	-0.078707
% Mode Share Bike (OffPeak)	Percent Share	1.291844	1.281209	-0.010635	1.266292	-0.025552	1.256358	-0.035486
% Mode Share School Bus (OffPeak)	Percent Share	0.915892	0.961413	0.045521	0.971505	0.055613	1.01601	0.100118
% Mode Share Bike and Walk (OffPeak)	Percent Share	5.863736	5.819183	-0.044553	5.807606	-0.05613	5.749544	-0.114192
Auto Operating Cost ($)	Dollars	2005004.167	2049094.452	44090.28474	2204972.161	199967.994	2363361.854	358357.6867
All 0.25 Mile Transit Accessible Pop (All Routes)	Percent	70.569647	70.751836	0.182189	70.99874	0.429093	70.545148	-0.024499
All 0.25 Mile Transit Accessible Emp (All Routes)	Percent	74.970704	74.2398	-0.730904	70.970736	-3.999968	72.523828	-2.446876
All 0.25 Mile Transit Accessible HH (All Routes)	Percent	69.242501	69.528102	0.285601	70.026425	0.783924	69.232867	-0.009634
All 0.25 Mile Transit Accessible Pop (<= 30 minute)	Percent	34.998947	35.395045	0.396098	37.657644	2.658697	37.765021	2.766074
All 0.25 Mile Transit Accessible Emp (<= 30 minute)	Percent	50.046699	49.056944	-0.989755	46.040034	-4.006665	44.267112	-5.779587
All 0.25 Mile Transit Accessible HH (<= 30 minute)	Percent	34.577683	35.100116	0.522433	38.556881	3.979198	38.680134	4.102451
All 0.25 Mile Transit Accessible Pop (<= 20 minute)	Percent	18.339005	18.401568	0.062563	20.11896	1.779955	19.595217	1.256212
All 0.25 Mile Transit Accessible Emp (<= 20 minute)	Percent	30.044455	29.241908	-0.802547	26.054506	-3.989949	25.168583	-4.875872
All 0.25 Mile Transit Accessible HH (<= 20 minute)	Percent	18.297317	18.409777	0.11246	20.978753	2.681436	19.902511	1.605194
All 0.25 Mile Transit Accessible Pop (<= 15 minute)	Percent	12.160751	12.2199	0.059149	12.360386	0.199635	11.977173	-0.183578
All 0.25 Mile Transit Accessible Emp (<= 15 minute)	Percent	15.772341	15.339351	-0.43299	13.670131	-2.10221	12.550934	-3.221407
All 0.25 Mile Transit Accessible HH (<= 15 minute)	Percent	10.749338	10.882502	0.133164	11.25572	0.506382	10.598014	-0.151324
All 0.25 Mile Transit Accessible Pop (<= 10 minute)	Percent	3.186931	3.316538	0.129607	3.546591	0.35966	3.409922	0.222991
All 0.25 Mile Transit Accessible Emp (<= 10 minute)	Percent	11.483905	11.153201	-0.330704	9.944427	-1.539478	9.067734	-2.416171
All 0.25 Mile Transit Accessible HH (<= 10 minute)	Percent	3.43192	3.574504	0.142584	3.887518	0.455598	3.598553	0.166633
All 0.5 Mile Transit Accessible Pop (All Routes)	Percent	89.046566	89.297	0.250434	89.336512	0.289946	89.39723	0.350664
All 0.5 Mile Transit Accessible Emp (All Routes)	Percent	87.682954	87.293571	-0.389383	85.936097	-1.746857	87.002063	-0.680891
All 0.5 Mile Transit Accessible HH (All Routes)	Percent	88.470044	88.795059	0.325015	88.898334	0.42829	89.04862	0.578576
All 0.5 Mile Transit Accessible Pop (<= 30 minute)	Percent	50.445257	50.958028	0.512771	52.939547	2.49429	53.32045	2.875193
All 0.5 Mile Transit Accessible Emp (<= 30 minute)	Percent	62.718579	61.616703	-1.101876	59.059112	-3.659467	58.396111	-4.322468
All 0.5 Mile Transit Accessible HH (<= 30 minute)	Percent	49.892735	50.557949	0.665214	53.632413	3.739678	54.288963	4.396228
All 0.5 Mile Transit Accessible Pop (<= 20 minute)	Percent	27.108937	27.502284	0.393347	29.449357	2.34042	28.637664	1.528727
All 0.5 Mile Transit Accessible Emp (<= 20 minute)	Percent	40.935956	39.849342	-1.086614	35.510197	-5.425759	34.146071	-6.789885
All 0.5 Mile Transit Accessible HH (<= 20 minute)	Percent	27.927176	28.389393	0.462217	31.195412	3.268236	29.495831	1.568655

All 0.5 Mile Transit Accessible Pop (<= 15 minute)	Percent	18.27073	18.83529	0.56456	20.254473	1.983743	19.605	1.33427
All 0.5 Mile Transit Accessible Emp (<= 15 minute)	Percent	24.579812	23.944678	-0.635134	21.343304	-3.236508	19.776287	-4.803525
All 0.5 Mile Transit Accessible HH (<= 15 minute)	Percent	17.520954	18.222319	0.701365	20.421008	2.900054	19.154812	1.633858
All 0.5 Mile Transit Accessible Pop (<= 10 minute)	Percent	6.079774	6.438879	0.359105	7.65487	1.575096	7.359907	1.280133
All 0.5 Mile Transit Accessible Emp (<= 10 minute)	Percent	16.841391	16.394361	-0.44703	14.609097	-2.232294	13.43242	-3.408971
All 0.5 Mile Transit Accessible HH (<= 10 minute)	Percent	7.343432	7.70633	0.362898	9.372041	2.028609	8.675429	1.331997
Low Inc 0.25 Mile Transit Accessible Pop (All Routes)	Percent	83.61025	83.837943	0.227693	82.735075	-0.875175	78.844501	-4.765749
Low Inc 0.25 Mile Transit Accessible Emp (All Routes)	Percent	83.610504	83.473713	-0.136791	77.863782	-5.746722	78.520392	-5.090112
Low Inc 0.25 Mile Transit Accessible HH (All Routes)	Percent	91.403224	90.875398	-0.527826	86.985352	-4.417872	78.237694	-13.16553
Low Inc 0.25 Mile Transit Accessible Pop (<= 30 minute)	Percent	48.404796	47.934164	-0.470632	51.242079	2.837283	50.573569	2.168773
Low Inc 0.25 Mile Transit Accessible Emp (<= 30 minute)	Percent	64.262386	63.639286	-0.6231	57.695375	-6.567011	59.536981	-4.725405
Low Inc 0.25 Mile Transit Accessible HH (<= 30 minute)	Percent	51.084687	49.990079	-1.094608	55.194837	4.11015	52.838681	1.753994
Low Inc 0.25 Mile Transit Accessible Pop (<= 20 minute)	Percent	34.851773	33.726369	-1.125404	35.964684	1.112911	31.676205	-3.175568
Low Inc 0.25 Mile Transit Accessible Emp (<= 20 minute)	Percent	44.037728	43.490277	-0.547451	35.073128	-8.9646	38.846064	-5.191664
Low Inc 0.25 Mile Transit Accessible HH (<= 20 minute)	Percent	37.54642	35.437663	-2.108757	38.795189	1.248769	29.644081	-7.902339
Low Inc 0.25 Mile Transit Accessible Pop (<= 15 minute)	Percent	29.040201	27.350071	-1.69013	26.029522	-3.010679	22.805105	-6.235096
Low Inc 0.25 Mile Transit Accessible Emp (<= 15 minute)	Percent	28.400585	27.815841	-0.584744	22.432337	-5.968248	23.766639	-4.633946
Low Inc 0.25 Mile Transit Accessible HH (<= 15 minute)	Percent	27.964203	25.423532	-2.540671	23.652871	-4.311332	17.957294	-10.006909
Low Inc 0.25 Mile Transit Accessible Pop (<= 10 minute)	Percent	1.210931	1.172233	-0.038698	2.282426	1.071495	1.976216	0.765285
Low Inc 0.25 Mile Transit Accessible Emp (<= 10 minute)	Percent	17.609903	17.249929	-0.359974	13.911361	-3.698542	14.611094	-2.998809
Low Inc 0.25 Mile Transit Accessible HH (<= 10 minute)	Percent	2.649274	2.429707	-0.219567	3.996596	1.347322	2.945434	0.29616
Low Inc 0.5 Mile Transit Accessible Pop (All Routes)	Percent	92.643033	93.112939	0.469906	93.692267	1.049234	93.317586	0.674553
Low Inc 0.5 Mile Transit Accessible Emp (All Routes)	Percent	93.732559	93.627606	-0.104953	92.988742	-0.743817	92.405785	-1.326774
Low Inc 0.5 Mile Transit Accessible HH (All Routes)	Percent	97.496121	97.682586	0.186465	97.417603	-0.078518	95.699704	-1.796417
Low Inc 0.5 Mile Transit Accessible Pop (<= 30 minute)	Percent	59.995788	59.531688	-0.4641	63.9974	4.001612	65.574944	5.579156
Low Inc 0.5 Mile Transit Accessible Emp (<= 30 minute)	Percent	80.425043	79.810555	-0.614488	75.027446	-5.397597	75.202492	-5.222551
Low Inc 0.5 Mile Transit Accessible HH (<= 30 minute)	Percent	59.00647	58.327643	-0.678827	66.503561	7.497091	68.926663	9.920193
Low Inc 0.5 Mile Transit Accessible Pop (<= 20 minute)	Percent	40.430834	40.699305	0.268471	42.319921	1.889087	37.182478	-3.248356
Low Inc 0.5 Mile Transit Accessible Emp (<= 20 minute)	Percent	57.891364	57.14558	-0.745784	46.08557	-11.805794	50.457583	-7.433781
Low Inc 0.5 Mile Transit Accessible HH (<= 20 minute)	Percent	40.443955	40.811218	0.367263	43.54019	3.096235	33.147534	-7.296421
Low Inc 0.5 Mile Transit Accessible Pop (<= 15 minute)	Percent	37.829694	37.747767	-0.081927	38.439189	0.609495	33.550431	-4.279263
Low Inc 0.5 Mile Transit Accessible Emp (<= 15 minute)	Percent	44.986229	44.181635	-0.804594	35.63068	-9.355549	37.829554	-7.156675
Low Inc 0.5 Mile Transit Accessible HH (<= 15 minute)	Percent	36.614727	36.588469	-0.026258	38.070132	1.455405	28.583388	-8.031339
Low Inc 0.5 Mile Transit Accessible Pop (<= 10 minute)	Percent	4.79777	4.941673	0.143903	9.56988	4.77211	8.285987	3.488217
Low Inc 0.5 Mile Transit Accessible Emp (<= 10 minute)	Percent	28.427988	27.961288	-0.4667	22.549633	-5.878355	24.160894	-4.267094
Low Inc 0.5 Mile Transit Accessible HH (<= 10 minute)	Percent	10.761864	10.311975	-0.449889	16.807881	6.046017	12.387167	1.625303
Average Low Income Peak Trip Time	Minutes	14.882685	14.813797	-0.068888	15.026242	0.143557	15.839446	0.956761
Peak DA Percent Work Trips < 30 minutes	Percent	88.096085	87.931882	-0.164203	88.403496	0.307411	88.927533	0.831448
Peak SR Percent Work Trips < 30 minutes	Percent	88.096085	87.931859	-0.164226	88.403466	0.307381	88.941347	0.845262
Peak Transit Percent Work Trips < 30 minutes	Percent	36.188387	37.074748	0.886361	40.620166	4.431779	40.415587	4.2272
OffPeak DA Percent Work Trips < 30 minutes	Percent	86.87134	87.279119	0.407779	87.650406	0.779066	87.826186	0.954846
OffPeak SR Percent Work Trips < 30 minutes	Percent	86.871352	87.279204	0.407852	87.650402	0.77905	87.827155	0.955803
OffPeak Transit Percent Work Trips < 30 minutes	Percent	32.998806	33.70082	0.702014	34.475695	1.476889	34.499584	1.500778
Percent of Population to Airport Amenities in 5 minutes.	Percent	51.880226	51.319411	-0.560815	50.957198	-0.923028	52.139589	0.259363
Percent of Population to Beach Amenities in 5 minutes.	Percent	21.350213	21.622117	0.271904	22.701346	1.351133	21.970514	0.620301
Percent of Population to Building Amenities in 5 minutes.	Percent	33.615933	34.425211	0.809278	35.447066	1.831133	34.726578	1.110645
Percent of Population to College/Univ Amenities in 5 minu	Percent	51.463389	51.661409	0.19802	52.93902	1.475631	53.204178	1.740789

Percent of Population to Hospital Amenities in 5 minutes.	Percent	30.995636	31.602734	0.607098	33.031091	2.035455	32.006619	1.010983
Percent of Population to Park Amenities in 5 minutes.	Percent	79.104228	79.402282	0.298054	79.965127	0.860899	80.060654	0.956426
Percent of Population to Post Office Amenities in 5 minute	Percent	25.443577	25.980682	0.537105	26.703469	1.259892	25.876544	0.432967
Percent of Population to School Amenities in 5 minutes.	Percent	91.116699	91.205046	0.088347	91.172468	0.055769	91.328539	0.21184
Percent of Population to all Amenities in 5 minutes.	Percent	93.226037	93.331227	0.10519	93.435422	0.209385	93.643651	0.417614

SCENARIO: **ENHANCED ALTERNATIVE TRANSPORTATION (SCENARIO 3)**

Performance Measure	Units	2035	2050	2035 to 2050 Difference
Total Population	People	501499.9888	521600.0048	20100.01593
Total Households	Households	173099.9986	187000.0002	13900.00158
Total Employment	Jobs	250380.004	270599.999	20219.99504
Vehicle Trips	Trips	1574587.365	1666295.31	91707.94478
Vehicle Miles (Interzonal)	Vehicle Miles	12125630.26	13186062.11	1060431.857
Vehicle Hours (Interzonal)	Vehicle Hours	245593.2529	265490.5465	19897.29351
Vehicle Miles (Intrazonal)	Vehicle Miles	57120.85145	58660.3999	1539.548452
Vehicle Hours (Intrazonal)	Vehicle Hours	4532.82116	4724.717505	191.896345
Vehicle Miles (Total)	Vehicle Miles	12182751.11	13244722.51	1061971.406
Vehicle Hours (Total)	Vehicle Hours	250126.0741	270215.264	20089.18985
Vehicle Miles/Vehicle Trips	Vehicle Miles/Trip	7.737107	7.948605	0.211498
Vehicle Hours/Vehicle Trips	Vehicle Hours/Trip	0.158852	0.162165	0.003313
Vehicle Miles/Capita	Vehicle Miles/Person	24.292625	25.392489	1.099864
Vehicle Miles/Commercial KSF	Vehicle Miles/1000SF	238.398394	255.666639	17.268245
Peak Average Travel Distance (Work)	Miles	8.53903	8.343712	-0.195318
Offpeak Average Travel Distance (Work)	Miles	9.568429	9.618895	0.050466
All Day Average Travel Distance (Work)	Miles	9.095935	9.033586	-0.062349
Average Travel Distance (All)	Miles	8.86816	9.17132	0.30316
Average Travel Distance (w/o XI)	Miles	6.893313	7.035011	0.141698
Average Peak Commute Time (Workers)	Minutes	15.958944	15.82795	-0.130994
Average OffPeak Commute Time (Workers)	Minutes	16.422518	16.535633	0.113115
Average Commute Time (Workers)	Minutes	16.209738	16.210806	0.001068
Average Travel Time	Minutes	15.365039	15.742696	0.377657
Average Travel Time (w/o XI)	Minutes	13.183133	13.363846	0.180713
Average Peak Transit Travel Time	Minutes	62.730196	63.900094	1.169898
Average OffPeak Transit Travel Time	Minutes	44.145013	44.044014	-0.100999
Average All Transit Travel Time	Minutes	49.497326	49.849196	0.35187
Peak Transit Average Time	Minutes	62.730196	63.900094	1.169898
OffPeak Transit Average Time	Minutes	44.145013	44.044014	-0.100999
All Transit Average Time	Minutes	49.497326	49.849196	0.35187
Peak Transit Average Distance	Miles	12.065527	12.424357	0.35883
OffPeak Transit Average Distance	Miles	5.731209	5.737035	0.005826
All Transit Average Distance	Miles	7.555418	7.69216	0.136742
All-Day Walk Average Time	Minutes	28.694496	28.648891	-0.045605
All-Day Walk Average Distance	Miles	1.434725	1.432445	-0.00228

All-Day Bike Average Time	Minutes	13.857268	13.948888	0.09162
All-Day Bike Average Distance	Miles	3.087829	3.108443	0.020614
Transit Ridership (Unlinked)	Passengers	36052.47281	37982.53734	1930.064527
Transit Ridership (Linked)	Passengers	27444.55325	29000.43868	1555.885434
% Mode Share DA (All)	Percent Share	48.664317	48.504067	-0.16025
% Mode Share SR (All)	Percent Share	43.308739	43.473519	0.16478
% Mode Share Transit (All)	Percent Share	1.155236	1.152777	-0.002459
% Mode Share Walk (All)	Percent Share	4.272908	4.22926	-0.043648
% Mode Share Bike (All)	Percent Share	1.331448	1.323639	-0.007809
% Mode Share School Bus (All)	Percent Share	1.267351	1.316737	0.049386
% Mode Share Bike and Walk (All)	Percent Share	5.604357	5.552899	-0.051458
% Mode Share DA (Work)	Percent Share	84.850157	84.877382	0.027225
% Mode Share SR (Work)	Percent Share	9.045465	9.052015	0.00655
% Mode Share Transit (Work)	Percent Share	0.631617	0.606252	-0.025365
% Mode Share Walk (Work)	Percent Share	3.38575	3.377735	-0.008015
% Mode Share Bike (Work)	Percent Share	2.087011	2.086616	-0.000395
% Mode Share School Bus (Work)	Percent Share	0	0	0
% Mode Share Bike and Walk (Work)	Percent Share	5.472761	5.464351	-0.00841
% Mode Share DA (Peak)	Percent Share	45.361388	45.172807	-0.188581
% Mode Share SR (Peak)	Percent Share	46.493711	46.626162	0.132451
% Mode Share Transit (Peak)	Percent Share	1.029255	1.042345	0.01309
% Mode Share Walk (Peak)	Percent Share	3.762573	3.729028	-0.033545
% Mode Share Bike (Peak)	Percent Share	1.485654	1.48953	0.003876
% Mode Share School Bus (Peak)	Percent Share	1.86742	1.940127	0.072707
% Mode Share Bike and Walk (Peak)	Percent Share	5.248226	5.218558	-0.029668
% Mode Share DA (OffPeak)	Percent Share	50.241877	50.095882	-0.145995
% Mode Share SR (OffPeak)	Percent Share	41.787518	41.967055	0.179537
% Mode Share Transit (OffPeak)	Percent Share	1.215408	1.205546	-0.009862
% Mode Share Walk (OffPeak)	Percent Share	4.516657	4.468291	-0.048366
% Mode Share Bike (OffPeak)	Percent Share	1.257796	1.24437	-0.013426
% Mode Share School Bus (OffPeak)	Percent Share	0.980743	1.018856	0.038113
% Mode Share Bike and Walk (OffPeak)	Percent Share	5.774453	5.71266	-0.061793
Auto Operating Cost ($)	Dollars	4833276.221	5255964.359	422688.1383
All 0.25 Mile Transit Accessible Pop (All Routes)	Percent	69.01587	69.189778	0.173908
All 0.25 Mile Transit Accessible Emp (All Routes)	Percent	73.900105	70.515101	-3.385004
All 0.25 Mile Transit Accessible HH (All Routes)	Percent	67.206074	67.235151	0.029077
All 0.25 Mile Transit Accessible Pop (<= 30 minute)	Percent	35.408217	35.109563	-0.298654

All 0.25 Mile Transit Accessible Emp (<= 30 minute)	Percent	49.625199	46.828161	-2.797038
All 0.25 Mile Transit Accessible HH (<= 30 minute)	Percent	35.053003	34.504974	-0.548029
All 0.25 Mile Transit Accessible Pop (<= 20 minute)	Percent	17.059646	16.622766	-0.43688
All 0.25 Mile Transit Accessible Emp (<= 20 minute)	Percent	29.009119	27.343532	-1.665587
All 0.25 Mile Transit Accessible HH (<= 20 minute)	Percent	16.879946	16.298499	-0.581447
All 0.25 Mile Transit Accessible Pop (<= 15 minute)	Percent	11.259827	10.896417	-0.36341
All 0.25 Mile Transit Accessible Emp (<= 15 minute)	Percent	15.110165	13.98109	-1.129075
All 0.25 Mile Transit Accessible HH (<= 15 minute)	Percent	9.945774	9.421648	-0.524126
All 0.25 Mile Transit Accessible Pop (<= 10 minute)	Percent	3.107562	3.016924	-0.090638
All 0.25 Mile Transit Accessible Emp (<= 10 minute)	Percent	10.986934	10.165959	-0.820975
All 0.25 Mile Transit Accessible HH (<= 10 minute)	Percent	3.404492	3.24065	-0.163842
All 0.5 Mile Transit Accessible Pop (All Routes)	Percent	88.660375	88.703514	0.043139
All 0.5 Mile Transit Accessible Emp (All Routes)	Percent	87.373369	84.906095	-2.467274
All 0.5 Mile Transit Accessible HH (All Routes)	Percent	87.841997	87.79184	-0.050157
All 0.5 Mile Transit Accessible Pop (<= 30 minute)	Percent	51.669868	51.970516	0.300648
All 0.5 Mile Transit Accessible Emp (<= 30 minute)	Percent	61.82118	58.552787	-3.268393
All 0.5 Mile Transit Accessible HH (<= 30 minute)	Percent	51.167211	51.620671	0.45346
All 0.5 Mile Transit Accessible Pop (<= 20 minute)	Percent	25.364642	24.780044	-0.584598
All 0.5 Mile Transit Accessible Emp (<= 20 minute)	Percent	39.729589	37.393473	-2.336116
All 0.5 Mile Transit Accessible HH (<= 20 minute)	Percent	25.826731	25.104792	-0.721939
All 0.5 Mile Transit Accessible Pop (<= 15 minute)	Percent	17.198977	16.860851	-0.338126
All 0.5 Mile Transit Accessible Emp (<= 15 minute)	Percent	24.506842	22.806156	-1.700686
All 0.5 Mile Transit Accessible HH (<= 15 minute)	Percent	16.511719	16.275728	-0.235991
All 0.5 Mile Transit Accessible Pop (<= 10 minute)	Percent	6.034711	6.069856	0.035145
All 0.5 Mile Transit Accessible Emp (<= 10 minute)	Percent	17.117135	15.838094	-1.279041
All 0.5 Mile Transit Accessible HH (<= 10 minute)	Percent	7.229005	7.509115	0.28011
Low Inc 0.25 Mile Transit Accessible Pop (All Routes)	Percent	79.70256	80.17204	0.46948
Low Inc 0.25 Mile Transit Accessible Emp (All Routes)	Percent	80.689919	76.785305	-3.904614
Low Inc 0.25 Mile Transit Accessible HH (All Routes)	Percent	82.923334	82.670696	-0.252638
Low Inc 0.25 Mile Transit Accessible Pop (<= 30 minute	Percent	49.329022	47.184937	-2.144085
Low Inc 0.25 Mile Transit Accessible Emp (<= 30 minut	Percent	62.650764	59.764769	-2.885995
Low Inc 0.25 Mile Transit Accessible HH (<= 30 minute	Percent	50.91065	46.494156	-4.416494
Low Inc 0.25 Mile Transit Accessible Pop (<= 20 minute	Percent	26.223914	23.635495	-2.588419
Low Inc 0.25 Mile Transit Accessible Emp (<= 20 minut	Percent	42.637651	40.097387	-2.540264
Low Inc 0.25 Mile Transit Accessible HH (<= 20 minute	Percent	24.432577	20.129075	-4.303502
Low Inc 0.25 Mile Transit Accessible Pop (<= 15 minute	Percent	21.175271	19.085175	-2.090096
Low Inc 0.25 Mile Transit Accessible Emp (<= 15 minut	Percent	26.864863	25.26431	-1.600553

Low Inc 0.25 Mile Transit Accessible HH (<= 15 minute	Percent	17.073508	14.066216	-3.007292
Low Inc 0.25 Mile Transit Accessible Pop (<= 10 minute	Percent	0.913197	0.82306	-0.090137
Low Inc 0.25 Mile Transit Accessible Emp (<= 10 minut	Percent	16.531924	15.546986	-0.984938
Low Inc 0.25 Mile Transit Accessible HH (<= 10 minute	Percent	1.64304	1.353638	-0.289402
Low Inc 0.5 Mile Transit Accessible Pop (All Routes)	Percent	93.684092	94.063162	0.37907
Low Inc 0.5 Mile Transit Accessible Emp (All Routes)	Percent	92.545382	89.445542	-3.09984
Low Inc 0.5 Mile Transit Accessible HH (All Routes)	Percent	96.950458	96.906418	-0.04404
Low Inc 0.5 Mile Transit Accessible Pop (<= 30 minute)	Percent	64.737981	65.829747	1.091766
Low Inc 0.5 Mile Transit Accessible Emp (<= 30 minute	Percent	78.129318	75.74287	-2.386448
Low Inc 0.5 Mile Transit Accessible HH (<= 30 minute)	Percent	65.436551	67.059839	1.623288
Low Inc 0.5 Mile Transit Accessible Pop (<= 20 minute)	Percent	30.929808	27.89681	-3.032998
Low Inc 0.5 Mile Transit Accessible Emp (<= 20 minute	Percent	56.037637	53.179037	-2.8586
Low Inc 0.5 Mile Transit Accessible HH (<= 20 minute)	Percent	27.415415	22.641702	-4.773713
Low Inc 0.5 Mile Transit Accessible Pop (<= 15 minute)	Percent	28.131852	25.35511	-2.776742
Low Inc 0.5 Mile Transit Accessible Emp (<= 15 minute	Percent	43.431385	41.32384	-2.107545
Low Inc 0.5 Mile Transit Accessible HH (<= 15 minute)	Percent	23.690574	19.517766	-4.172808
Low Inc 0.5 Mile Transit Accessible Pop (<= 10 minute)	Percent	3.759828	3.388716	-0.371112
Low Inc 0.5 Mile Transit Accessible Emp (<= 10 minute	Percent	28.3717	26.681372	-1.690328
Low Inc 0.5 Mile Transit Accessible HH (<= 10 minute)	Percent	7.069468	5.824267	-1.245201
Average Low Income Peak Trip Time	Minutes	16.571557	17.326512	0.754955
Peak DA Percent Work Trips < 30 minutes	Percent	88.501092	88.92301	0.421918
Peak SR Percent Work Trips < 30 minutes	Percent	88.50107	88.932415	0.431345
Peak Transit Percent Work Trips < 30 minutes	Percent	37.099414	37.227278	0.127864
OffPeak DA Percent Work Trips < 30 minutes	Percent	86.766886	86.699787	-0.067099
OffPeak SR Percent Work Trips < 30 minutes	Percent	86.7669	86.703363	-0.063537
OffPeak Transit Percent Work Trips < 30 minutes	Percent	33.227424	33.494661	0.267237
Percent of Population to Airport Amenities in 5 minute	Percent	53.623486	54.545946	0.92246
Percent of Population to Beach Amenities in 5 minutes	Percent	20.037693	19.73968	-0.298013
Percent of Population to Building Amenities in 5 minut	Percent	31.744954	31.350847	-0.394107
Percent of Population to College/Univ Amenities in 5 r	Percent	53.34432	53.710729	0.366409
Percent of Population to Hospital Amenities in 5 minut	Percent	29.412802	28.796892	-0.61591
Percent of Population to Park Amenities in 5 minutes.	Percent	80.982051	80.70954	-0.272511
Percent of Population to Post Office Amenities in 5 mi	Percent	24.19984	24.021415	-0.178425
Percent of Population to School Amenities in 5 minute	Percent	91.009332	91.172399	0.163067
Percent of Population to all Amenities in 5 minutes.	Percent	93.385675	93.579333	0.193658

Appendix E

Funding Sources

CITIZEN'S GUIDE TO TRANSPORTATION FUNDING IN SANTA BARBARA COUNTY

SPRING 2019

*Developed by the SBCAG Programming Division

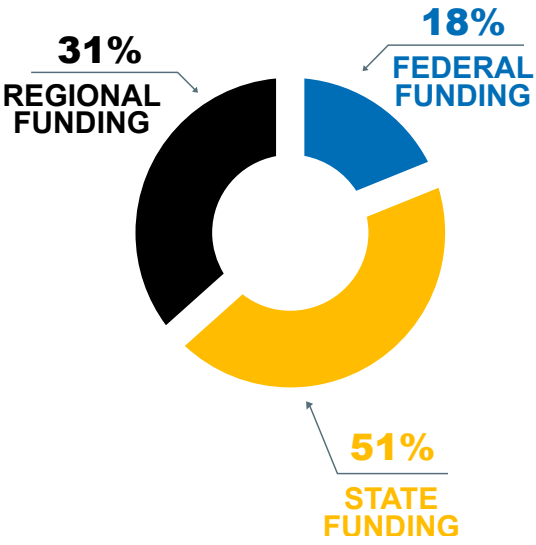
SBCAG
santa barbara county association of governments

EXECUTIVE SUMMARY

PURPOSE

This guide focuses on the dynamics of transportation funding in Santa Barbara County and is intended to provide an overview of Federal, State, and Regional funding sources for Santa Barbara County stakeholders. This guide explains how various funding sources work, who the stakeholders are, where transportation funding originates, and how transportation projects are fudned in Santa Barbara County.

SANTA BARBARA COUTY FUNDING SPLIT



OVERVIEW

FEDERAL FUNDING

Congress distributes federal transportation dollars every year to SBCAG to invest in regional priority transportation projects and programs. SBCAG's share of federal funds totals about $24 million each year. SBCAG uses this money to help meet the transportation priorities identified in the Regional Transportation Plan. These include improvements on the U.S. 101 freeway along with local transit operating and capital assistance.

STATE FUNDING

Santa Barbara County receives the majority of its transportation funding from the State of California in the form of formula based programs and competitive Senate Bill 1 grant programs. Our county receives around $67 million a year from the various state funding sources. State funding is used to fix local roads, construct active transportation projects, maintain state freeways and bridges along with supporting public transit initiatives.

REGIONAL FUNDING

Santa Barbara County's Measure A Program generates $40 million a year through the County's 1/2 cent sales tax passed by voters in November 2008. Funding from Measure A will be used to widen 10 miles of U.S. 101 freeway from 4 to 6 lanes south of Santa Barbara, provide local street improvements such as pothole repairs, increase senior and disabled accessibility to public transit, build safer walking and bike routes to schools, and provide increased opportunities for carpool and vanpool programs. The measure calls for the North County and South Coast to each receive $455 Million in funding for high priority transportation projects and regional transit service over the next 20 years.

This guide provides more information on the various funding sources present in Santa Barbara County

FEDERAL FUNDING

HOW FEDERAL FUNDING WORKS

The President of the United States and Congress enhance the nation's transportation network by creating national policies and allocating funds to states. The federal effort is carried forward through authorization bills such as the Fixing America's Surface Transportation Act and discretionary grant programs. SBCAG partners with the federal government to meet transportation mandates while programming federal sources towards projects that will improve Santa Barbara County.

WHAT IS AN AUTHORIZATION BILL?

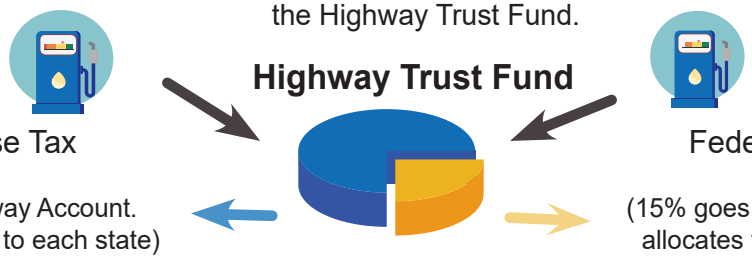
Congress authorizes the federal government to spend its transportation revenue on programs that support public policy interests for a given amount of time. An authorization sets the maximum amount of funding that can be appropriated to programs each fiscal year.

FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT - $305 BILLION (FY 2016 - 2020)

In 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act - the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment.

WHERE DOES FEDERAL FUNDING COME FROM?

The IRS collects a 18.4¢/gallon gasoline tax and a 24.4¢/gallon diesel fuel tax and deposits the funds into the Highway Trust Fund.



Federal Fuel Excise Tax

(85% goes into the Highway Account. FHWA appropriates funding to each state)

Federal Diesel Fuel Tax

(15% goes into the Transit Account. The FTA allocates this funding to regional agencies and local transit providers)

WHERE DOES THE MONEY GO?

(FUNDING AMOUNTS REPRESENT SANTA BARBARA COUNTY APPORTIONMENTS)

FEDERAL HIGHWAY ADMINISTRATION FUNDING PROGRAMS

Regional Surface Transportation Program ($5 Million/Year)
Flexible funding that may be used on highways, bridge and tunnel projects, pedestrian and bicycle infrastructure, and transit capital projects.

Highway Safety Improvement Program ($2.6 Million/Year)
Data-driven funding program that may be used on on all public roads.

Highway Bridge Program ($6.5 Million/Year)
Funding that may be used to replace or rehabilitate public highway bridges over waterways, other topographical barriers, highways, or railroads.

FEDERAL TRANSIT ADMINISTRATION FUNDING PROGRAMS

Urbanized Area Formula Grants 5307 ($9 Million/Year)
Provides funding to public transit systems in Urbanized Areas for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses.

Enhanced Mobility of Seniors & Individuals with Disabilities Program 5310 ($240,000/Year)
Formula funding to states for the purpose of assisting private nonprofit groups in meeting transportation needs of the elderly and persons with disabilities.

Formula Grants for Rural Areas Program 5311 ($265,000/Year)
Provides capital, planning, and operating assistance to support public transportation in rural areas with populations less than 50,000.

STATE FUNDING

STATE FUNDING DECISION MAKERS

At the state level, transportation funding is a coordinated effort between the California State Legislature, California Transportation Commission (CTC), California Department of Transportation (Caltrans), Santa Barbara County Association of Governments (SBCAG), local governments, and transit operators in Santa Barbara County.

WHERE DOES STATE FUNDING COME FROM?

Santa Barbara County's transportation network receives funding from various state supported sources. These include the base state excise tax, the price-base excise tax, state diesel tax, state vehicle registration fees, state truck weight fees, general sales tax, and Cap & Trade. These sources are funneled into various grant funding programs made accessible by either a formula share or a competitive application process.

HOW STATE FUNDING WORKS

STATE LEGISLATURE

The State Legislature establishes policies and financial sources through state statutes, signifying the initiatives and spending priorities of policymakers for transportation.

CALIFORNIA TRANSPORTATION COMMISSION (CTC)

The CTC recommends policies and funding priorities to the Legislature, provides project oversight for the state, adopts state transportation programs, and approves projects nominated for funding by Caltrans and regional agencies.

CALTRANS & SBCAG

Caltrans nominates interregional capital improvement projects to the CTC for construction.

SBCAG is responsible for planning, coordinating, and administering federal, state, and local funds that enhance the region's multimodal transportation network. SBCAG nominates regionally significant projects to the CTC, approximately $18M every two years.

CALTRANS, LOCAL GOVERNMENTS & TRANSIT OPERATORS

Caltrans, local incorporated governments and Santa Barbara County have authority over their roads, streets, and land-uses within their jurisdictional boundaries. Local governments and transit operators implement transportation projects funded by the CTC.

SENATE BILL 1

WHAT IS SENATE BILL 1?

Senate Bill 1, the Road Repair and Accountability Act of 2017, was signed into law on April 28, 2017. This funding will enable communities in Santa Barbara County to address significant maintenance, rehabilitation and safety needs on our local street and road system

WHAT PROJECTS ARE ELIGIBLE FOR FUNDING UNDER SB1?

Santa Barbara County Roads

Traffic Congestion Relief

Pedestrian and Bicycle Facilities

Highway and Bridge Rehab

Public Transit Improvements

PROJECTS FUNDED UNDER SB1

U.S. 101 Corridor ($280 Million)

Highway 1 Improvements ($30 Million)

Highway 246 Repairs ($17.8 Million)

Active Transportation Projects - County Wide ($28 Million)

Transit Vehicle Replacement - County Wide ($1 Million)

SR 154 Bridge Project ($12 Million)

FY 19/20 LOCAL STREETS AND ROADS REVENUES UNDER SB1 (TOTAL SANTA BARBARA COUNTY REVENUE: $11,738,334)

LOCAL JURISDICTION	FY 19/20 REVENUES
BUELLTON	$ 87,575
CARPINTERIA	$ 226,824
GOLETA	$ 528,808
GUADALUPE	$ 125,859
LOMPOC	$ 721,635
SANTA BARBARA	$ 1,569,211
SANTA MARIA	$ 1,795,356
SOLVANG	$ 95,519
COUNTY OF SANTA BARBARA	$ 6,587,548

CAP AND TRADE FUNDING

WHAT IS CAP & TRADE?

The California cap-and-trade program is one of a suite of major policies the state is using to lower its greenhouse gas emissions. The cap-and-trade rule applies to large electric power plants, large industrial plants, and fuel distributors.

WHERE DOES CAP & TRADE FUNDING COME FROM?

Proceeds from the sales of permits under the Cap-and-Trade Program are invested in transportation funding programs statewide. Santa Barbara County receives funding from the following programs:

FORMULA

LOW CARBON TRANSIT OPERATIONS PROGRAM

Provides operating and capital assistance for transit agencies to reduce greenhouse gas emission and improve mobility, with a priority on serving disadvantaged communities.

COMPETITIVE GRANT

TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM

Provides grants for capital improvements and operational investments that will modernize California's transit systems and intercity, commuter, and urban rail systems to reduce emissions of greenhouse gases by reducing vehicle miles traveled throughout California.

WHERE DOES THE MONEY GO?

Pacific Surfliner & Local Transit Ticket Subsidies

Coastal Express Bus Service Expansion

Transit Service Expansion

Transit Facility Improvements

Community Organizing Efforts Aimed at Promoting Active Transportation

New Train Station in Goleta

MEASURE A

WHAT IS MEASURE A?

Measure A is a transportation 1/2 cent sales tax measure that was approved by 79% of Santa Barbara County voters in November 2008. Measure A will provide more than $1 billion of local sales tax revenues for transportation projects in Santa Barbara County over 30 years. Measure A will provide $140 million in matching funds to widen the U.S. 101 freeway from 4 to 6 lanes south of Santa Barbara. The Measure A Investment Plan below will provide $455 million each for the North County and South Coast for high priority transportation projects and programs to address the current and future needs of local communities.

REQUIRED INVESTMENTS

Highway 101 Widening:	**$140M**
North County	**$455M**
Union Valley Parkway Interchange	$ 10M
Santa Maria River Bridge	$ 10M
101/135 Broadway Interchange	$ 10M
Betteravia Interchange	$ 2M
McCoy Interchange	$ 10M
Hwy 246 Passing Lanes	$ 20M
Santa Ynez River Bridge	$ 8M
Hwy 166 Safety Improvements	$ 3M
Solvang Circulation Improvements	$ 3M
Buellton Circulation Improvements	$ 3M
Guadalupe Circulation Improvements	$ 3M
Specialized Transit, Seniors-Disabled	$ 4.5M
Safe Routes to School	$ 3M
Carpool and Vanpool Program	$ 2M
Interregional Transit	$ 22.5M
Local Streets & Transp Improvements	$ 341M
South County	**$455M**
Safe Routes to School	$ 13M
Bike & Pedestrian Program	$ 13M
South Coast Transit Operations	$ 58M
South Coast Transit Capital Program	$ 27M
Interregional Transit	$ 25.3M
Specialized Transit	$ 6M
Carpool and Vanpool Program	$ 7M
Commuter/Passenger Rail	$ 25M
Carpinteria Circulation Improvements	$ 1M
Goleta Overpass Improvements	$ 7M
Local Streets & Transp Improvements	$272.7M

MEASURE A INVESTMENT PLAN

(2008 DOLLARS)

RECIPIENT	% OF TOTAL REGIONAL FUNDING	FUNDING AMOUNT
U.S. 101 MULTIMODAL CORRIDOR	13.33%	$140M
NORTH COUNTY	43.33%	$455M
SOUTH COAST	43.33%	$455M

HOW IS MEASURE A ADMINISTERED?

Administration of Measure A is the responsibility of SBCAG. SBCAG staff provides elected officials from the eight cities and board of supervisors with recommendations on the effective use of Measure A funding, and is responsible for the day to day operations of Measure A. The Citizens Oversight Committee will help ensure accountability to voters regarding the expenditure of funds and to assist SBCAG in ensuring that all requirements and voter mandates specified in the Investment Plan and Ordinance are properly carried out.

FUNDING DISTRIBUTION

(2008 DOLLARS)

MORE INFORMATION

SBCAG BOARD OF DIRECTORS

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Chair, City of Santa Maria

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Vice Chair, 2nd District Supervisor

Director Das Williams
1st District Supervisor

Director Joan Hartmann
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Ex-Officio Member
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Director, Caltrans District 5

Executive Director
Marjie Kirn

FOR MORE INFORMATION PERTAINING TO TRANSPORTATION FUNDING PLEASE CONTACT:

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FEDERAL HIGHWAY ADMINISTRATION

https://www.fhwa.dot.gov/

FEDERAL TRANSIT ADMINISTRATION

https://www.transit.dot.gov/

CALIFORNIA TRANSPORTATION COMMISSION

www.catc.ca.gov/

CALIFORNIA DEPARTMENT OF TRANSPORTATION

www.caltrans.ca.gov/

SBCAG

http://www.sbcag.org/

MEASURE A

http://www.measurea.net/

SBCAG
santa barbara county association of governments

Appendix F

RTP Checklist

Regional Transportation Plan Checklist for MPOs

(Revised March 2018)

(To be completed electronically in Microsoft Word format by the MPO and submitted along with the draft and final RTP to Caltrans)

Name of MPO: Santa Barbara County Association of Governments (SBCAG)

Date Draft RTP Completed: June 2021

RTP Adoption Date: August 19, 2021

What is the Certification Date of the Environmental Document (ED)? August 19, 2021

Is the ED located in the RTP or is it a separate document? Separate (PEIR)

By completing this checklist, the MPO verifies the RTP addresses all of the following required information within the RTP.

Regional Transportation Plan Contents

General

		Yes/No	Page #
1.	Does the RTP address no less than a 20-year planning horizon? (23 CFR 450.324(a))	Yes	1-2
2.	Does the RTP include both long-range and short-range strategies/actions? (23 CFR 450.324(b))	Yes	2-16 6-3
3.	Does the RTP address issues specified in the policy, action and financial elements identified in California Government Code Section 65080?	Yes	2-15 – 2-23 6-2 – 6-8 & Apx. H 5-2 – 5-10
4.	Does the RTP address the 10 issues specified in the Sustainable Communities Strategy (SCS) component as identified in Government Code Sections 65080(b)(2)(B) and 65584.04(i)(1)?	Yes	
	a. Identify the general location of uses, residential densities, and building intensities within the region?	Yes	3-6 – 3-11 Apx. I

b. Identify areas within the region sufficient to house all the population of the region, including all economic segments of the population over the course of the planning period of the regional transportation plan taking into account net migration into the region, population growth, household formation and employment growth?	Yes	3-25 – 3-27
c. Identify areas within the region sufficient to house an eight-year projection of the regional housing need for the region pursuant to Government Code Section 65584?	Yes	3-10
d. Identify a transportation network to service the transportation needs of the region?	Yes	3-28 – 3-31
e. Gather and consider the best practically available scientific information regarding resource areas and farmland in the region as defined in subdivisions (a) and (b) of Government Code Section 65080.01?	Yes	Apx. I
f. Consider the state housing goals specified in Sections 65580 and 65581?	Yes	3-10
g. Utilize the most recent planning assumptions, considering local general plans and other factors?	Yes	3-11, 3-12, 3-23 – 3-25, Apx. I
h. Set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the ARB?	Yes	3-36
i. Provide consistency between the development pattern and allocation of housing units within the region (Government Code 65584.04(i)(1)?	Yes	3-10, 3-26
j. Allow the regional transportation plan to comply with Section 176 of the federal Clean Air Act (42 U.S.C. Section 7506)?	Yes	3-43
5. Does the RTP include Project Intent i.e. Plan Level Purpose and Need Statements?	Yes	1-2
6. Does the RTP specify how travel demand modeling methodology, results and key assumptions were developed as part of the RTP process? (Government Code 14522.2)	Yes	3-28 – 3-29, Apx. B
7. Does the RTP contain a System Performance Report? (23 CFR 450.324 (f))	Yes	
a. Does the report include a description of the performance measures and performance targets used in assessing the performance of the transportation system?	Yes	2-21 – 2-23
b. Does the report show the progress achieved in meeting performance targets in comparison with the performance in previous reports?	Yes	2-9 – 2-14
c. Does the report include an evaluation of how the preferred scenario has improved conditions and performance, where applicable?	Yes	3-37 – 3-49
d. Does the report include an evaluation of how local policies and investments have impacted costs necessary to achieve identified performance targets, where applicable?	Yes	2-15

Consultation/Cooperation

		Yes/No	Page #
1.	Does the RTP contain a public involvement program that meets the requirements of Title 23, CFR 450.316(a)?		
	a. Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;	Yes	Apx. J
	b. Providing timely notice and reasonable access to information about transportation issues and processes;	Yes	3-26, Apx. A
	c. Employing visualization techniques to describe metropolitan transportation plans and TIPs;	Yes	3-26, Apx. A
	d. Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;	Yes	3-26, Apx. A
	e. Holding any public meetings at convenient and accessible locations and times;	Yes	Apx. A
	f. Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;	Yes	Apx. J
	g. Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;	Yes	3-26, Apx. A
	h. Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts;	n/a	
	i. Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and	Yes	PPP, Apx. A
	j. Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.	Yes	PPP, Apx. A
2.	Does the RTP contain a summary, analysis, and report on the disposition of significant written and oral comments received on the draft metropolitan transportation plan as part of the final metropolitan transportation plan and TIP that meets the requirements of 23 CFR 450.316(a)(2), as applicable?	Yes	Apx. J
3.	Did the MPO/RTPA consult with the appropriate State and local representatives including representatives from environmental and economic communities; airport; transit; freight during the preparation of the RTP? (23 CFR 450.316(b))	Yes	Apx. A
4.	Did the MPO/RTPA who has federal lands within its jurisdictional boundary involve the federal land management agencies during the preparation of the RTP? (23 CFR 450.316(d))	Yes	Apx. A
5.	Where does the RTP specify that the appropriate State and local agencies responsible for land use, natural resources, environmental protection, conservation and historic preservation consulted? (23 CFR 450.324(g))	Yes	PEIR Sec. 1.4

6.	Did the RTP include a comparison with the California State Wildlife Action Plan and (if available) inventories of natural and historic resources? (23 CFR 450.324(g)(1&2))	Yes / Apx. I
7.	Did the MPO/RTPA who has a federally recognized Native American Tribal Government(s) and/or historical and sacred sites or subsistence resources of these Tribal Governments within its jurisdictional boundary address tribal concerns in the RTP and develop the RTP in consultation with the Tribal Government(s)? (23 CFR 450.316(c))	Yes / Apx. A, PEIR Sec. 1.4
8.	Does the RTP address how the public and various specified groups were given a reasonable opportunity to comment on the plan using the participation plan developed under 23 CFR part 450.316(a)? (23 CFR 450.316(a)(i))	Yes / Apx. A PPP
9.	Does the RTP contain a discussion describing the private sector involvement efforts that were used during the development of the plan? (23 CFR 450.316(a))	Yes / Apx. A PPP
10.	Does the RTP contain a discussion describing the coordination efforts with regional air quality planning authorities? (23 CFR 450.316(a)(2)) **(MPO nonattainment and maintenance areas only)**	N/A
11.	Is the RTP coordinated and consistent with the Public Transit-Human Services Transportation Plan? (23 CFR 450.306(h))	Yes / 2-35
12.	Were the draft and adopted RTP posted on the Internet? (23 CFR 450.324(k))	Yes / Apx. J
13.	Did the RTP explain how consultation occurred with locally elected officials? (Government Code 65080(D))	Yes / 3-26
14.	Did the RTP outline the public participation process for the sustainable communities strategy? (Government Code 65080(E))	Yes / 3-26, Apx. A
15.	Was the RTP adopted on the estimated date provided in writing to State Department of Housing and Community Development to determine the Regional Housing Need Allocation and planning period (start and end date) and align the local government housing element planning period (start and end date) and housing element adoption due date 18 months from RTP adoption date? (Government Code 65588(e)(5))	Yes / 3-10

Title VI and Environmental Justice

		Yes/No	Page #
1.	Does the public participation plan describe how the MPO will seek out and consider the needs of those traditionally underserved by existing transportation system, such as low-income and minority households, who may face challenges accessing employment and other services? (23 CFR 450.316 (a)(1)(vii))	Yes	3-26

2.	Has the MPO conducted a Title VI analysis that meets the legal requirements described in Section 4.2?	Yes	4-2, Apx. G
3.	Has the MPO conducted an Environmental Justice analysis that meets the legal requirements described in Section 4.2?	Yes	4-2, Apx. G

Modal Discussion

		Yes/No	Page #
1.	Does the RTP discuss intermodal and connectivity issues?	Yes	2-23 – 2-41, 2-43, 6-2, 6-17
2.	Does the RTP include a discussion of highways?	Yes	2-23 – 2-31, 6-4 – 6-5
3.	Does the RTP include a discussion of mass transportation?	Yes	2-31 – 2-37, 6-16
4.	Does the RTP include a discussion of the regional airport system?	Yes	2-41 – 2-44, 6-17
5.	Does the RTP include a discussion of regional pedestrian needs?	Yes	6-8 – 6-9
6.	Does the RTP include a discussion of regional bicycle needs?	Yes	2-40 – 2-41, 6-8 – 6-9
7.	Does the RTP address the California Coastal Trail? (Government Code 65080.1) (For MPOs and RTPAs located along the coast only)	Yes	2-39, 6-9 – 6-11
8.	Does the RTP include a discussion of rail transportation?	Yes	6-16 – 6-17
9.	Does the RTP include a discussion of maritime transportation (if appropriate)?	Yes	2-44, 6-18 – 6-19
10.	Does the RTP include a discussion of goods movement?	Yes	2-42

Programming/Operations

		Yes/No	Page #
1.	Is the RTP consistent (to the maximum extent practicable) with the development of the regional ITS architecture? (23 CFR 450.306(g))	Yes	6-19 – 6-20
2.	Does the RTP identify the objective criteria used for measuring the performance of the transportation system?	Yes	2-15 – 2-23
3.	Does the RTP contain a list of un-constrained projects?	Yes	6-3, Apx. C

Financial

1.	Does the RTP include a financial plan that meets the requirements identified in 23 CFR part 450.324(f)(11)?	Yes	5-5 – 5-7
2.	Does the RTP contain a consistency statement between the first 4 years of the fund estimate and the 4-year STIP fund estimate? (65080(b)(4)(A))	Yes	5-9
3.	Do the projected revenues in the RTP reflect Fiscal Constraint? (23 CFR part 450.324(f)(11)(ii))	Yes	5-8
4.	Does the RTP contain a list of financially constrained projects? Any regionally significant projects should be identified. (Government Code 65080(4)(A))	Yes	6-2, Apx. C
5.	Do the cost estimates for implementing the projects identified in the RTP reflect "year of expenditure dollars" to reflect inflation rates? (23 CFR part 450.324(f)(11)(iv))	Yes	5-3
6.	After 12/11/07, does the RTP contain estimates of costs and revenue sources that are reasonably expected to be available to operate and maintain the freeways, highway and transit within the region? (23 CFR 450.324(f)(11)(i))	Yes	5-3, 5-5 – 5-7
7.	Does the RTP contain a statement regarding consistency between the projects in the RTP and the ITIP? (2016 STIP Guidelines Section 33)	Yes	5-9
8.	Does the RTP contain a statement regarding consistency between the projects in the RTP and the RTIP? (2016 STIP Guidelines Section 19)	Yes	5-9
9.	Does the RTP address the specific financial strategies required to ensure the identified TCMs from the SIP can be implemented? (23 CFR part 450.324(f)(11)(vi) (**nonattainment and maintenance MPOs only**)	n/a	

Environmental

1.	Did the MPO/RTPA prepare an EIR or a program EIR for the RTP in accordance with CEQA guidelines?	Yes	See PEIR
2.	Does the RTP contain a list of projects specifically identified as TCMs, if applicable?	n/a	
3.	Does the RTP contain a discussion of SIP conformity, if applicable?	n/a	
4.	Does the RTP specify mitigation activities? (23 CFR part 450.324(f)(10))	Yes	3-51
5.	Where does the EIR address mitigation activities?	Yes	PEIR Table ES-1
6.	Did the MPO/RTPA prepare a Negative Declaration or a Mitigated Negative Declaration for the RTP in accordance with CEQA guidelines?	No	See PEIR
7.	Does the RTP specify the TCMs to be implemented in the region? **(federal nonattainment and maintenance areas only)**	n/a	

I have reviewed the above information and certify that it is correct and complete.

(Must be signed by MPO Executive Director or designated representative)

August 19, 2021

Date

Marjie Kirn

Print Name

Executive Director

Title

AppendixF_RTP Checklist

Final Audit Report 2021-08-19

Created:	2021-08-19
By:	Andrew Orfila (aorfila@sbcag.org)
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"AppendixF_RTP Checklist" History

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Appendix G

Environmental Justice Analysis

Appendix G:

Environmental Justice Analysis

Environmental Justice Communities Definition

As noted in Chapter 4, Census demographic information at the block group level is used to determine areas where concentrations of minority and low-income populations currently live. The guidelines are somewhat subjective with the concentration of a given population defined as "if the percentage of minority, and low-income population is meaningfully greater than the percentage of the same group in the general population of the area." FHWA criteria on environmental justice (EJ) define "minority" as persons belonging to any of the following groups that are based on the self-identification of individuals in the Census: African American, Hispanic, Asian/Pacific Islander, and Native American and Alaskan Native. The poverty classification is a federally established income guideline used to define persons who are economically disadvantaged based on the latest Census data.

SBCAG developed an approach that defines environmental justice communities as areas in the highest 25% of regional scores (as a percentage of the population or households). The highest 25% indicator scores are used as the threshold as it encompasses additional rural areas in addition to higher density urban areas. In addition, the influence of the Hispanic indicator has been reduced by 25% of total as it composes approximately 50% of the population. This adjustment allows the other indicators to have more of an influence on community identification. Approaches used by other regional agencies, as well as SBCAG, include additional indicators such as households without a vehicle, limited English speaking households, elderly and disabled and the population without a high school diploma. These additional indicators are included as a response to comments received and provides a more inclusive definition.

This approach ensures the degree of disadvantage can be stratified to assess severity. For example, portions of an otherwise advantaged area may cross a threshold for one indicator due to a large retiree or student population, but other areas with a significantly more disadvantaged community will satisfy the thresholds for a number of indicators. The approach uses a percentage of the population (or households) so that the result is more reflective of the density of the factors relative of the area and not just where the largest overall values are. Table 4-1 identifies the indicators used in the SBCAG region's EJ Community identification methodology.

Table G-1: EJ Community Indicators

EJ Community	Indicator
Minority	Hispanic origin (25% of total), African-American, Asian, Native American, and other race
Low-income	80% of county household median ($54,000), 50% of county household median (HUD very-low, $34,000)
Poverty	Federal definition based on household size and income (persons)
Low mobility	No vehicle household, elderly (> 75), disabled person, youth (< 18)
Low Community Engagement	Limited English household, no High School diploma
Housing Costs	Rent or Mortgage over 50% of income

Figures G-1 through G-10 illustrate the EJ indicators for the region.

Figure G-1: Minority Indicators, Santa Barbara: Hispanic, Black, Asian, American Indian, and Other

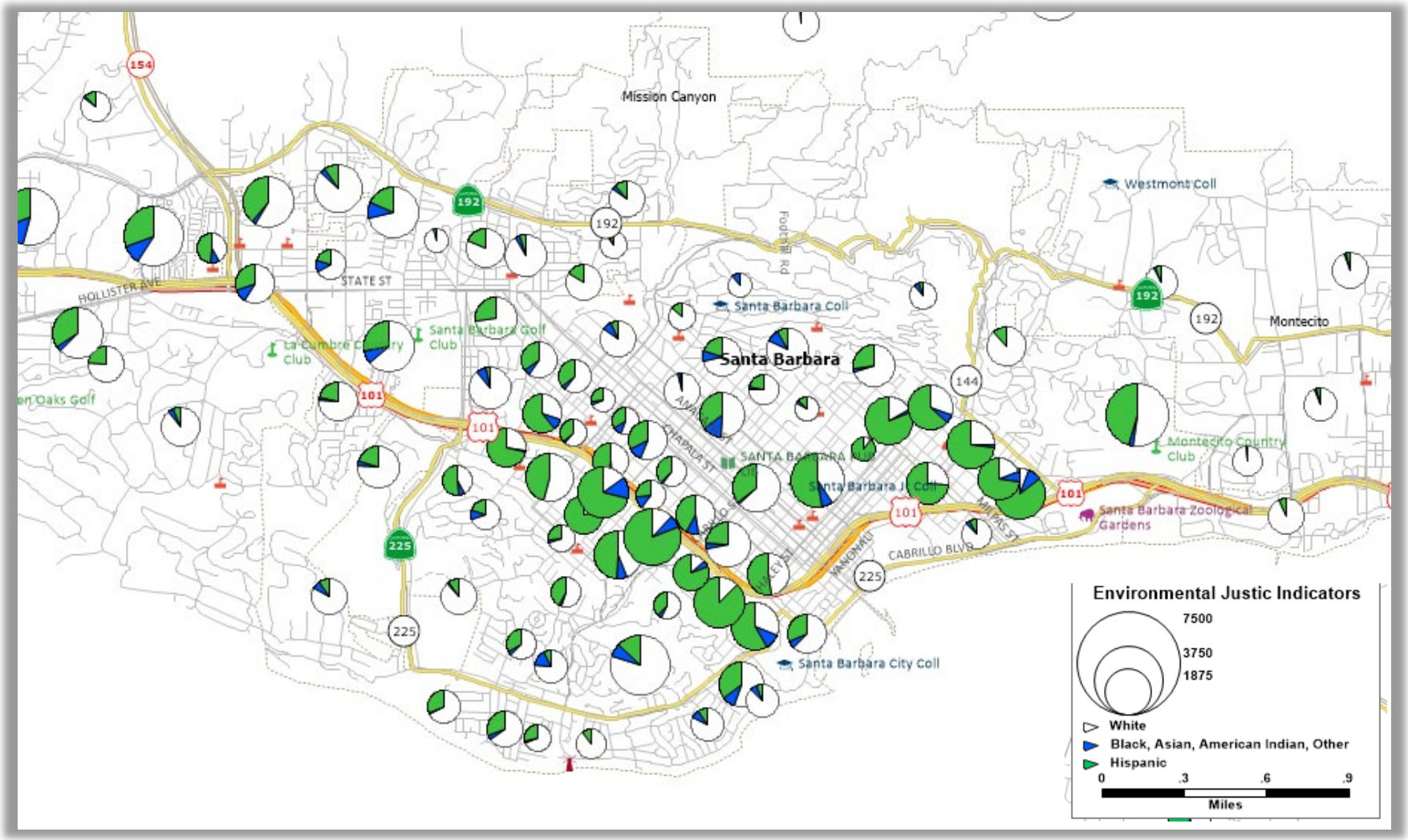


Figure G-2: Minority Indicators, Goleta: Hispanic, Black, Asian, American Indian, and Other

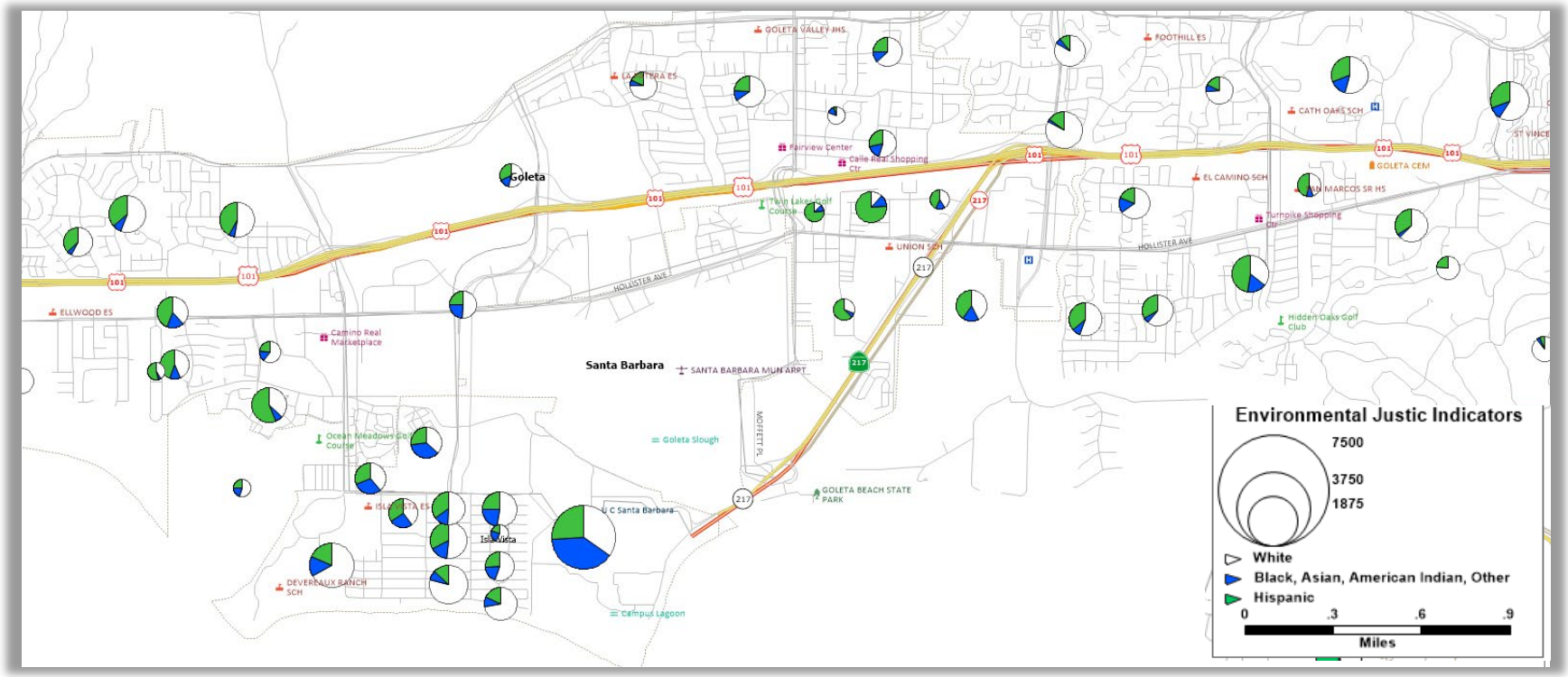


Figure G-3: Minority Indicators, Carpinteria: Hispanic, Black, Asian, American Indian, and Other

Figure G-4: Santa Ynez Valley and Lompoc Minority Indicators: Hispanic, Black, Asian, American Indian, and Other

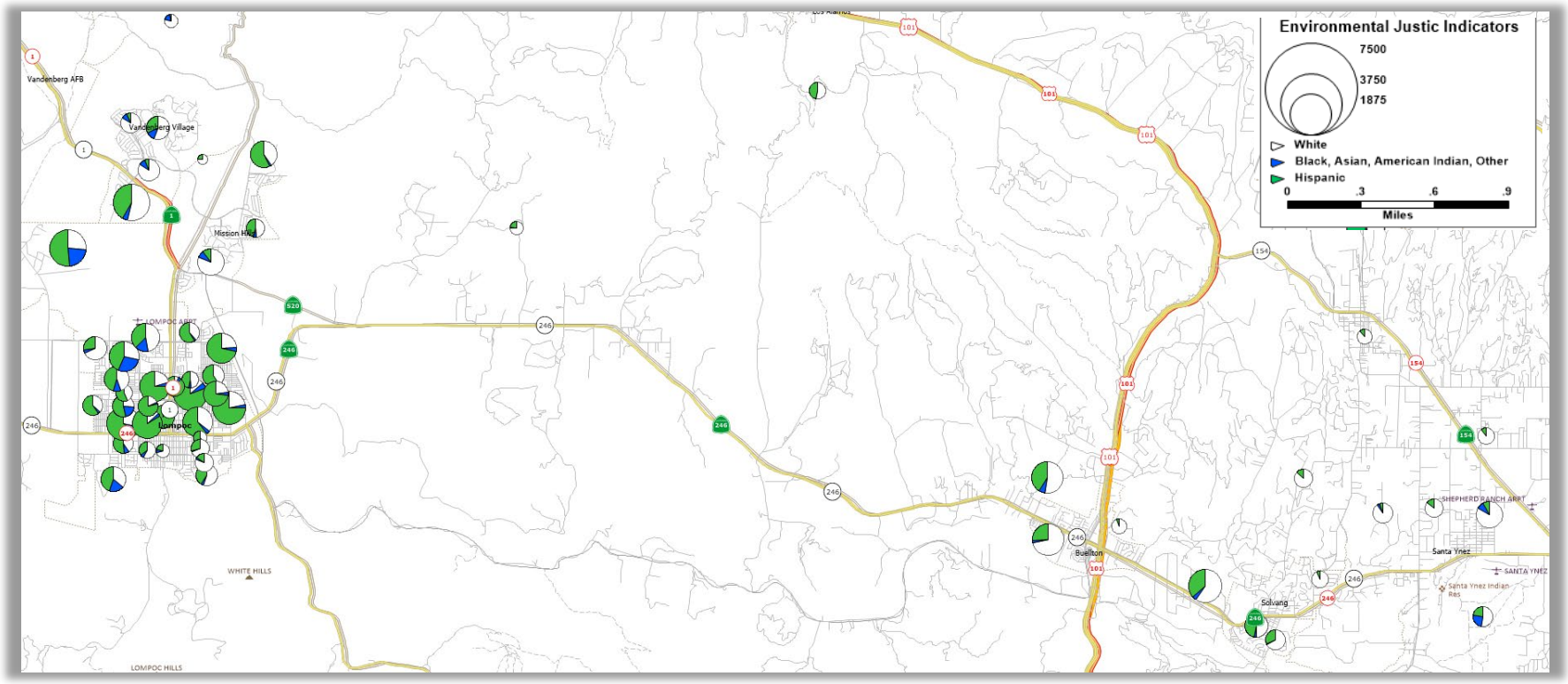


Figure G-5: Santa Maria Valley Minority Indicators: Hispanic, Black, Asian, American Indian, and Other

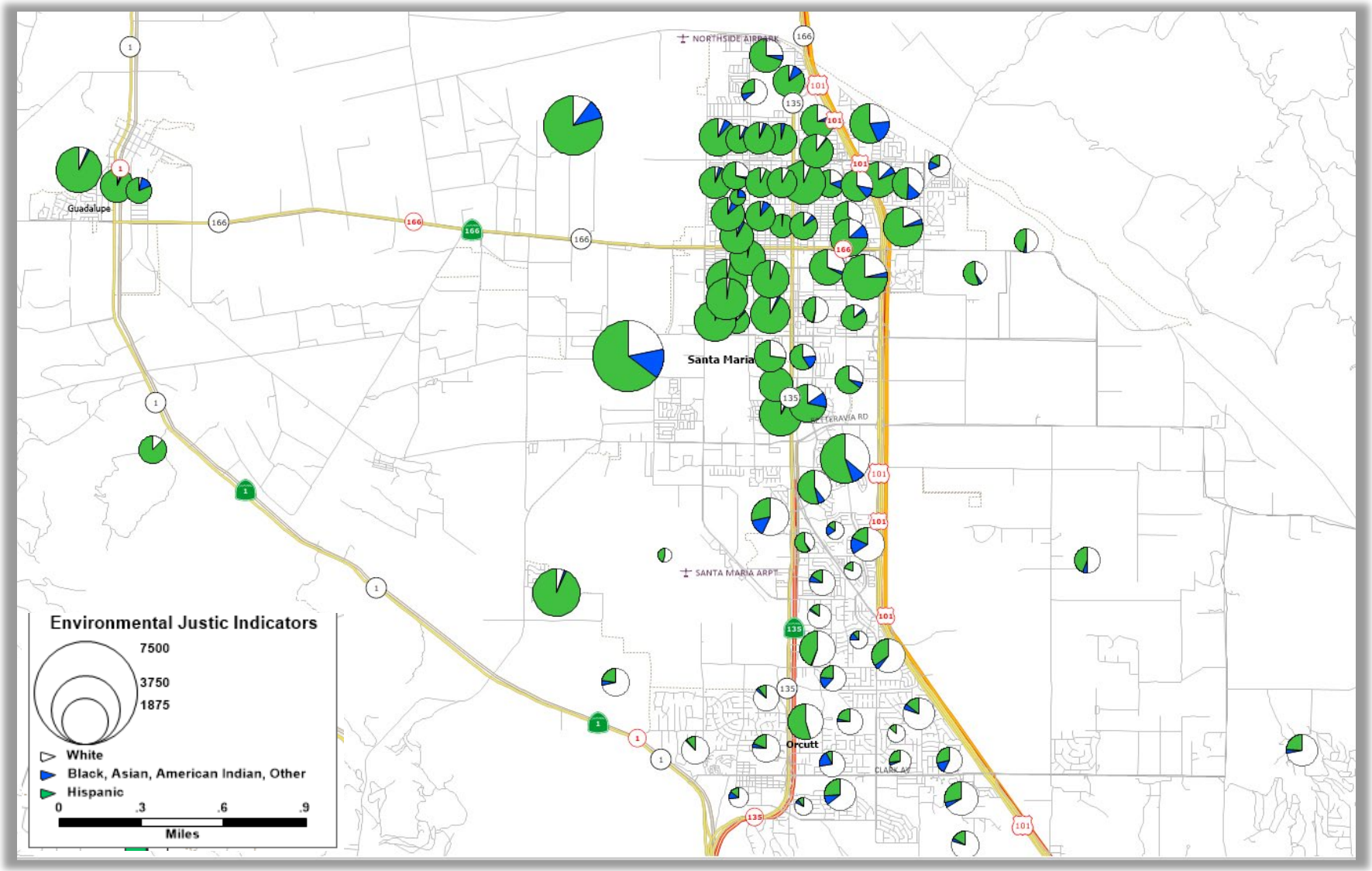


Figure G-6: Santa Maria Valley EJ Indicators

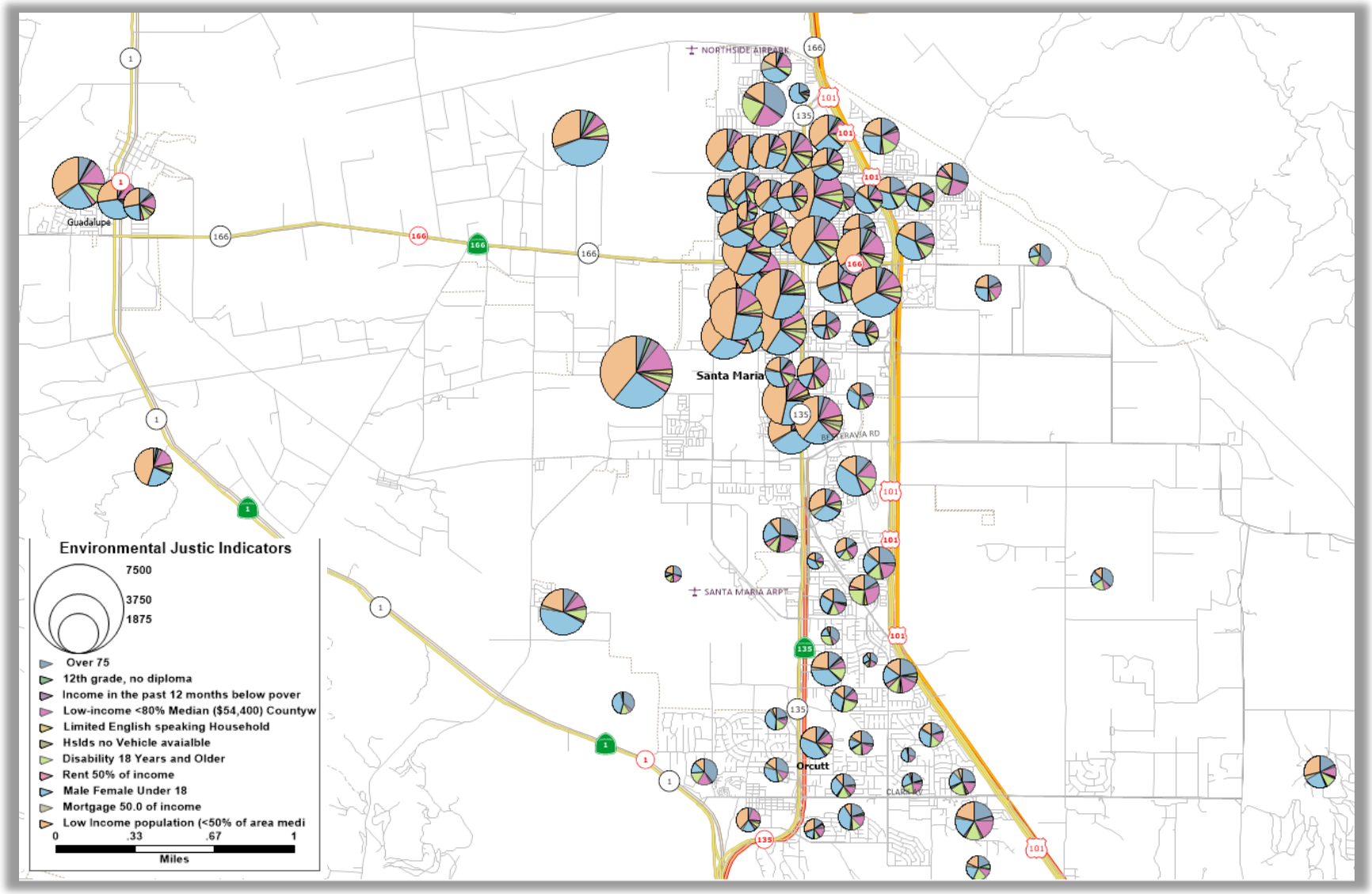


Figure G-7: Santa Ynez, Lompoc Valley EJ Indicators

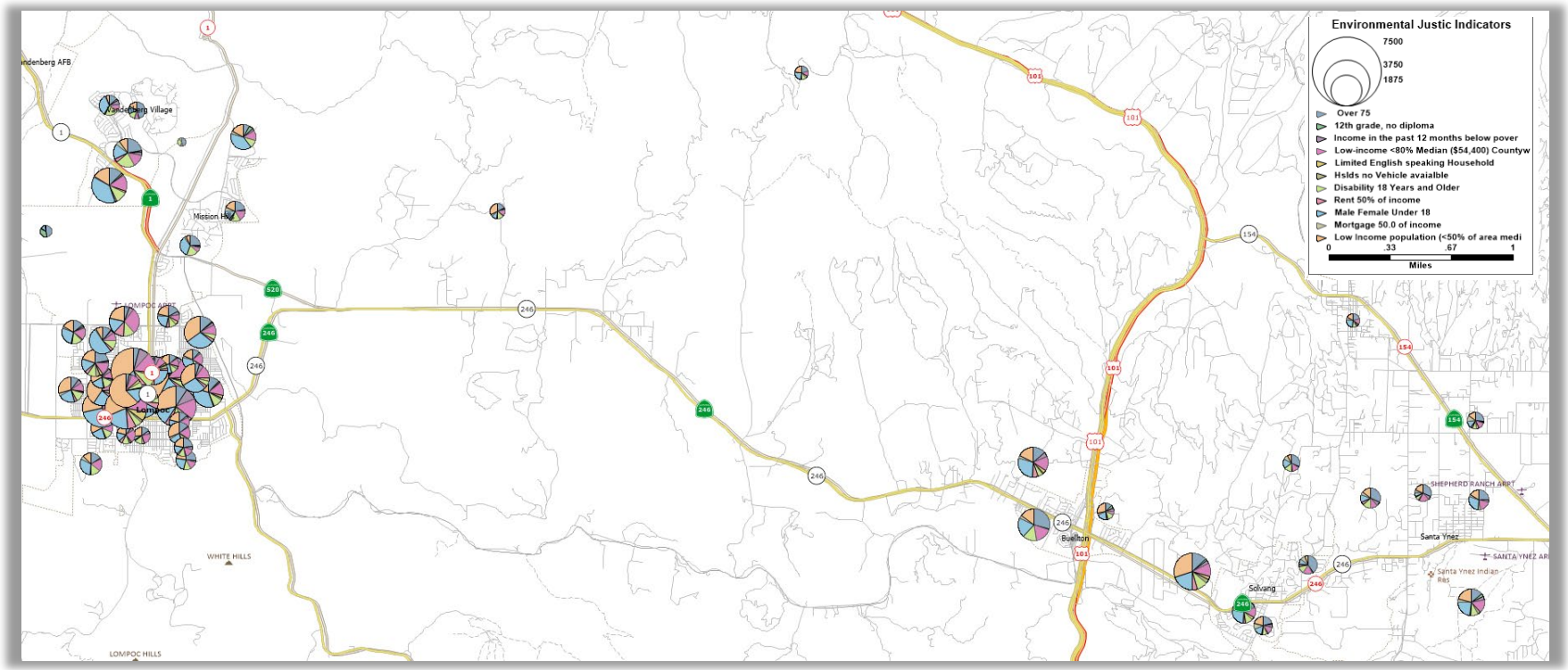


Figure G-8: Goleta Valley EJ Indicators

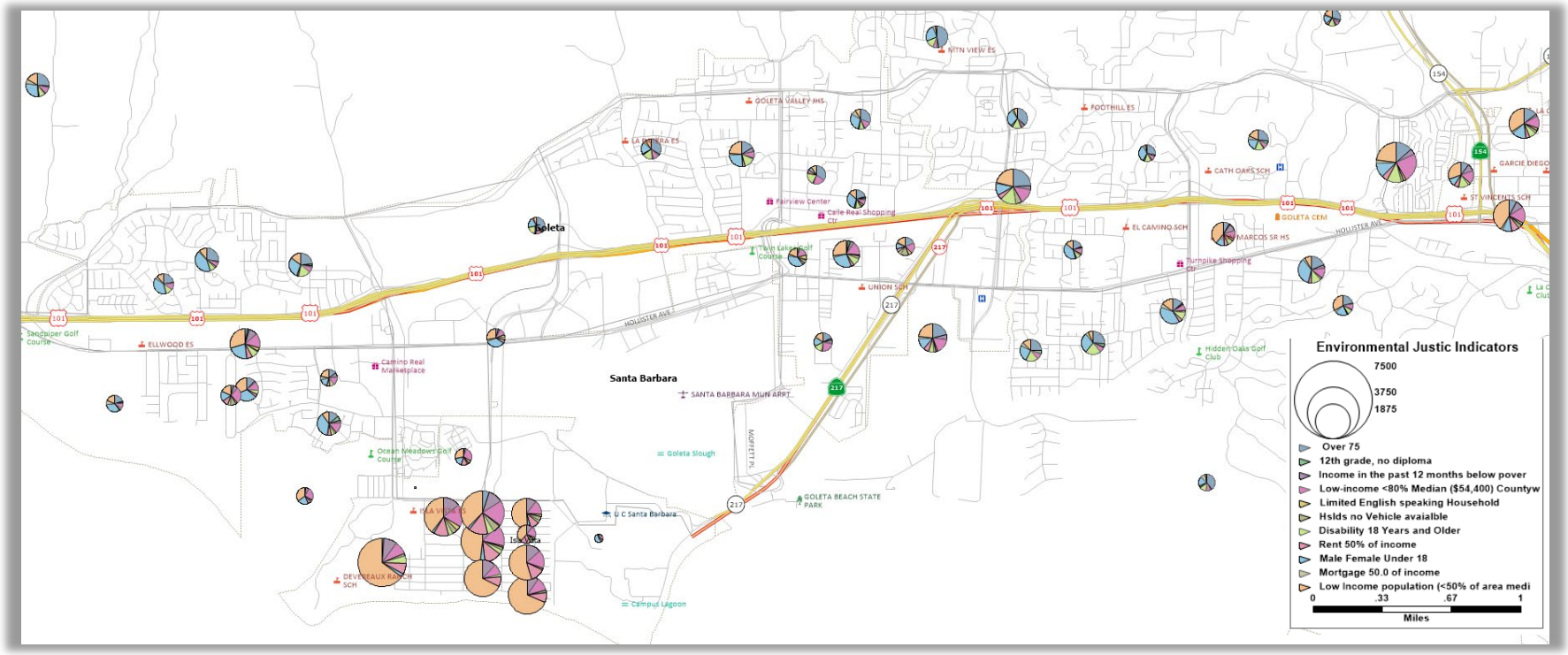


Figure G-9: Santa Barbara EJ Indicators

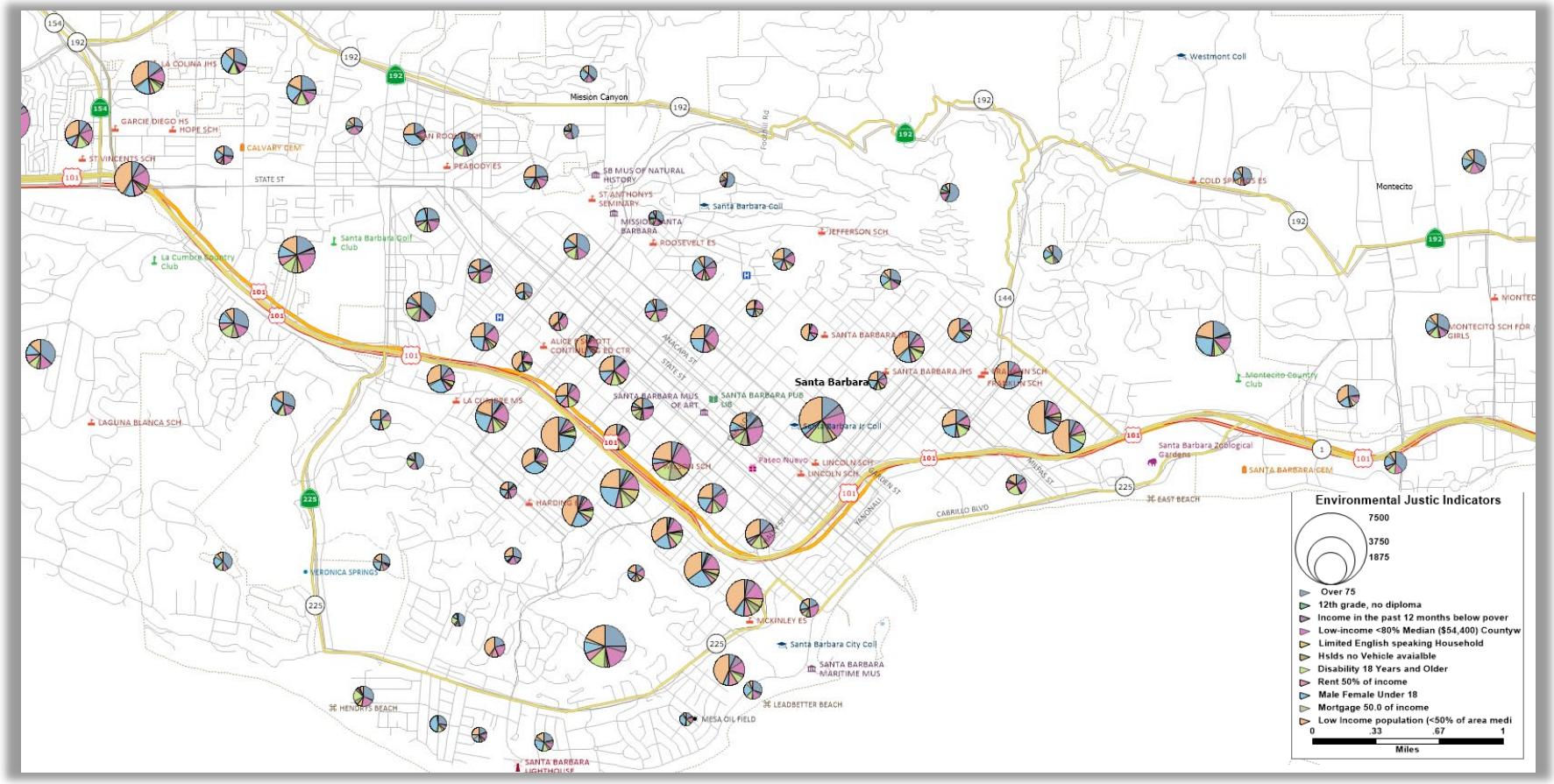


Figure G-10: Carpinteria EJ Indicators

EJ Transportation Analysis

The environmental justice analysis compares impacts on the identified EJ Communities for both the future baseline and preferred scenario. Using the SBCAG travel model, the 2015 baseline population, household, and employment values are compared with the 2050 future baseline values and the 2050 preferred scenario values. The analysis of the preferred scenario indicates that benefits and burdens of the projects in the preferred scenario are equitably distributed between the EJ communities and the overall population.

The variables analyzed in this process include:

Average Travel Time: Travel time is measured in minutes as the average time per person per trip across all modes of transportation, including combined drive-alone and shared rides, as well as transit, biking and walking. All types of trips are included, commuting to work, and traveling to school. The travel time analysis show access based on auto and transit and other modes travel times. Transit travel assumes that the trip includes the time required to travel to a transit stop, time spent on public transportation vehicles, the time it takes to transfer to other transit, and the time it takes to travel from the transit stop to the destination. Auto, bike, and walk times assume only the actual travel time to the final destination.

Journey to Work Mode Share: The proportion of work trips are measured as a percentage of all work trips for drive alone, carpool, and transit users. The drive alone and carpool modes were combined for this analysis.

Access to Transit: Access to public transit is measured as the percentage of homes within both a quarter mile and half mile of a transit stop. This measure shows the current and future density and distribution of transit services throughout the region relative to the proximity to communities of concern.

Access to Amenities: Percentage of Population within a 5-minute proximity to the following:

- Colleges/Universities: This measure of education access focuses on higher education, including universities, colleges, adult education facilities, and job training centers.
- Schools: this measure of education access focuses on K-12 school proximity.
- Healthcare: Healthcare includes hospitals and community clinics. This definition does not consider emergency response times, but rather it measures access to basic health services.
- Parks or Beaches: Parks or beaches are defined as federal, state, and county parks; beaches; and local parks (including campgrounds, open space areas, picnic areas, recreation centers, etc.)

Results for Environmental Justice Performance Measures

The analysis of the Connected 2050 preferred scenario indicates that benefits and burdens of the projects in the preferred scenario are equitably distributed between the EJ Communities and the overall population. The 2050 preferred scenario results in generally positive outcomes for the EJ communities, as shown in Tables G-1 through G-4.

EJ Communities Comparison with the Overall Population

The average travel time shown in Table G-1 indicates that the 2050 preferred scenario, as compared to the 2050 baseline scenario and overall population, benefits communities of concern by reducing travel times.

- The results indicate that the 2050 preferred scenario reduces the travel time in the EJ Communities by approximately -1.5 minutes, a 12.5% decrease.
- The transit travel time results indicate the preferred scenario reduces travel time by approximately -3.3 minutes for the EJ communities and -1.5 minutes for the overall population.
- The walk travel time results indicate the preferred scenario reduces travel time by approximately -0.2 minutes for the EJ communities of concern and -0.1 minutes for the overall population.
- The bike travel time results indicate the preferred scenario has minimal influence on travel times. The results indicate 0.4 minutes for the EJ communities and 0.2 minutes for the the overall population.

The journey to work mode share shown in Table G-2 indicates that the 2050 preferred scenario, as compared to the 2050 baseline scenario, benefits the region's EJ communities by increasing the percentage of work trips that are utilizing alternative modes (transit, walk and bike).

- The mode share results indicate the preferred scenario increases the percentage of trips utilizing alternative modes under the preferred scenario; 8.7% within the EJ communities compared with 6.5% countywide. This is an increase of +0.5% and 0.4% compared to the baseline, respectively.

Transit access by households within one quarter mile and one half mile, as shown in Table G-3, indicates that the 2050 preferred scenario, as compared to the 2050 baseline scenario, benefits EJ communities by increasing the percentage of households with access to transit.

- Transit access results indicate the preferred scenario increases the percentage of household's transit access for all routes by approximately 0.6 to 5.0 percent, within EJ communities and 2.5 to 5.3 percent for the overall population.
- Transit access results indicate the preferred scenario increases the percentage of household's access to frequent and reliable transit (15 minutes or less during peak hours) by approximately 4.4 to 7.0 percent within EJ communities and 10.9 to 12.4 percent for the overall population.

Access to amenities within a five-minute travel time by all modes, as shown in Table G-4, indicates that the 2050 preferred scenario, as compared to the 2050 baseline scenario, benefits the region's EJ communities by increasing the percentage of the population with access to amenities.

- The results for access to all amenities combined indicate the preferred scenario increases the percentage of the population's access. By 2050, approximately 99% of the EJ communities population has access to all amenities within 5 minutes, compared to 95% countywide under the preferred scenario. This is an increase of 0.01% and 0.5% compared to the baseline, respectively.
- Access to K-12 schools and hospitals results indicate the preferred scenario increases the percentage of the population's access to these amenities compared to the future baseline.
- Access to college/Universities and park amenities within the EJ communities results indicate the preferred scenario decreases the percentage of the population's access. The change from the future baseline to the preferred scenario ranges from -0.15% to -2.5%. It should be noted that access to park amenities increases for non-EJ communities and the County as a whole.

Table G-1: Average Travel Time, Total Population Compared with EJ Communities

Performance Measure	Geographic Area	Units	Future Baseline				Preferred Scenario				
			2015	2050	Change from 2015		2050	Change from 2015		Change from FB	
					Diff	%		Diff	%	Diff	%
Average Travel Time	EJ Communities	Minutes	11.33	12.74	1.40	12.39%	11.16	-0.17	-1.54%	-1.58	-12.40%
	Non-EJ Communities	Minutes	13.42	14.60	1.18	8.77%	12.87	-0.55	-4.10%	-1.73	-11.83%
	Countywide	Minutes	14.22	15.72	1.50	10.57%	14.19	-0.03	-0.18%	-1.53	-9.73%
	Compare EJ to Non-EJ		-2.09	-1.86			-1.71				
	Compare EJ to Countywide		-2.88	-2.98			-3.03				
Transit Average Travel Time (All)	EJ Communities	Minutes	47.54	50.63	3.09	6.50%	47.29	-0.25	-0.52%	-3.34	-6.59%
	Non-EJ Communities	Minutes	48.20	47.89	-0.31	-0.63%	47.00	-1.20	-2.49%	-0.90	-1.87%
	Countywide	Minutes	48.27	48.93	0.66	1.36%	47.37	-0.90	-1.86%	-1.55	-3.18%
	Compare EJ to Non-EJ		-0.66	2.73			0.29				
	Compare EJ to Countywide		-0.74	1.70			-0.09				
All-Day Walk Average Time	EJ Communities	Minutes	24.59	25.13	0.53	2.16%	24.89	0.30	1.22%	-0.23	-0.92%
	Non-EJ Communities	Minutes	30.88	30.68	-0.20	-0.66%	30.46	-0.42	-1.36%	-0.22	-0.70%
	Countywide	Minutes	28.66	28.64	-0.02	-0.07%	28.52	-0.15	-0.51%	-0.13	-0.45%
	Compare EJ to Non-EJ		-6.29	-5.55			-5.57				
	Compare EJ to Countywide		-4.07	-3.52			-3.62				
All-Day Bike Average Time	EJ Communities	Minutes	11.41	11.97	0.56	4.91%	12.36	0.95	8.35%	0.39	3.28%
	Non-EJ Communities	Minutes	14.61	14.81	0.20	1.35%	14.77	0.16	1.10%	-0.04	-0.25%
	Countywide	Minutes	13.60	13.86	0.27	1.96%	14.01	0.42	3.06%	0.15	1.08%
	Compare EJ to Non-EJ		-3.20	-2.84			-2.41				
	Compare EJ to Countywide		-2.19	-1.89			-1.65				

Source: SBCAG Travel Model

Table G-2: Percent Mode Share (Peak), Total Population Compared with EJ Communities

Performance Measure	Units	2015			2050 Future Baseline			2050 Preferred Scenario		
		EJ Communities	Non-EJ Communites	Countywide	EJ Communities	Non-EJ Communites	Countywide	EJ Communities	Non-EJ Communites	Countywide
% Mode Share DA + SR (Peak)	% Share	89.11	92.29	91.86	89.45	92.02	91.81	88.96	91.82	91.64
% Mode Share Transit (Peak)	% Share	1.02	1.04	0.99	0.99	1.14	1.04	1.12	1.16	1.10
% Mode Share Walk (Peak)	% Share	5.60	3.51	3.87	5.19	3.46	3.72	5.54	3.59	3.84
% Mode Share Bike (Peak)	% Share	2.03	1.50	1.55	1.89	1.47	1.48	1.99	1.54	1.54

Table G-3: Household Accessibility to Transit, Total Population Compared with EJ Communities

Performance Measure	Geographic Area	Units	Future Baseline				Preferred Scenario				
			2015	2050	Change from 2015		2050	Change from 2015		Change from FB	
					Diff	%		Diff	%	Diff	%
HHs w/ access to transit within 1/4 mile (All Routes)	EJ Communities	Percent	89.76	85.19	-4.57	-5.09%	89.57	-0.19	-0.21%	4.38	5.14%
	Non-EJ Communities	Percent	62.10	59.27	-2.82	-4.55%	66.16	4.07	6.55%	6.89	11.63%
	Countywide	Percent	69.24	67.24	-2.01	-2.90%	72.50	3.26	4.71%	5.27	7.83%
	Compare EJ to Non-EJ		27.66	25.92			23.40				
	Compare EJ to Countywide		20.52	17.96			17.07				
HHs w/ access to transit within 1/4 mile (<= 15 minute)	EJ Communities	Percent	19.93	13.89	-6.05	-30.34%	18.28	-1.66	-8.31%	4.39	31.62%
	Non-EJ Communities	Percent	7.55	7.44	-0.11	-1.43%	7.54	-0.01	-0.13%	0.10	1.32%
	Countywide	Percent	10.75	9.42	-1.33	-12.35%	10.45	-0.30	-2.81%	1.03	10.89%
	Compare EJ to Non-EJ		12.38	6.45			10.74				
	Compare EJ to Countywide		9.18	4.46			7.83				
HHs w/ access to transit within 1/2 mile (All Routes)	EJ Communities	Percent	98.93	98.12	-0.81	-0.82%	98.72	-0.21	-0.22%	0.60	0.61%
	Non-EJ Communities	Percent	84.83	83.21	-1.61	-1.90%	87.12	2.30	2.71%	3.91	4.70%
	Countywide	Percent	88.47	87.79	-0.68	-0.77%	90.26	1.79	2.03%	2.47	2.81%
	Compare EJ to Non-EJ		14.11	14.91			11.60				
	Compare EJ to Countywide		10.46	10.33			8.46				
HHs w/ access to transit within 1/2 mile (<= 15 minute)	EJ Communities	Percent	28.04	20.83	-7.22	-25.73%	27.81	-0.23	-0.82%	6.99	33.55%
	Non-EJ Communities	Percent	13.86	14.26	0.40	2.90%	14.75	0.90	6.47%	0.49	3.47%
	Countywide	Percent	17.52	16.28			18.29	0.77	4.38%	2.01	12.37%
	Compare EJ to Non-EJ		14.19	6.57			13.06				
	Compare EJ to Countywide		10.52	4.55			9.52				

Source: SBCAG Travel Model

Table G-4: Proximity to Amenities, Total Population and EJ Communities

Performance Measure	Geographic Area	Units	Future Baseline				Preferred Scenario				
			2015	2050	Change from 2015		2050	Change from 2015		Change from FB	
					Diff	%		Diff	%	Diff	%
Percent of Population to College/Univ Amenities in 5 minutes.	EJ Communities	Percent	73.71	76.62	2.91	3.95%	74.73	1.02	1.38%	-1.90	-2.48%
	Non-EJ Communities	Percent	41.92	42.24	0.32	0.76%	44.20	2.29	5.45%	1.97	4.65%
	Countywide	Percent	51.79	54.17	2.39	4.61%	53.69	1.91	3.68%	-0.48	-0.88%
	Compare EJ to Non-EJ		31.79	34.39			30.52				
	Compare EJ to Countywide		21.92	22.45			21.04				
Percent of Population to Hospital Amenities in 5 minutes.	EJ Communities	Percent	15.87	13.96	-1.92	-12.08%	20.69	4.82	30.35%	6.73	48.25%
	Non-EJ Communities	Percent	37.94	36.91	-1.03	-2.72%	40.14	2.19	5.78%	3.22	8.74%
	Countywide	Percent	31.09	28.95	-2.15	-6.91%	34.09	3.00	9.64%	5.15	17.78%
	Compare EJ to Non-EJ		-22.07	-22.96			-19.45				
	Compare EJ to Countywide		-15.22	-14.99			-13.40				
Percent of Population to Park Amenities in 5 minutes.	EJ Communities	Percent	83.65	85.12	1.46	1.75%	84.99	1.33	1.59%	-0.13	-0.15%
	Non-EJ Communities	Percent	77.86	77.06	-0.80	-1.02%	80.08	2.22	2.86%	3.02	3.92%
	Countywide	Percent	79.66	79.86	0.20	0.25%	81.61	1.95	2.45%	1.75	2.19%
	Compare EJ to Non-EJ		5.80	8.05			4.91				
	Compare EJ to Countywide		4.00	5.26			3.38				
Percent of Population to School Amenities in 5 minutes.	EJ Communities	Percent	99.52	99.58	0.06	0.06%	99.60	0.08	0.08%	0.02	0.02%
	Non-EJ Communities	Percent	88.12	87.35	-0.77	-0.88%	89.31	1.19	1.35%	1.97	2.25%
	Countywide	Percent	91.66	91.59	-0.07	-0.07%	92.51	0.85	0.93%	0.92	1.00%
	Compare EJ to Non-EJ		11.40	12.23			10.28				
	Compare EJ to Countywide		7.86	7.98			7.09				
Percent of Population to all Amenities in 5 minutes.	EJ Communities	Percent	99.54	99.60	0.06	0.06%	99.61	0.07	0.07%	0.01	0.01%
	Non-EJ Communities	Percent	91.19	91.14	-0.05	-0.05%	92.23	1.04	1.14%	1.09	1.19%
	Countywide	Percent	93.78	94.08	0.30	0.32%	94.52	0.74	0.79%	0.44	0.47%
	Compare EJ to Non-EJ		8.35	8.46			7.39				
	Compare EJ to Countywide		5.76	5.53			5.09				

Source: SBCAG Travel Model

Environmental Justice Air Quality Impacts

As a result of Connected 2050 policies and land use scenario, the anticipated growth pattern would concentrate population adjacent to transit and other transportation facilities that results in more people being exposed to elevated health risks and nuisance odors as compared to areas of the region more distant from such facilities. On the other hand, a compact growth pattern served by an efficient and diverse transportation system facilitates a reduction in automotive travel and increases walking, bicycling, and transit use, all of which reduce individual vehicle trips and associated VMT. It is important to note that a variety of other factors contribute to the declines in contaminant emissions compared to existing conditions, including vehicle technology, cleaner fuels, and fleet turnover. To achieve the greatest VMT reductions from a compact growth pattern, development also must necessarily be near public transit and major roadway corridors. Although the precise location and density of such development is not known at this time, Connected 2050 may result in new growth close to existing air pollutant sources, potentially resulting in the exposure to air pollutant concentrations and nuisance odors. The Program Environmental Impact Report accompanying Connected 2050 includes mitigation measures that would reduce impacts associated with health risk within 500 feet of freeways and high-traffic volume roadways to less than significant levels. Analysis does not account for emissions improvements through the implementation of these mitigation measures. Moreover, the currently available data on emissions and on the distribution of population is imprecise, based on averages.

Diesel particle matter is classified as the primary airborne carcinogen in the State. The California Air Resources Board reports that diesel particulate matter represents about 70 percent of the potential cancer risk from vehicle travel on a typical urban freeway.[1] In addition, diesel exhaust has a distinct odor, which is primarily a result of hydrocarbons and aldehydes contained in diesel fuel. In addition to the health risks associated with diesel exhaust, the odors associated with diesel exhaust could be a nuisance to nearby population clusters.

Particulate matter, also known as particle pollution or PM, is a mixture of small particles and liquid droplets. Particle pollution is made up of several components, including acids (such as nitrates and sulfates), organic chemicals, metals, and soil or dust particles. The size of particles is directly linked to their potential for causing health problems. The Environmental Protection Agency (EPA) is concerned about particles that are 10 micrometers in diameter or smaller because those are the particles that generally pass through the throat and nose and enter the lungs. Once inhaled, these particles can affect the heart and lungs and cause health effects. The EPA groups particulate matter into two categories:

- "Inhalable coarse particles" (PM_{10}), such as those found near roadways and dusty industries, are larger than 2.5 micrometers and smaller than 10 micrometers in diameter.
- "Fine particles" ($PM_{2.5}$), such as those found in smoke and haze, are 2.5 micrometers in diameter and smaller. These particles can be directly emitted from sources such as forest fires, or they can form when gases emitted from power plants, industries and automobiles react in the air.

While toxic air concentrations, health risks, and associated odors will decrease within any given distance of mobile sources, exposure is primarily based on localized characteristics such as average daily traffic on roadway segments and wind direction, and as such, the health risks and nuisance odors adjacent to high volume roadways and transportation facilities are higher than regional averages. The Air Resources Board recommends avoiding siting new sensitive land uses, such as residences, schools, daycare

[1] Air Resources Board. *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines*. October 2000.

centers, playgrounds, or medical facilities, within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day.[2] Additional non-cancer health risk attributable to proximity to freeways was seen within 1,000 feet and was strongest within 300 feet. California freeway studies show about a 70 percent drop-off in particulate pollution levels at 500 feet.

The analysis performed here uses 500 and 1,000-foot buffer areas consistent with the Air Resources Board criteria. Since ambient pollutant concentration levels are directly linked to localized emissions and cannot be easily estimated, the emissions analysis presented here focuses on pollutants that tend to have localized effects, which are generally proportionate to fine particulate matter (PM_{10} and $PM_{2.5}$). This analysis is limited to U.S. 101, since it has the highest overall traffic volumes with some segments exceeding the 100,000 vehicles/day threshold and the highest commercial (diesel) truck volumes in the region, particularly between downtown Santa Barbara and the Ventura-Santa Barbara County line. The highest commercial truck volumes in the region are between downtown Santa Barbara and the Ventura County line.

Results from the Connected 2050 air quality analysis are shown in Table G-5. The preferred scenario emissions of $PM_{2.5}$ and PM_{10} would be less than 2015 levels, and less than emissions associated with the forecast future baseline scenario (with the exception of the Year 2050 Baseline scenario). Transportation improvements and land use patterns identified in Connected 2050 will contribute to an overall reduction of on-road vehicle emissions when compared to the existing conditions and the baseline scenario. This is due in part to the transportation improvements and the RTP-SCS future land use scenario that encourages infill and transit-oriented development. An increase in residential and commercial land use capacity within existing transit corridors leads to lower average VMT and a resulting benefit to air quality.

Table G-5: On-Road Mobile Source Toxics Forecast Comparison

Vehicle Activity	Diesel $PM_{2.5}$ (tons/day)*	Diesel PM_{10} (tons/day)*
2015	0.347	0.713
2020 Baseline Scenario	0.307	0.692
2020 Preferred Scenario	0.286	0.644
2035 Baseline Scenario	0.286	0.693
2035 Preferred Scenario	0.249	0.603
2050 Baseline Scenario	0.302	0.742
2050 Preferred Scenario	0.255	0.626

* Estimates include emissions from tire wear and brake wear

Results for Environmental Justice Air Quality Measures

To assess the impacts of air quality on EJ communities, buffer areas of 500 and 1,000 feet from the US 101 corridor were established. The following figures provide an example of the buffer area relative to the EJ communities of concern for the major populated areas adjacent to US 101. These two buffer areas were used to calculate the percentage of land area and population within these distances for both communities of concern and the county overall. It is important to note that since some EJ communities have overlapping boundaries, the land area is only counted once.

[2] Air Resources Board. *Air Quality and Land Use Handbook: A Community Health Perspective.* June 2005.

Figure G-11: Buffer Areas Adjacent to US 101 and EJ Communities, South Coast

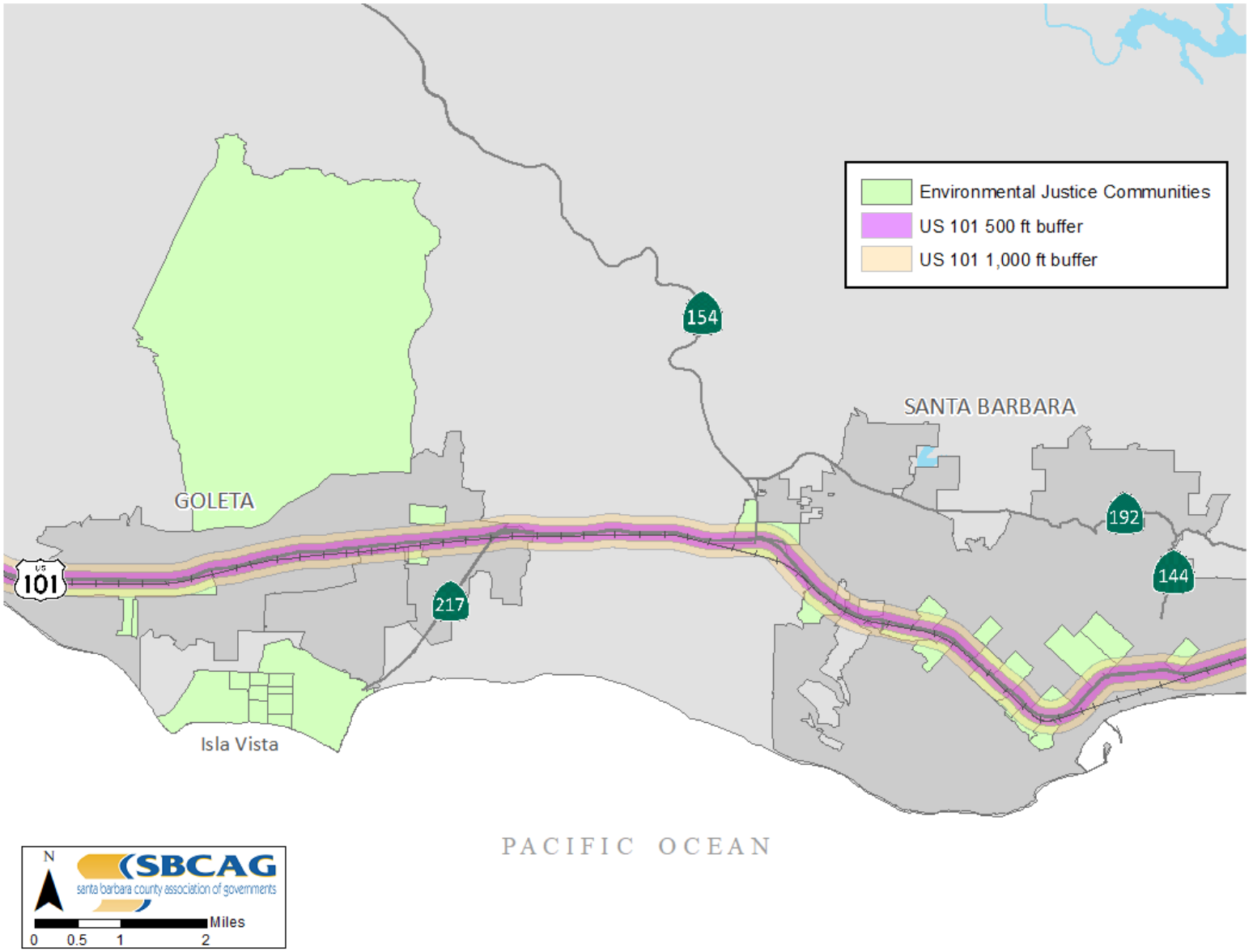


Figure G-12: Buffer Areas Adjacent to US 101 and EJ Communities, Santa Maria Valley

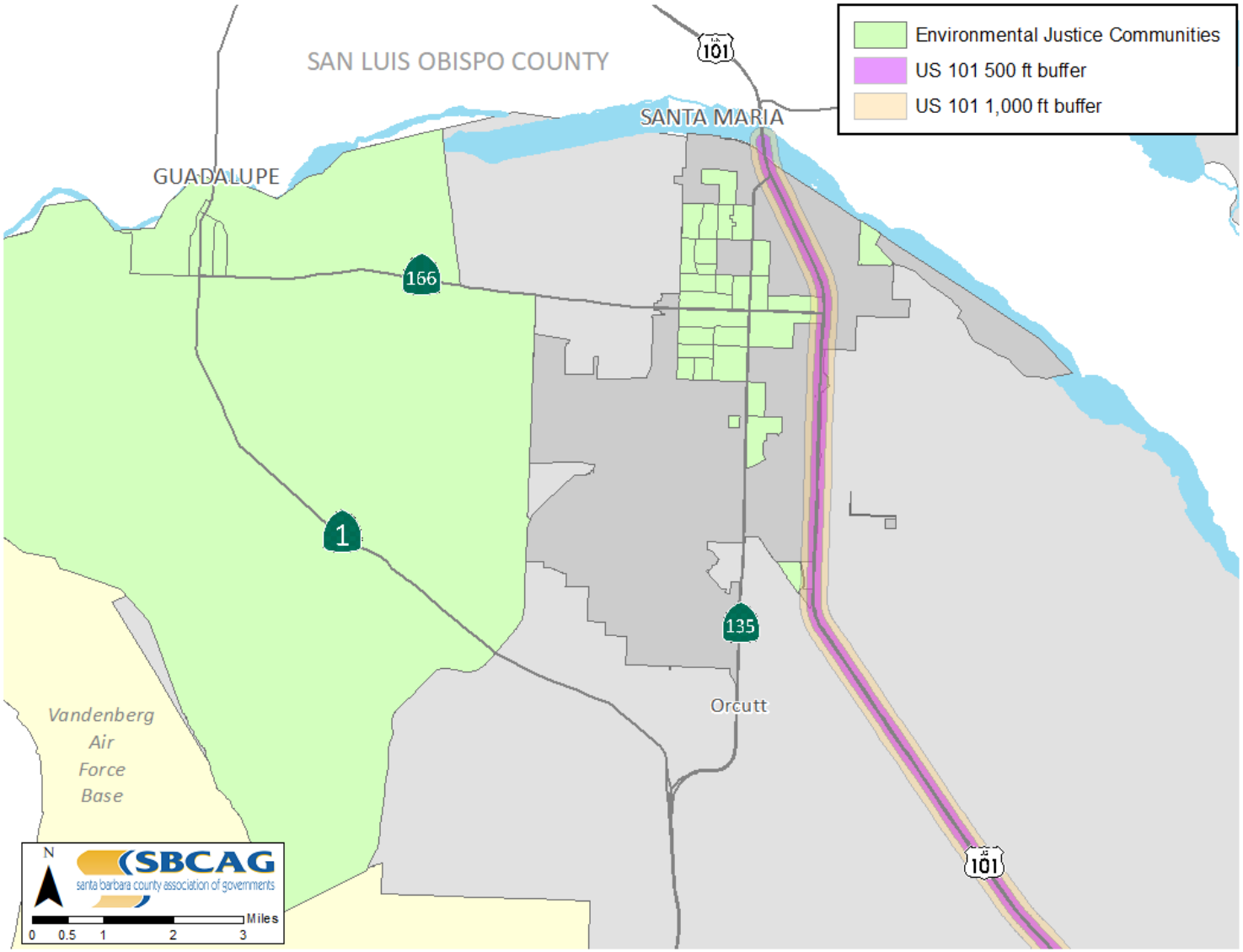


Table G-6: US 101 Buffer Analysis – Land Area and Forecast Population Growth, EJ Communities and Countywide Comparison

Performance Measure	Geographic Area	Units	2015	Future Baseline 2050	Future Baseline Change from 2015 Diff	Future Baseline Change from 2015 %	Preferred Scenario 2050	Preferred Scenario Change from 2015 Diff	Preferred Scenario Change from 2015 %	Preferred Scenario Change from FB Diff	Preferred Scenario Change from FB %
Land Area within 500 feet of US 101	EJ Communities	Sq. Mi.	0.75								
	Non-EJ Communities	Sq. Mi.	17.39								
	Countywide	Sq. Mi.	18.60								
	Compare EJ to Non-EJ		-16.64								
	Compare EJ to Countywide		-17.85								
Land Area within 1,00 feet of US 101	EJ Communities	Sq. Mi.	1.39								
	Non-EJ Communities	Sq. Mi.	32.52								
	Countywide	Sq. Mi.	35.80								
	Compare EJ to Non-EJ		-31.13								
	Compare EJ to Countywide		-34.41								
Population within 500 feet of US 101	EJ Communities	Value	6,867	7,711	844	12.29%	10,265	3,398	49.48%	***2,554***	***33.12%***
	Non-EJ Communities	Value	24,929	27,888	2,959	11.87%	32,507	7,578	30.40%	4,619	16.56%
	Countywide	Value	31,796	35,599	3,803	11.96%	42,772	10,976	34.52%	7,173	20.15%
	Compare EJ to Non-EJ		-18,062	-			-22,242				
	Compare EJ to Countywide		-24,929	-			-32,507				
Population within 1,000 feet of US 101	EJ Communities	Value	14,948	17,023	2,075	13.88%	22,524	7,575	50.68%	***5,500***	***32.31%***
	Non-EJ Communities	Value	47,410	53,021	5,611	11.84%	62,727	15,317	32.31%	9,706	18.31%
	Countywide	Value	62,358	70,045	7,686	12.33%	85,251	22,893	36.71%	15,206	21.71%
	Compare EJ to Non-EJ		-32,462	-			-40,203				
	Compare EJ to Countywide		-47,410	-			-62,727				

Source: SBCAG Travel Model

Figures G-11 and -12 indicate several EJ communities located along and adjacent to the region's US 101 corridor. Table G-6 shows land area and population growth indicators for the 500 and 1,000 foot buffer areas along US 101 for the EJ communities, "non" EJ communities and the county as a whole. The following conclusions were drawn from Table G-6:

- The land area is relatively evenly distributed for each of the three geographic areas within the buffer areas relative to their overall size (less than 2 percent).

- For those located within the 101 buffer areas, the population growth within the EJ communities expands at a higher rate out to 2050 than in the "non" EJ communities and countywide. Within the 500- and 1,000 foot US 101 buffer area, the population increases approximately 30% under the preferred scenario when compared with the baseline scenario in 2050.

Appendix H

Congestion Management

Appendix H

Congestion Management Process

Federal Requirements

As a federally-designated Transportation Management Area, SBCAG is responsible for fulfilling federal congestion management requirements by implementing policies, programs, and projects in the Regional Transportation Plan (RTP) and Transportation Improvement Program (Title 23 Part 460 Section 320). The federal congestion management provisions utilize the RTP as the primary tool to provide solutions for congestion.

State Requirements

SBCAG was the designated as the Congestion Management Agency for Santa Barbara County in 1991, after the passage of Proposition 111, which increased the state gasoline tax. In July 2018, the SBCAG Board directed staff to work with local jurisdictions to explore becoming exempt from the state's Congestion Management Program statutes. The exemption process outlined in Assembly Bill 2419 (1996) requires "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 become exempt from the congestion management program." (Gov. Code § 65088.3). In October and November 2018, SBCAG staff coordinated with local public works staff, city councils and the county board of supervisors to adopt local resolutions of support for exemption from the state CMP statute. In January 2019, the SBCAG Board approved a resolution exempting the region from the state CMP statute.

System Performance Management (PM3) Target

On May 20, 2017, the Federal Highway Administration (FHWA) final System Performance Management rule took effect. The rule, published in the Federal Register (82 FR 5970) on January 18, 2017, establishes performance measures that Caltrans and MPOs will use to report on the performance of the Interstate and Non-Interstate National Highway System (NHS) to carry out the National Highway Performance Program (NHPP). The portions of the rule that apply performance measures on the Interstate system are not applicable to the SBCAG region, since there are no Interstate miles in Santa Barbara County. The rule addresses requirements established by the Moving Ahead for Progress in the 21st Century Act (MAP-21), and reflects passage of the Fixing America's Surface Transportation (FAST) Act. Federal regulations require Caltrans to establish and report annual targets related to each of the performance measures each year.

Caltrans coordinated a target-setting effort in 2018 with each of the states MPOs through a Technical Advisory Group. The information provided during these engagements was used to collaboratively establish targets for the performance measures.

Of the six measures developed for the rule, only one applies to the Santa Barbara County region: *Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS*. The rule states that MPOs have the flexibility to either adopt the state target and "plan and program projects so that they contribute toward the

accomplishment of the Caltrans system performance target for each performance measure" or choose their own target. In September 2018, SBCAG elected to adopt the state target for the *Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS*. The PM3 target that SBCAG elected to adopt is shown in Table A-1.

Table A-1: California Statewide Target for Performance on the Non-Interstate NHS

Performance Measure	2017 Baseline Data	2-Year Target	4-Year Target
Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS	73.0%	N/A	74.0% (+1%)

Relationship to the CMP

SBCAG determined that there would be a closer alignment with the Congestion Management Process and the requirements for the performance measurement (PM3) and target-setting process (as outlined above) after becoming exempt from the state CMP requirements. Staff had initially proposed a data collection and web-based program that summarized average speeds on the NHS. After review, staff determined that the amount of data processing and methods for determining speeds on arterials, for example, would be too labor intensive and time-consuming. Instead of calculating average speeds on the NHS, SBCAG will defer to the FHWA recommended methodology for the performance measure, as outlined above, which is an estimate of travel time reliability and report progress on an annual basis.

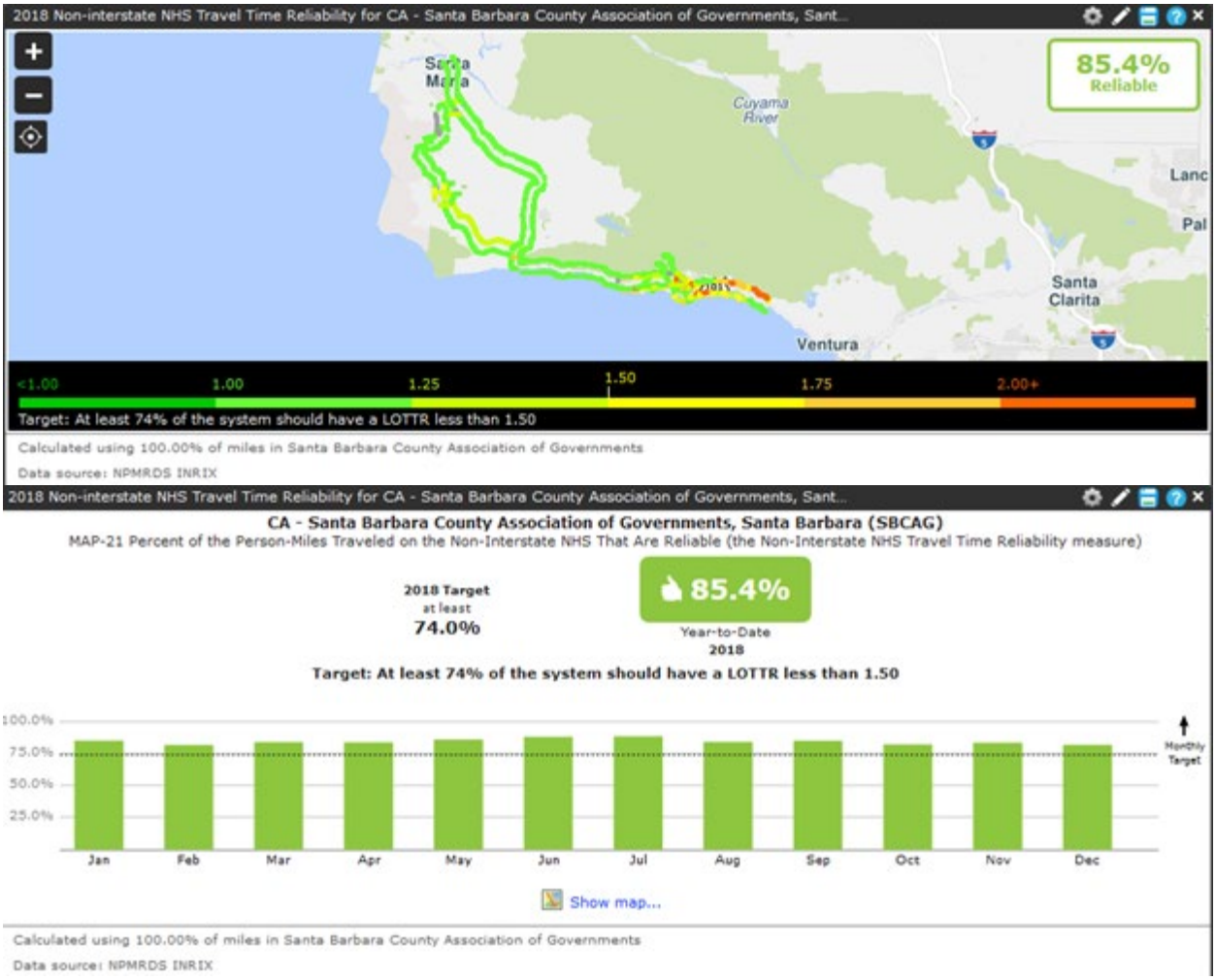
The Metric – Travel Time Reliability

A definition of travel time reliability can be found from the FHWA's Travel Time Reliability: Making It There On Time, All The Time[1]:

> Few people will dispute the fact that traffic congestion is common in many cities in the United States. In these cities, drivers are used to congestion and they expect and plan for some delay, particularly peak driving times. Many drivers either adjust their schedules or budget extra time to allow for traffic delays. But what happens when traffic delays are much worse than expected? Most travelers are less tolerant of unexpected delays because they cause travelers to be late for work or important meetings, miss appointments, or incur extra childcare fees. Shipper that face unexpected delay may lose money and disrupt just-in-time delivery and manufacturing processes.
>
> In the past, traffic congestion has been communicated only in terms of simple averages. However, most travelers experience and remember something much different than a simple average throughout a year of commutes. Their travel times vary greatly from day-to-day, and they remember those few bad days they suffered through unexpected delays. Travel time reliability measures the extent of this unexpected delay. A formal definition of travel time reliability is: *the consistency of dependability in travel times, as measured from day-to-day and / or across different times of the day*.

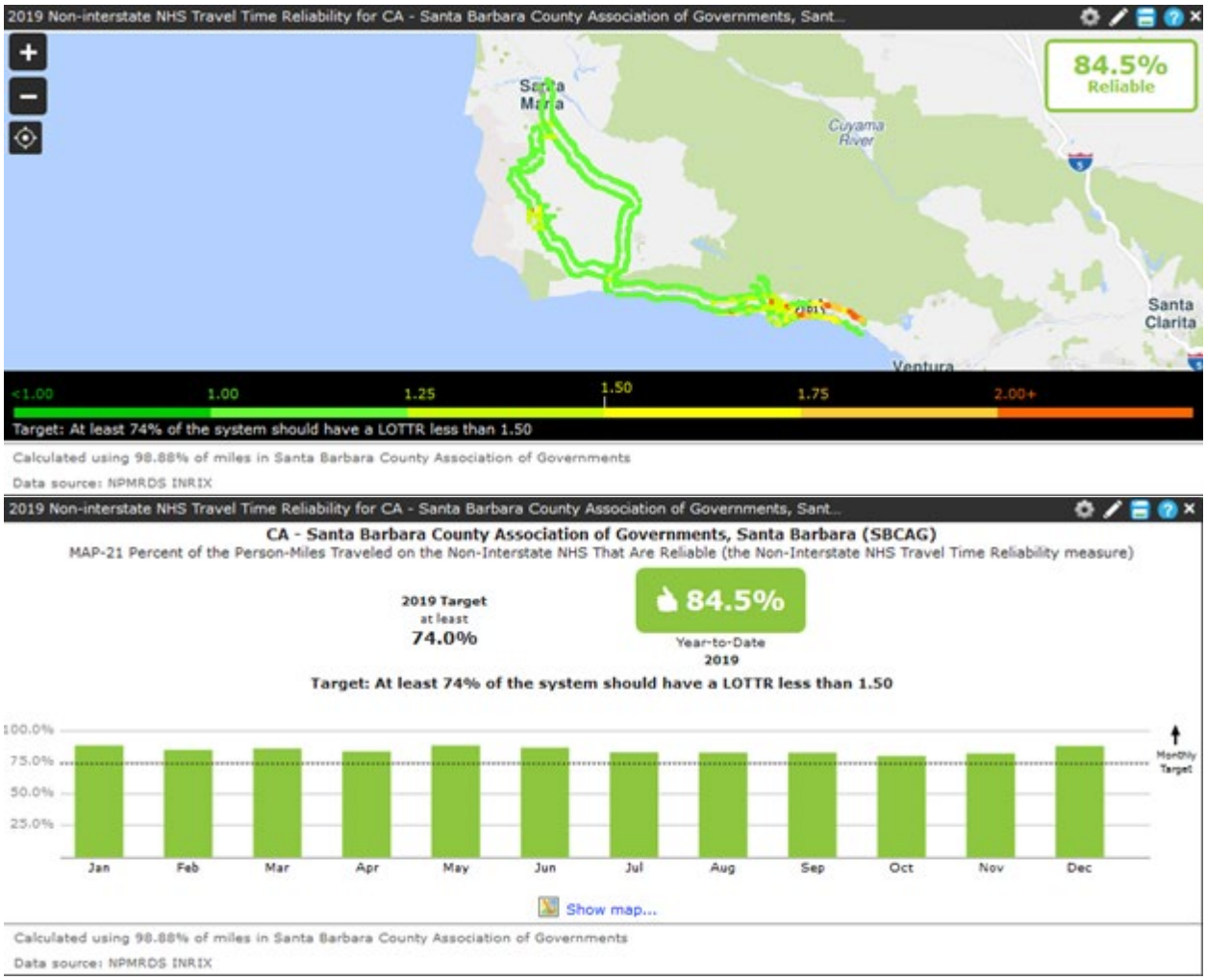
[1] https://ops.fhwa.dot.gov/publications/tt_reliability/TTR_Report.htm

Figure A-1



The FHWA and State DOTs (including Caltrans) have partnered with the University of Maryland CATT Lab to gather vehicle probe data on the nation's National Highway System (NHS) and develop a National Performance Monitoring Research Dataset (NPMRDS) for the purposes of performance monitoring for the System Performance Management rule. To date, two years of data is available in the web-based system. A summary of the data for the Santa Barbara County region is shown in Figures A-1 and A-2. As shown, our region is below the statewide target, with congestion mainly concentrated along the U.S. 101 corridor in the South Coast area. This corridor continues to be a major focus of improvement for SBCAG and our partners through the Measure A and SB1 funding programs.

Figure A-2


2019 Non-interstate NHS Travel Time Reliability for CA - Santa Barbara County Association of Governments, Sant...
84.5%
Reliable
Santa Maria
Cuyama River
Santa Clarita
Ventura
<1.00
1.00
1.25
1.50
1.75
2.00+
Target: At least 74% of the system should have a LOTTR less than 1.50
Calculated using 98.88% of miles in Santa Barbara County Association of Governments
Data source: NPMRDS INRIX
2019 Non-interstate NHS Travel Time Reliability for CA - Santa Barbara County Association of Governments, Sant...
CA - Santa Barbara County Association of Governments, Santa Barbara (SBCAG)
MAP-21 Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable (the Non-Interstate NHS Travel Time Reliability measure)
2019 Target
at least
74.0%
84.5%
Year-to-Date
2019
Target: At least 74% of the system should have a LOTTR less than 1.50
100.0%
75.0%
50.0%
25.0%
Monthly Target
Jan
Feb
Mar
Apr
May
Jun
Jul
Aug
Sep
Oct
Nov
Dec
Show map...
Calculated using 98.88% of miles in Santa Barbara County Association of Governments
Data source: NPMRDS INRIX

Appendix I

Land Use Model & Regional GreenPrint

Protecting Resource Areas and Farmland

Existing land uses include a range of protected lands, such as open space, habitat, farmland and other resource areas. These resource areas were compiled in geographic data as a "Regional Greenprint" and act as constraints to development of land within the Connected 2050 land use assumptions. The SCS preferred scenario focuses new development in infill locations in existing urbanized areas, avoiding resource areas identified in the Regional Greenprint.

The regional-scale figures that follow illustrate the general locations of resources such as protected, sensitive or special status species areas, open space and conservation areas, and farmlands included in the Regional Greenprint. The RTP-SCS policies make explicit the commitment to protecting these resource areas and avoiding the location of future growth in these resource areas. To limit the complexity of the following maps, additional geographic information included in the Greenprint analysis are not separately shown. Some of the additional information includes lands subject to conservation and the Williamson Act, areas designated by the State Mining and Geology Board as areas of statewide significance, habitat connectivity areas, and the National Wetlands Inventory for vernal pools and floodplains.

Agriculture Lands

The region's agricultural lands are shown on Figure H-1. For scenario modeling purposes, agricultural land is "farmland" as defined in Government Code Section 65080.01(b). The farmland categories are developed from the California Department of Conservation Farmland Mapping and Monitoring Program. This program is based on modern soil surveys developed by the U.S. Department of Agriculture, which employ a soil classification system that combines technical soil ratings and current land use as the basis for farmland maps. The categories are defined as follows:

1. **Prime Farmland:** The best combination of physical and chemical features able to sustain long term agricultural production and produce sustained high yields.
2. **Farmland of Statewide Importance:** Similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture.
3. **Unique Farmland:** Lesser quality soils used for the production of the state's leading agricultural crops and may include non-irrigated orchards.
4. **Farmland of Local Importance:** Importance to the local county's or cities' agricultural economy as determined by each county's local advisory committee and adopted by its Board of Supervisors.
5. **Grazing Land:** The existing vegetation is suited to the grazing of livestock.

Natural Resource Areas

The region's natural resource areas are illustrated on Figure H-2. The natural resource areas represent plant and animal habitat from California Department of Fish and Wildlife, California Natural Diversity Database (CNDDB). The CNDDB is part of a nation-wide network of similar programs overseen by NatureServe (formerly part of The Nature Conservancy) that provide location and natural history information on special status plants, animals, and natural communities. Also shown is sensitive habitat in Environmentally Sensitive Habitat Overlays and Riparian Corridor Overlays adopted by the County of Santa Barbara as part of the General Plan.

Open Space

The open space and conservation areas represent the Protected Areas Database developed by the U.S. Geological Service (PAD-US) and include lands held in ownership for permanent or long-term open space use. These include national parks and forests, public lands, State and local parks and reserves, lands held by non-profit organizations, conservation easements and many other areas. The Protected Areas Database was developed with aggregated datasets from the Bureau of Land Management, the GreenInfo Network and The Nature Conservancy. Other federal, state, local, non-governmental organizations and land trusts provided data that was more limited in scope. The region's open space areas are shown in Figures H-3 and H-4.

California State Wildlife Action Plan

The California Department of Fish and Wildlife (CDFW) prepares a State Wildlife Action Plan that examines the health of wildlife and prescribes actions to conserve wildlife and vital habitat before they become more rare and more costly to protect. The plan also promotes wildlife conservation while furthering responsible development and addressing the needs of a growing human population. The most recent State Wildlife Action Plan was prepared in 2015.[1]

Land Use Model Categories

The following summary table of generalized land use categories from the SBCAG regional land use model shows that open space, public lands, and agriculture combined are by far the most prevalent land uses in the region, comprising approximately 86 percent or 1.5 million acres of the County-wide total land area of 1.6 million acres, followed by the Vandenberg Air Force Base military category with 6 percent or 100,400 acres. With its principal purpose of scenario modeling to accommodate forecast growth, the SBCAG regional land use model focuses principally on commercial, residential and industrial land uses. Of the urban land use categories, low-density residential has the largest proportion, with 1.3 percent or 23,000 acres.

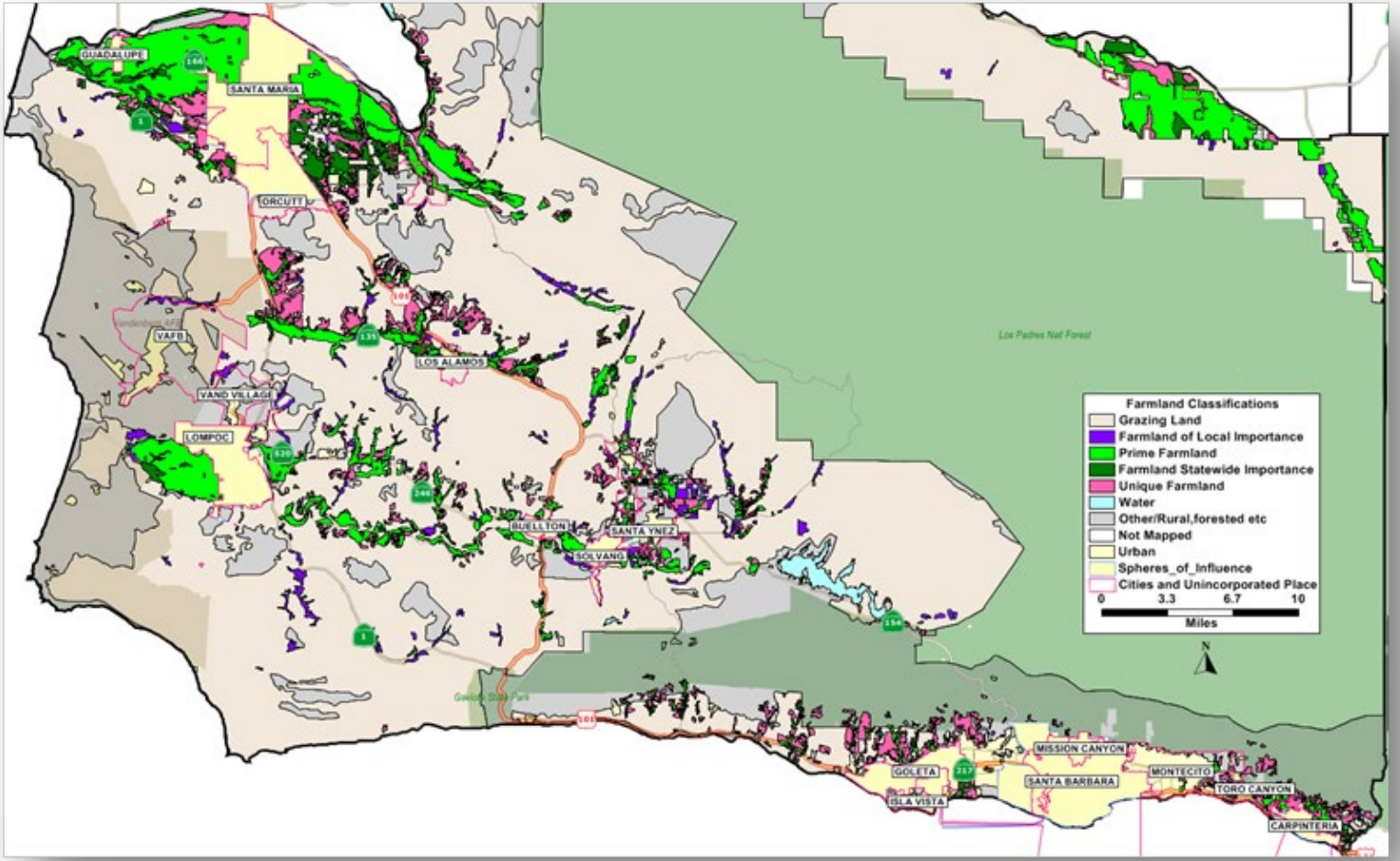
For further information regarding the land use model, please refer to the Technical Methodology.

[1] California Department of Fish and Wildlife, https://wildlife.ca.gov/SWAP

Table H-1: Land Use Model – General Plan CrossWalk – Summary of Generalized Land Use Categories

General Plan Land Use Category[123]	Area (Acres)	Percentage
Agriculture/Public Lands/Open Space	1,457,658	85.68%
Airport	591	0.03%
Downtown Commercial	980	0.06%
General Commercial	1,912	0.11%
High density residential	3,095	0.18%
Highway Commercial	77	0.00%
Industry	4,819	0.28%
Institutional	5,459	0.32%
Low density residential	22,803	1.34%
Medium density residential	15,306	0.90%
Military	100,399	5.90%
Mixed Uses: High Density Commercial & High Density Residential	1,053	0.06%
Mixed Uses: Industry & High Density Residential	85	0.00%
Mixed Uses: Low Density Commercial & High Density Residential	91	0.01%
Mixed Uses: Low Density Commercial & Low Density Residential	7	0.00%
Mixed Uses: Low Density Commercial & Medium Density Residential	245	0.01%
Mixed uses	71	0.00%
Neighborhood Commercial	245	0.01%
Office	854	0.05%
Planned Development	0	0.00%
Public lands & open space	70,872	4.17%
Reservation Casino	141	0.01%
School	2,640	0.16%
Service Commercial	104	0.01%
Transportation Corridor	2,340	0.14%
Urban Reserve	0	0.00%
Utility Services	607	0.04%
Very low density residential	8,615	0.51%
Visitor Commercial	170	0.01%
Total	1,701,238	100.00%

Figure H-1: Agricultural Lands

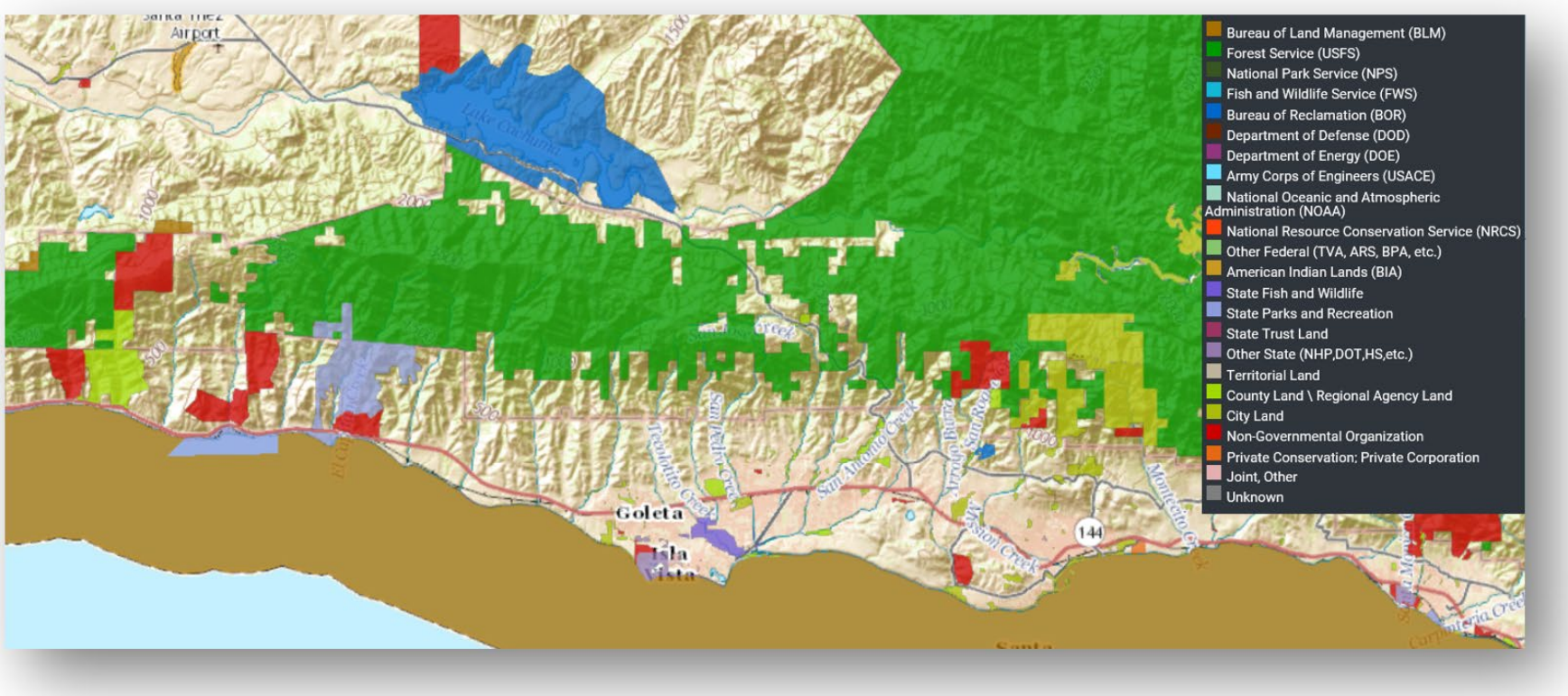


Source: California State Department of Conservation, Farmland Mapping and Monitoring Program, 2014

Figure H-2: Natural Resource Areas

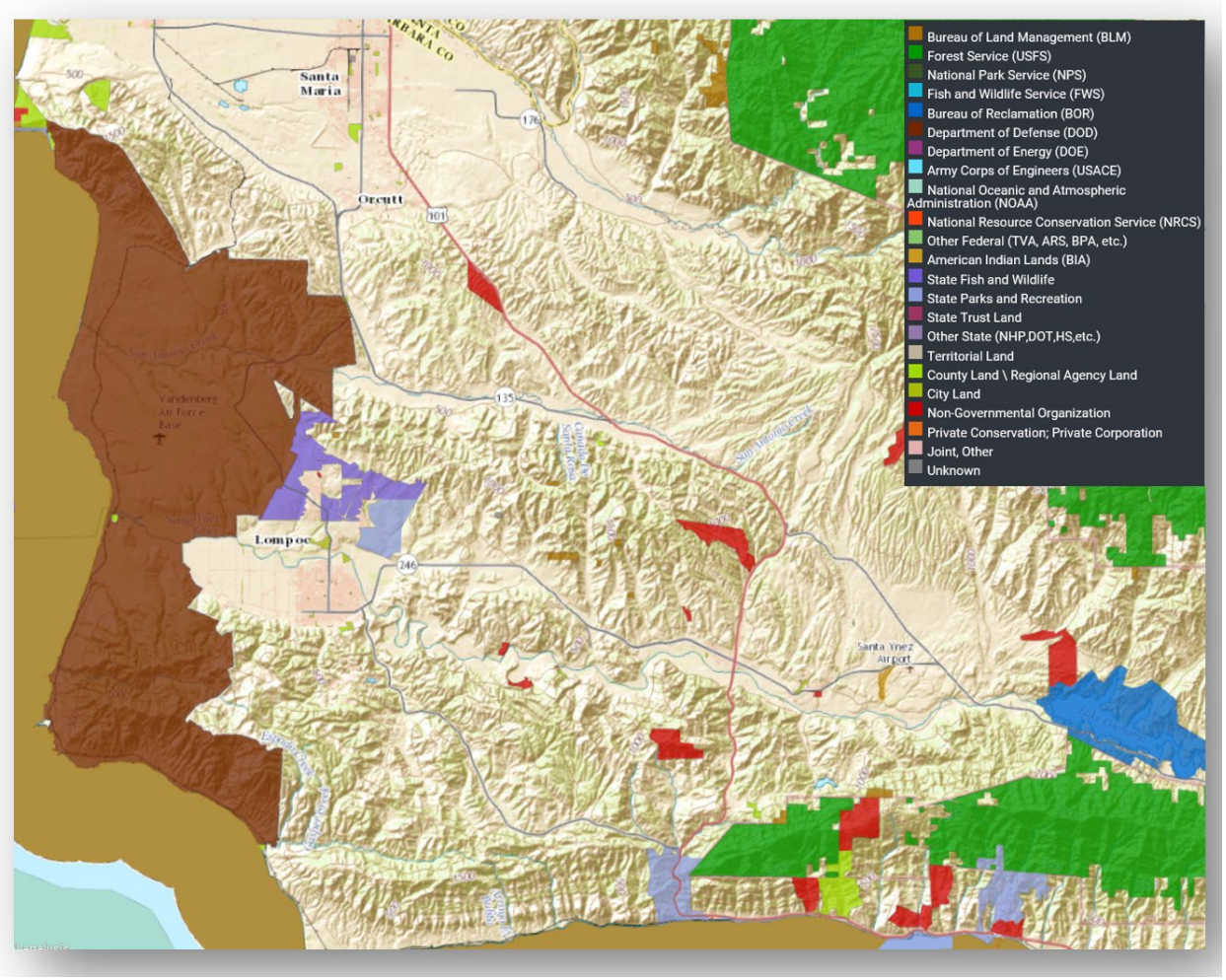
Source: California Department of Fish and Wildlife, Plant and Animal Habitat, California Natural Diversity Database. Sensitive Habitat is a representation of the Board of Supervisors adopted Environmentally Sensitive Habitat and Riparian Corridor overlays.

Figure H-3: SC Open Space



Source: US Geological Service, Protected Areas Database (PAD-US), May 2016

Figure H-4: NC Open Space



Source: US Geological Service, Protected Areas Database (PAD-US), May 2016

Appendix J
Comments and Responses

County of Santa Barbara
Planning and Development

Lisa Plowman, Director
Jeff Wilson, Assistant Director
Steve Mason, Assistant Director

July 8, 2021

Jared Carvalho
Santa Barbara County Association of Governments (SBCAG)
260 North San Antonio Road, Suite B
Santa Barbara, CA 93110
Email: JCarvalho@sbcag.org

RE: County of Santa Barbara (County) Planning and Development Department (P&D) Comments on the "Connected 2050" Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) and Programmatic Environmental Impact Report (PEIR)

Dear Mr. Carvalho:

Thank you for notifying us of the release of, and affording us the opportunity to comment on, the Connected 2050 RTP/SCS and PEIR. Our comments on these documents are set forth below, organized by document with references to the applicable chapter or section.

RTP/SCS

Chapter 1

COUNTY1 • The watermark obscures a lot of the text. We suggest moving *"draft (date)"* to the header or elsewhere in the document instead of a watermark.

COUNTY2 • Figure 1-5: The text does not mention Figure 1-5. Please briefly explain the purpose and content of Figure 1-5. This comment also applies to Table 3-1 and some other tables.

COUNTY3 • Page 1-11: The text states that the preferred scenario reduces greenhouse gasses (GHGs) emissions and reactive organic gases in 2020. If this is an error, please correct the date; if not, please explain how the preferred scenario can retroactively reduce GHGs emissions and reactive organic gases in 2020.

Chapter 2

COUNTY4 • Figure 2-10: This figure is small and difficult to read. We suggest that you put it on a separate page to improve readability.

COUNTY5 • "Plan Performance" subsection: Please clarify whether SBCAG established performance measures for previous RTPs and, if so, whether the region met those performance measures.

COUNTY6 • Page 2-24: The "National Highways" section references Figures 34 through 36, but the draft RTP/SCS does not include these figures. Please provide these figures.

COUNTY7 • Page 2-31: Please provide the table number that is missing in the first sentence on this page.

COUNTY8 • "Public Transit Services" section: Please include a description of transit services for students. Please provide the number of students who are served and the number of school buses used to transport them. Transportation and circulation analyses typically do not consider school transit services, but we acknowledge that they are a resource that can reduce passenger trips.

COUNTY9 • Table 2-6: Please revise the table to show that Southwest Airlines operates out of the Santa Barbara Airport.

Chapter 3

COUNTY10 • "Regional Growth Forecast" section: Although the University of California, Santa Barbara (UCSB) campus is not part of the "jurisdiction" under analysis in the RTP/SCS, the regional growth forecast should address UCSB's plans for increasing student population, in order to provide a more accurate description of the population dynamics that the region is expected to experience.

COUNTY11 • Page 3-13: Please define and/or provide a description of a "commercial growth management ordinance."

COUNTY12 • Page 3-30: Figure 3-5, Transit Priority Project areas – South Coast Region, shows many transit priority projects (purple) in Isla Vista. However, the text does not describe these projects. Please describe these projects.

COUNTY13 • Page 3-39 (related page 3-41 and Executive Summary): This text states that the preferred scenario would increase vehicle miles traveled (VMT), daily traffic volumes, vehicles hours of delay, and vehicle hours traveled within the cities of Santa Barbara and Goleta (as compared to the baseline scenario). However, the PEIR states on page 3-41 and in the Executive Summary that the preferred scenario would reduce overall VMT, vehicle hours, average daily traffic, and overall congestion. Please specify which regions of the county would experience these beneficial effects of the preferred scenario.

COUNTY14 • Please suggest additional methods to mitigate the increased VMT, congestion, etc., in the South Coast under the preferred scenario (e.g., dedicated travel lanes and public charging/docking stations for electric bikes and scooters).

COUNTY15 • The draft PEIR states that the RTP/SCS did not factor in Governor Newsom's Executive Order N-79-20 from September 23, 2020, which requires 100 percent of in-state sales of new passenger cars and trucks to be zero-emission by 2035. Please add this information to the RTP/SCS to provide a more accurate/complete description of potential future GHGs-reducing measures which are relevant to the RTP/SCS.

COUNTY16 • Pages 3-38 and 3-45: Please acknowledge, and provide an analysis of, potential long-term effects of COVID-19 on transit ridership—particularly the potential for reduced ridership (as compared to the forecasted ridership)—due to (1) increased numbers of employees working from home, and (2) some members of the public's concern with exposure in confined transit vehicles. SBCAG did not model the "telecommuting" off-model strategy, but the RTP/SCS should discuss the potential effects on transit ridership.

PEIR

Air Quality Section

Impact AQ-2: Nearly all of Santa Barbara County is currently under "Extreme Drought" conditions. Regarding requiring water trucks or sprinkler systems to frequently water exposed dirt areas, the PEIR should include recommendations such as the use of recycled water, soil binders or dust palliatives during times of severe or extreme drought.

Cultural Resources

Please identify the Transit Priority Project Areas that are currently vacant versus how many are "underutilized" and require demolition of existing structures before constructing more dense residential (or other) buildings. This information would help gauge the level of potential impacts to potentially historic structures.

- Impact CR-3: It is unclear/unsubstantiated as to why the PEIR concludes that potential impacts to human remains would be insignificant. Please clarify whether the analysis is based on the assumption that the remains would be left in place and covered, or somehow otherwise prevented from further disturbance. If human remains must be relocated, the proposed project will have at least a potentially significant—if not, unavoidably significant—impact with regard to cultural resources. Please address this in the PEIR analysis by either:

  (1) Providing additional analysis supported by substantial evidence to demonstrate how impacts to human remains would be insignificant; or

  (2) Changing the conclusions of the analysis such that the proposed project's impacts to human remains will be potentially significant, and set forth mitigation measures to reduce the impacts.

Santa Barbara County has challenges with energy resiliency given its location at the "end of the line" for two electric service providers (Southern California Edison and Pacific Gas and Electric). Also, local topography creates barriers to a more regional interconnected grid system. Indeed, the utilities must implement public safety power shutoffs during times of sundowner wind events, high temperatures, and other times of peak energy usage or potential disruption. Adding 25,000 residential units in the next 10 years would dramatically increase the existing electric grid load. The PEIR should describe the new facilities which would be required to accommodate this increase in grid load, impacts resulting from the construction and use of the facilities, and mitigation measures to reduce any potentially significant impacts resulting from the construction and use of the facilities.

Geologic Constraints

The County's *Environmental Thresholds and Guidelines Manual* (page 80) states that a proposed project will have a potentially significant geological impact if the proposed project includes construction of a cut slope over 15 feet in height as measured from the lowest finished grade. However, the PEIR item GEO-1(b) uses a 20-foot cut slope—rather than the County's

actual 15-foot cut slope—as the significance threshold. Please revise the analysis in item GEO-1(b) using the County's 15-foot cut slope threshold.

- The County's *Environmental Thresholds and Guidelines Manual* (page 80) states that a proposed project will have a potentially significant geological impact if the proposed project is located on slopes exceeding 20 percent grade. Please revise the PEIR to include an analysis of potentially significant impacts associated with the construction of facilities on slopes exceeding 20 percent grade.

GHGs Emissions and Climate Change

Page 4.8-11: In 2017, the County conducted a GHGs emissions inventory, pursuant to the requirements of the County's 2015 Energy and Climate Action Plan (ECAP) (Implementation Item 6-2). The emissions inventory revealed that the ECAP was not projected to meet its 2020 GHG emissions reduction target and, therefore, in 2018, the County Board of Supervisors directed staff to prepare: (1) a new climate action plan; and (2) new GHG California Environmental Quality Act (CEQA) thresholds to be used until the County adopts the new climate action plan (estimated 2022) ("interim GHGs thresholds"). In January 2021, the County Board of Supervisors adopted the interim GHGs thresholds, which are set forth in Chapter 10 of the County's *Environmental Thresholds and Guidelines Manual*. [These interim GHGs emissions thresholds of significance are the same thresholds described in our January 13, 2021, letter to you, regarding the Notice of Preparation for the PEIR (enclosed with this letter).]

Please revise the projected 2030 GHGs emissions and corresponding analysis of impacts that are anticipated to result from such emissions, pursuant to the interim GHGs thresholds set forth in Chapter 10 of the County's *Environmental Thresholds and Guidelines Manual.* Please consult the following memorandum that provides additional technical guidance for the analysis, and refer to it in the "Local Regulations" section of the PEIR:

- "Santa Barbara County Interim Greenhouse Gas Thresholds Justification," prepared by Ascent Environmental (Ascent) for the County of Santa Barbara Planning and Development Department, October 14, 2020.

The memorandum describes the updated "business as usual" emissions projected by 2030, based on a 2016 GHGs emissions inventory. The memorandum is available here and is enclosed with this letter.

- Page 4.8-22: When the County Board of Supervisors decided to prepare a new climate action plan (discussed above), it adopted a new target to reduce emissions by 50 percent below 2007 levels by 2030. In the PEIR, please refer to, and provide a revised analysis of the proposed project based on, the County's 2030 GHGs emissions reduction target, instead of the 2020 target in the County's 2015 ECAP. Please state whether Connected 2050 will conflict with the County's goal to reduce GHGs emissions in the unincorporated county areas 50 percent by the 2030. Please use the County's adopted interim GHGs emissions Significance Threshold of 3.8 metric tons of carbon dioxide equivalent per service population, per year (Chapter 10 of the County's *Environmental Thresholds and Guidelines Manual*).

Transportation and Circulation

- Please consider adding the following as VMT-reducing and GHG-reducing measures:
    - Provision of dedicated routes/lanes and on-site amenities for electric bicycles and electric scooters, including on-site charging.
    - Provision of new or improved transit and pedestrian amenities for school bus stops.
- In the Existing Conditions section, please discuss the school bus network. School buses are not mentioned, but they are a transportation resource as stated above in this letter.
- Page 4.12-16: The County is in the process of preparing an Active Transportation Plan for the unincorporated areas.
- Page 4.12-17: Please acknowledge SBMTD's "net zero" goal by the year 2030.

Other

- The draft PEIR does not discuss coastal resources. (See Chapter 7 of the County of Santa Barbara's *Environmental Thresholds and Guidelines Manual*.) Some of the "Transit Priority Areas" in Figure 3-3 of the draft RTP/SCS appear to be in the Coastal Zone, including in Isla Vista and the Carpinteria/Rincon area. Please assess whether implementation of the proposed RTP/SCS scenario would affect coastal resources due to the proliferation of seawalls/coastal protective structures.
- Please add implementation of the County's Active Transportation Plan (under development) to the Programmed Projects List included in Appendix C.

Thank you for the opportunity to provide comments on the "Connected 2050" draft RTP/SCS and PEIR. Please contact Dan Klemann at (805) 453-4803 or dklemann@countyofsb.org if you have any questions.

Regards,

Lisa Plowman
Director
County of Santa Barbara Planning and Development Department

Encl.: 1. January 13, 2021, County comment letter regarding the Notice of Preparation for the PEIR
2. October 14, 2020, County Interim Greenhouse Gas Thresholds Justification Memo

cc Mike Becker, Director of Planning, SBCAG, 260 North San Antonio Road, Suite B, Santa Barbara, CA 93110
Dan Klemann, Deputy Director, County of Santa Barbara Planning and Development Department
Allen Bell, Supervising Planner, County of Santa Barbara Planning and Development Department
Zoe Carlson, Senior Planner, County of Santa Barbara Planning and Development Department
Selena Evilsizor Whitney, Senior Planner, County of Santa Barbara Planning and Development Department

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County of Santa Barbara
Planning and Development

Lisa Plowman, Director
Steve Mason, Assistant Director

January 13, 2021

Jared Carvalho
Santa Barbara County Association of Governments
260 North San Antonio Road, Suite B
Santa Barbara, CA 93110

Email: JCarvalho@sbcag.org

RE: Santa Barbara County Association of Governments (SBCAG) Connected 2050 Environmental Impact Report (EIR)

Dear Mr. Carvalho:

Thank you for the opportunity to comment on the scope and content of the EIR for the update to the Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) (collectively, "Connected 2050"). During SBCAG's virtual hearing on January 5, 2021, SBCAG staff stated that the draft Connected 2050 would not be complete and released until this summer. As a result, County staff can only provide preliminary comments on the general methodology for preparing the EIR. We have no basis for "identifying the range of actions, alternatives, mitigation measures, and significant effects to be analyzed" or offering other comments at this time according to California Environmental Quality Act (CEQA) Guidelines Section 15083.

County staff offer the following preliminary comments regarding the EIR:

1. Environmental Checklist: The County recognizes that SBCAG will use the Environmental Checklist from Appendix G of the CEQA Guidelines (Appendix G). County departments are likely to serve as responsible agencies for the project; must rely on the EIR for the environmental analysis of discretionary decisions that they make regarding the project; and must use the County's initial study assessment guidelines when conducting the environmental analysis of the project. As such, please analyze the project pursuant to the requirements of the County's assessment guidelines (http://countyofsb.org/plndev/permitting/environmentalreview.sbc), as well as Appendix G.

The County's assessment guidelines rely on the County's recently adopted vehicles miles traveled (VMT) thresholds of significance. The EIR should include these thresholds of significance in the analysis of project impacts. The County's Environmental Thresholds and Guidelines Manual contains these and other adopted thresholds of significance: https://cosantabarbara.app.box.com/s/vtxutffe2n52jme97lgmv66os7pp3lm5

In addition, on January 26, 2021, the County of Board of Supervisors (Board) will be considering amendments to the County's greenhouse gas (GHGs) emissions thresholds of significance. Assuming that the Board adopts these amendments, the EIR should include the analysis that is required pursuant to the amended thresholds.

2. Transportation Impacts (Senate Bill (SB) 743): The County and several other local jurisdictions are working on implementing SB 743. The County also is currently working on adopting an Active Transportation Plan (ATP), which will be followed by an update to the Circulation Element. (See the descriptions of these projects at http://countyofsb.org/plndev/projects/projects.sbc.) Please consider and disclose the relationships between, and the cumulative impacts of, these projects and similar projects of other local jurisdictions.

We look forward to reviewing the draft Connected 2050 and draft EIR and anticipate providing additional comments as the documents become available. If you have any questions or require further information, please contact me at (805) 568-2086 or Dan Klemann at (805) 568-2072.

Regards,

Lisa Plowman, Director
Planning and Development Department

cc: Dan Klemann, Deputy Director, Long Range Planning Division, P&D
Selena Evilsizor Whitney, Senior Planner, P&D
Zoë Carlson, Senior Planner, P&D
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Memo

1230 Columbia Street, Suite 440
San Diego, CA 92101
619.219.8000

Date: October 14, 2020

To: Selena Evilsizor Whitney, AICP, County of Santa Barbara

From: Brenda Hom and Poonam Boparai

Subject: Santa Barbara County Interim Greenhouse Gas Thresholds Justification

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1 INTRODUCTION

The County of Santa Barbara (County) is developing interim greenhouse gas (GHG) emissions thresholds to apply to new development projects while the County updates its Energy and Climate Action Plan (ECAP). The updated ECAP, now referred to as the 2030 Climate Action Plan (CAP), will identify reductions needed in both existing and new developments in the county to meet its 2030 GHG emissions reduction target. In July 2020, the County adopted a new target to reduce its emissions by 50 percent below 2007 levels by 2030 with direction from the Board of Supervisors (County of Santa Barbara 2020). The interim thresholds will help the County process discretionary projects under the California Environmental Quality Act (CEQA) and continue to achieve GHG emissions reductions from new development while it prepares the 2030 CAP.

The County Planning and Development Department is developing the interim GHG emissions thresholds to assist project applicants to comply with the requirements of CEQA regarding potentially adverse impacts to climate change. The determination on whether or not a project may have a significant effect on the environment shall be based in part on the thresholds of significance. The proposed interim thresholds for GHG emissions are quantitative measures of environmental change. Thresholds of significance supplement provisions in the Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines) for the determination of significant environmental effects, including Sections 15064, 15065, 15382 and Appendix G incorporated herein. The primary purpose of the interim GHG emissions thresholds is to provide a means to identify proposed local plans and development projects that may have a significant adverse effect related to GHGs. Subsequent sections of this memorandum present the justifications for the recommended interim GHG emissions thresholds.

The CEQA Guidelines address GHG emissions as a cumulative impact due to the global nature of climate change (CEQA Guidelines, § 15064.4.(b)). As the California Supreme Court explained, "because of the global scale of climate change, any one project's contribution is unlikely to be significant by itself" (*Cleveland National Forest Foundation v. San Diego Assn. of Governments* (2017) 3 Cal.5th 497, 512.). A project's significant GHG impacts must be disclosed and mitigated to the extent feasible whenever the lead agency determines that the project contributes to a significant, cumulative climate change impact (CEQA Guidelines, §§ 15064.4.(b) and 15183.5). Therefore, the impacts analysis of GHG emissions is global in nature and should be considered in a broader context. A project's incremental

contribution may be cumulatively considerable even if it appears relatively small compared to statewide, national or global emissions (CEQA Guidelines, § 15064.4.(b)). The interim GHG emissions thresholds are set at a level of impact that identifies either (1) a cumulatively considerable contribution to an existing adverse condition, or (2) a cumulatively significant impact in combination with other projects causing related impacts.

2 JUSTIFICATION FOR UPDATING THRESHOLDS

To determine the level of significance of an impact, CEQA analyses include an assessment of the nature and extent of each project-generated impact. CEQA gives lead agencies discretion on how to determine the significance of an environmental impact. Ultimately, formulation of a standard of significance requires the lead agency to make a policy judgment about where the lead agency draws the line of significance when distinguishing adverse impacts it considers to be significant and unavoidable, from those it considers to be either significant but mitigable, insignificant, have no impact, or have a beneficial impact. This policy judgment must be based on scientific information and other factual data to the extent possible (CEQA Guidelines, § 15064(b)).

The point at which a lead agency considers an environmental impact significant is fluid over time due to advances in science providing new or refined factual data, advances in technology, and the gradual improvement or degradation of an environmental resource. Other influential factors include new or revised regulations and standards, case law updates, and emerging new areas of concern.

Since the County adopted its ECAP in 2015, several changes occurred that affect the regulatory framework related to GHGs. In the past decade, estimates of global atmospheric temperature and GHG concentration limits needed to stabilize climate change have been adjusted downward (i.e., made more stringent). Simultaneously, the increasingly adverse anticipated impacts of climate change have already been realized. Previous scientific assessments assumed that stabilizing carbon dioxide (CO_2) concentrations in the range of 450 to 550 parts per million (ppm) would limit average global temperature rise to 2 to 3 degrees Celsius (˚C) above pre-industrial levels, which would be sufficient to minimize catastrophic climate change effects. Now, scientific study indicates that a rise of only 2 ˚C would be substantial enough to disrupt the global climate and result in a variety of catastrophic impacts on a global and local scale. To avoid such impacts, scientists recommend that concentrations of CO_2 should be kept below 350 ppm, a sizeable reduction from the current level of 410 ppm (Hansen et al., 2013).

Furthermore, the State has codified progressive GHG emissions reduction goals considering the evolving scientific data surrounding climate change. To further the goals of Executive Order S-3-05, Executive Order B-30-15, and Assembly Bill (AB) 32, the California legislature adopted Senate Bill (SB) 32 in 2016 to establish a statewide goal of reducing GHG emissions to 40 percent below 1990 inventory levels by 2030. SB 32 serves as an extension of the State's original climate change goal to reduce statewide GHG emissions to 1990 levels by 2020, as mandated by AB 32. Further, SB 32 may be perceived as a benchmark reduction goal for the State's pathway to 80 percent below 1990 levels of GHG emissions by 2050, as directed by Executive Order S-3-05. Agencies and project proponents must do their fair share to reduce local GHG emissions, which may be evaluated during the environmental review process, to meet these goals. In addition, on December 14, 2017, the California Air Resources Board (CARB) adopted California's 2017 Climate Change Scoping Plan (2017 Scoping Plan), the strategy for achieving California's 2030 GHG target (CARB 2017).

The County does not currently have an adopted threshold, qualified GHG emissions reduction plan, or other means to determine the significance of GHG emissions from proposed projects other than industrial stationary source projects. The County's current ECAP does not provide a framework for GHG emissions reductions through 2030. The County is currently in the process of developing the 2030 CAP that will address 2030 GHG reductions in the county. Once the County adopts its 2030 CAP, the County will provide updated thresholds of significance related to new, non-industrial stationary source projects.

Until the approval of the 2030 CAP and for all the reasons discussed above, the County is developing interim GHG emission thresholds to apply to new project applications submitted prior to the adoption of the 2030 CAP. The overall goal of this effort is to develop CEQA significance criteria that ensure new development includes all appropriate and feasible GHG emission reduction measures to mitigate significant climate change impacts.

3 THRESHOLD APPLICABILITY AND FRAMEWORK

This memorandum recommends interim thresholds that apply to land use development projects, which include both project level residential and non-residential development and plans (e.g., specific plans and community plans). These thresholds would not apply to GHG-emitting power plants, oil and gas facilities, or other industrial stationary sources as the County has an adopted bright line threshold of 1,000 metric tons of carbon dioxide equivalent ($MTCO_2e$) per year for industrial stationary sources.

Ascent proposes a two-step approach to assessing GHG emissions associated with projects. The interim thresholds will only apply to non-exempt discretionary projects under CEQA. Under Step 1, applicants first compare non-exempt project applications against a screening threshold. Applicants can either qualitatively compare the project size to project screening criteria, or, if the screening criteria are not applicable, quantitatively calculate project-specific emissions (see Table 3). Examples of projects that may not be able to use project screening criteria include (1) project types not included in Table 3, or (2) projects that include emissions sources not accounted for in the modeled assumptions for the proposed land use type shown in Table 3 (See step 2 under Section 4.1). Ascent recommends that the screening threshold be no greater than 300 $MTCO_2e$ per year, based on the estimated effectiveness of mitigation measures for new development. This threshold would result in approximately 15 percent of all applicable future projects and 87 percent of all applicable future land use emissions being subject to the efficiency threshold under Step 2.

Under Step 2, any project with 2030 estimated emissions exceeding the screening threshold will be subject to an efficiency GHG emissions threshold based on the project's estimated service population. For projects exceeding the screening threshold, Ascent recommends application of an efficiency threshold of 3.8 $MTCO_2e$/year per service population (SP) in 2030. Ascent also recommends that projects subject to the efficiency threshold amortize any construction emissions over the lifetime of the project (e.g., 30 years). The efficiency threshold would apply to the sum of the amortized construction emissions and the estimated annual operational emissions.

These thresholds are consistent with CARB's recommendation for setting project-level thresholds. In the 2017 Scoping Plan, CARB states that "[l]ead agencies have the discretion to develop evidence-based numeric thresholds (mass emissions, per capita, or per service population) consistent with this Scoping Plan, the State's long-term GHG goals" (CARB 2017:102). Ascent developed both the recommended mass-emissions screening threshold and efficiency-based threshold based on service population using evidence from historical project data and GHG targets for the county consistent with State targets.

Ascent recommends that the County make determinations for threshold use based on project attributes as certain projects may not fit within the definitions used in the development of the thresholds and may require a project-specific analysis. Examples include where a project would have a low service population due to limited employment but would have other users that are not included in the definition of service population. See Section 5 for additional information.

Figure 1 outlines the decision process for applying the interim thresholds.

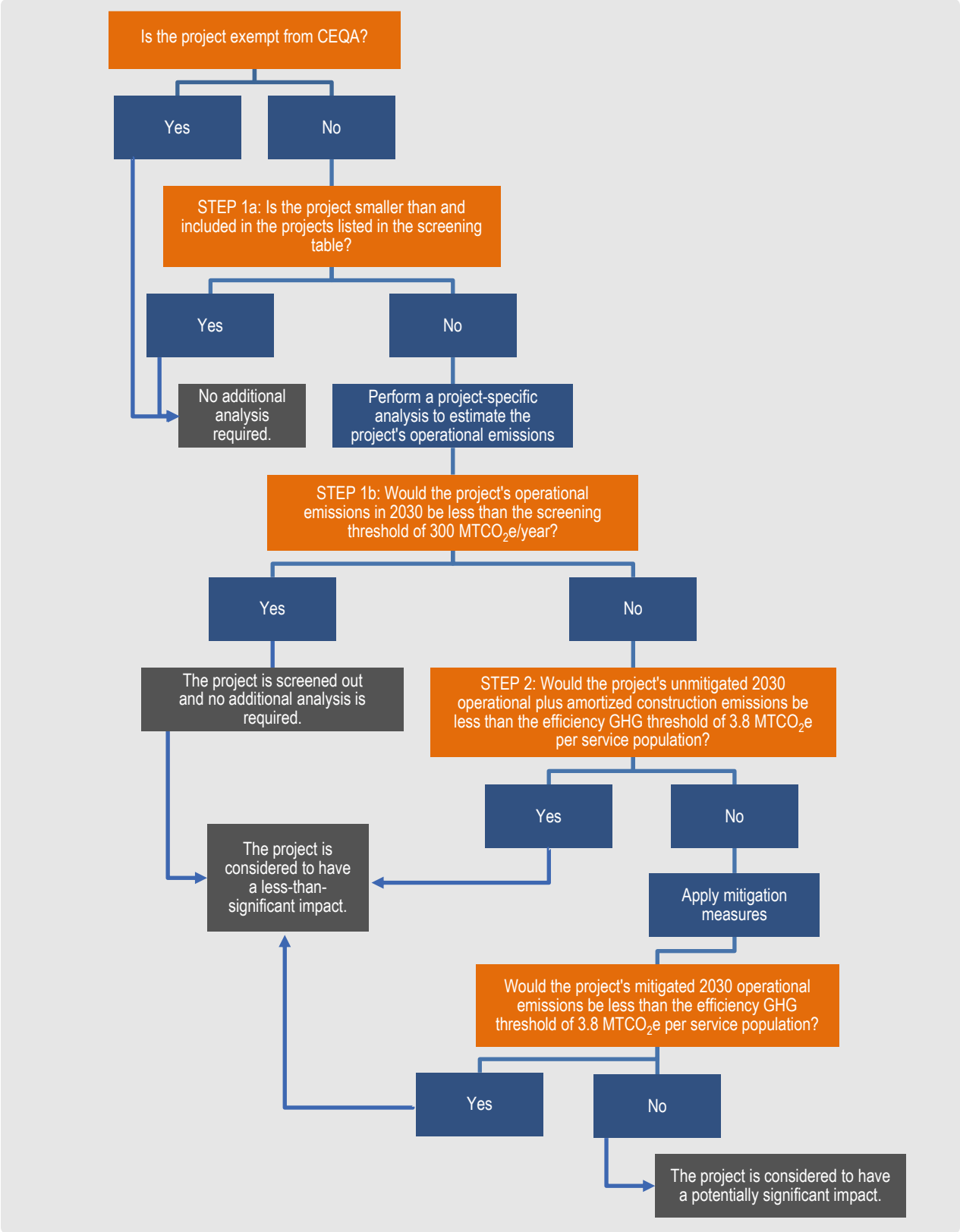

Figure 1 Interim GHG Emissions Threshold Decision Tree for Project Analyses

4 SCREENING THRESHOLD (STEP 1)

This section describes the methodology that Ascent used to develop the screening threshold, which considers past land use projects reviewed and approved by the County and anticipated growth projections based on historical permit trends. The steps used to develop the screening threshold are outlined below.

1) Ascent estimated past, or historical, GHG emissions from projects that the County approved in the unincorporated county in the past ten years (2010-2019). Project data obtained included project name, land use or project type (e.g., residential, commercial), project size metrics (e.g., square feet, acres), and annual unmitigated GHG emissions (if available from the project environmental document). As part of this exercise, Ascent evaluated over 7,000 permits, which are associated with nearly 4,000 unique project locations including both exempt and non-exempt CEQA projects.

2) For the approved projects that do not have estimated GHG emissions, Ascent estimated annual operational GHG emissions using the California Emissions Estimator Model (CalEEMod) based on the land use or project type for each project. To organize the data set, Ascent matched projects to one of eight different project types in CalEEMod (e.g., single family home, office park). Ascent approximated wineries as the "Refrigerated Warehouse-No Rail" land use type in CalEEMod. For two other types of projects not characterized in CalEEMod (i.e., cellular towers and cannabis grows), Ascent used more specific emissions estimates based on additional research on these types of projects and their emissions characteristics and profiles. Just over 65 percent of the applicable projects were estimated to emit less than 100 $MTCO_2e$/year, including all cellular tower and cannabis projects.

3) Ascent evaluated the resulting list of historical projects and their estimated emissions to develop an estimate of the average annual number of projects approved by the County and the average annual operational emissions associated with those projects. Based on the results from 2), excluding oil and gas projects, the County approved an average of 22 CEQA projects per year, emitting an average of 85 $MTCO_2e$/year per project. This average includes emissions from all applicable CEQA projects including renewable energy projects. Ascent used these averages to represent business-as-usual emissions from new development, as it relates to the county's 2016 GHG emissions inventory (i.e., new development constructed from 2017 through 2030). Although the threshold would only apply to current new development as of 2020, Ascent used this definition of "new development" as part of developing the maximum allowable emissions from new development under the County's 2030 GHG emissions target, as discussed in 4), and because the County does not currently have a 2020 GHG emissions inventory.

4) To assign a target level of emissions against which the screening threshold would be aligned, Ascent calculated the maximum allowable emissions attributable to new development per the County's 2030 target to reduce emissions to 50 percent below 2007 levels. According to the adjusted business-as-usual (ABAU) 2030 emissions forecast for the unincorporated County, four percent of emissions in 2030 would be associated with new development (Ascent Environmental 2020). Under the County's 2030 target, emissions from the unincorporated county are not to exceed 675,865 $MTCO_2e$, which is 37 percent lower than the level of emissions anticipated in 2030 under the ABAU scenario. The 2030 CAP will provide the analysis for the proportion of the 2030 emissions limit that will come from new development. To determine the proportion of the 2030 emissions limit associated with new development for this interim thresholds analysis, Ascent multiplied the 675,865 $MTCO_2e$ by four percent (i.e., the estimated proportion of 2030 emissions from new development). This resulted in a maximum emissions limit from new development in 2030 of approximately 24,680 $MTCO_2e$, meaning that all new development constructed between 2017 and 2030 should collectively emit no more than 24,680 $MTCO_2e$ in 2030 in order to be consistent with the County's 2030 target. This

approach assumes that both existing and new development are responsible for reducing emissions by 37 percent from the ABAU scenario. In reality, the rate at which the 2030 CAP and other County measures will reduce emissions from new development and existing development may differ. Therefore, Ascent recommends that the County revise the proportion of GHG emissions reductions from new development to meet the County's 2030 target once the County finalizes the portfolio of 2030 CAP measures. Table 1 shows these calculations.

5) Ascent estimated a mitigation measure effectiveness level to determine the level of reduction future mitigation measures would have on projects captured by (i.e., exceeding) the screening threshold. Typically, a CAP would determine the level of reduction from GHG reduction measures applicable to new development. However, the County is in the process of developing the 2030 CAP. As a proxy for reductions anticipated from new development under the CAP, Ascent used applicable legislations (e.g., improved energy efficiency standards for new buildings under Title 24) to determine targeted reductions from new development by 2030. Based on the distribution of historical project land use types and sizes, Ascent estimated that the applicable reductions will have at least a 12 percent reduction effectiveness from ABAU emission rates for new projects, representative of projects approved within the last ten years. Ascent considers a 12 percent reduction to be conservative in light of potential emissions reductions from new development under the 2030 CAP, which may require additional reductions from new development to maximize effectiveness from the County's land use permitting authority. As discussed in 5), the County targets a 37 percent reduction from the ABAU scenario, which is higher than the estimated 12 percent mitigation measure effectiveness. Actual reductions will likely be higher than 12 percent and may be closer to or higher than 37 percent considering the County's permitting authority over new development and ability to achieve higher reductions from proposed projects.

6) By starting with a placeholder screening threshold, Ascent estimated emissions captured by the screening threshold based on the emissions profile of evaluated projects with emissions greater than zero. This capture rate should be relatively high, greater than 80 percent. Ascent calculated the threshold by dividing the annual emissions from projects with emissions exceeding the screening threshold (i.e., emissions captured by the threshold) by the total annual emissions from the list of applicable projects. Applying the mitigation effectiveness from 5) to the anticipated emissions from new development (assuming 85 $MTCO_2e$ per project per year per project and an average of 22 projects per year from 2017 through 2030) captured by the screening threshold results in the mitigated emissions from new development.

7) To determine an effective screening threshold, the sum of unmitigated emissions from CEQA projects not captured by the screening threshold and mitigated emissions from CEQA projects captured by the screening threshold in 6) should be no greater than the target emissions from new development in 2030 (approximately 24,680 $MTCO_2e$ from 4). For each iteration of the assigned capture rate, Ascent compared the sum of unmitigated emissions and mitigated emissions from 6) to the 2030 target from 4).

8) Through an iterative process, Ascent derived a screening threshold of 300 $MTCO_2e$ which resulted in the sum of unmitigated and mitigated emissions from new development, in 7), to be approximately 23,471 $MTCO_2e$, which is less than the estimated emissions from new development attributed to the 2030 emissions target calculated in 4). In this exercise, the initial screening thresholds to begin the iterative process ranged between 50 to 500 $MTCO_2e$/year.

Based on the above methodology, the mass emissions level that achieves the goals outlined in 8) is 300 $MTCO_2e$ per year. This level would capture 87 percent of operational emissions from new CEQA projects and would achieve adequate reductions from captured emissions to meet the County's 2030 emissions reduction target. In other words,

87 percent of emissions from new CEQA projects would be subject to mitigation and would achieve reductions consistent with the County's GHG emissions reduction target for 2030. Projects that fall below this level would be considered less than significant and would not interfere with the County's ability to meet its 2030 GHG emissions reduction target. From the standpoint of CEQA, GHG impacts relative to global climate change are inherently cumulative. A screening threshold of 300 $MTCO_2$ would capture an adequate amount of emissions from new development so as to not interfere with the County's 2030 GHG emissions reduction target as described above. Projects exceeding the screening threshold would be required to further analyze and mitigate their emissions, as applicable, to achieve reductions consistent with the County's goals. Thus, the screening threshold would ensure that emissions from new development projects consistent with the threshold would not result in a significant cumulative impact related to GHG emissions.

Ascent based the review of historical permit data on all discretionary applications processed by the County between 2009 and 2019. This included projects that the County determined to be categorically or statutorily exempt under CEQA. Typically, notices of exemption (NOEs) accompany actions that directly result in either minimal or no new operational emissions, such as small non-roadway infrastructure projects, rezones, conditional use permits, and residential remodels and additions. Further, many exempt development projects are, at some point, largely captured under CEQA, such as through an Environmental Impact Report (EIR) prepared for a proposed subdivision. Projects that are exempt are typically small or would otherwise meet a category that exempts the projects (plus lead agencies cannot, under CEQA, categorically exempt projects that considerably contribute to cumulative impacts or may have potentially significant impacts). Therefore, Ascent assumed the quantity of emissions from potential development that is exempt is not considerable. Ascent concluded that NOEs represent a less-than-substantial portion of total projected development in the unincorporated county and the development of the screening level focused on capturing non-exempt projects.

Although capture rates higher than 87 percent would mean that more emissions from projects could be captured and reduced, such a rate is not required to meet the County's 2030 emissions reduction target. Indeed, with more projects potentially reducing their emissions to meet the threshold, the overall reduction in emissions from new development would help to achieve the County's GHG emissions reduction target. However, the County's GHG emissions reduction target is based on a set value for the entire unincorporated county's emissions and are not wholly dependent on new development. This means meeting the County's 2030 GHG emissions target requires reductions from both new and existing development. To allow effective processing of project applications, Ascent set the capture rate at a level that allows achievement of new development's fair share of reductions while capturing a meaningful level of emissions that would be reduced in compliance with the efficiency threshold. Tables 1 and 2 list the assumptions and calculations shown in 4) through 8) for the maximum screening threshold level needed to achieve the targeted reductions from new development.

Table 1 Emissions Target Assumptions for New Development (4)

Assumptions	Value	Source/Notes
ABAU Emissions in 2030 from new sources ($MTCO_2e$)	38,898	Updated 2030 Forecast
ABAU Emissions in 2030 from new and existing sources ($MTCO_2e$)	1,065,245	Updated 2030 Forecast
Percent of emissions in 2030 attributed to new development	4%	Calculated from ABAU forecasts
County Emissions in 2007 ($MTCO_2e$)	1,351,730	County ECAP inventory
Targeted County Emissions in 2030 from all sources ($MTCO_2e$)	675,865	Reflects target of 50% below 2007 levels by 2030
Targeted County Emissions in 2030 from new development ($MTCO_2e$)	24,680	Assumes that emissions from new development will be reduced at the same rate as existing development in order for the county's emissions to meet the 2030 target. Emissions from new development should not exceed this amount.

Notes: ABAU = Legislative adjusted business-as-usual forecast; ECAP = Energy and Climate Action Plan; $MTCO_2e$ = metric tons of carbon dioxide equivalent
Source: Analysis conducted by Ascent Environmental in 2020

Table 2 Screening Threshold Justification (5 through 8)[1]

Assumptions	Value	Source/Notes
Average annual number of new projects	22	Average annual number of non-exempt CEQA project applications between 2010 and 2019
Average annual emissions per project ($MTCO_2e$/year)	85	Estimated average annual operational emissions per applicable project
2030 Emissions from new development ($MTCO_2e$)	26,194	Calculated from annual project data. Assumes new development starts from 2017.
Maximum Screening Threshold ($MTCO_2e$/year)	300	Rounded final screening threshold developed that would achieve 2030 reduction targets
Project Capture Rate	15%	Proportion of annual projects that would exceed the screening threshold
Screening Threshold Emissions Capture Rate	87%	Proportion of emissions captured projects that would be subject to mitigation.
2030 Emissions from new development captured by screening threshold ($MTCO_2e$)	22,697	Calculated from screening threshold capture rate
Assumed mitigation measure effectiveness on non-exempt CEQA projects[2]	12%	12% is consistent with minimum reductions focused on building energy use only, such as applying a 2019 Title 24 Building Energy Efficiency Standards over 2013 standards, while also accounting for the contribution of non-building energy-related emissions.
Mitigated 2030 emissions from new development captured by screening threshold ($MTCO_2e$)[3]	19,973	Calculated from the mitigation measure effectiveness
Unmitigated 2030 emissions from projects not captured by the screening threshold ($MTCO_2e$)[3]	3,498	Calculated from screening threshold capture rate

Assumptions	Value	Source/Notes
2030 Emissions from new development after mitigation ($MTCO_2e$/year)	23,471	Must be equal to or less than maximum allowable 2030 emissions from new development (24,680 $MTCO_2e$/year).

Notes: ABAU = Legislative adjusted business-as-usual forecast; $MTCO_2e$ = metric tons of carbon dioxide equivalent
[1] This table shows the final iteration of the screening threshold needed to achieve the maximum allowable emissions from new development.
[2] Percent reduction from new development under ABAU.
[3] Refers to non-exempt CEQA projects.
Source: Analysis conducted by Ascent Environmental in 2020

4.1 PROJECT SIZE-BASED SCREENING CRITERIA

Ascent established a GHG screening threshold (Step 1) of 300 $MTCO_2e$/year for new development projects in order to determine if a project would require analysis against the efficiency GHG emissions threshold (Step 2). Projects projected to emit fewer than 300 $MTCO_2e$ annually require no further analysis and would have an insignificant impact on climate change. As shown in Figure 1, projects projected to emit more than 300 $MTCO_2e$ of GHGs annually would need to analyze their estimated GHG efficiency against an efficiency GHG emissions threshold and apply mitigation measures, as appropriate.

Table 3 lists types and sizes of projects that correspond to the 300 $MTCO_2e$ GHG screening threshold. Applicants for project types not listed in this table will need to estimate the proposed project's GHG emissions using CalEEMod or a similar GHG emissions estimator model.

Table 3 Size-Based Project Screening Criteria

Project/Plan Type [1]	Screening Criteria [2]
Single-Family Housing [3]	62 ksf [6]
Multi-Family Housing [4]	55 ksf [6]
Commercial Space [5]	26 ksf
Regional Shopping Center	12 ksf
General Office Building	28 ksf

Notes: ksf = thousand square feet; $MTCO_2e$ = metric tons of carbon dioxide equivalent

[1] For project types not listed in this table, the need for GHG analysis will be made on a project-specific basis, considering the 300 $MTCO_2e$ per year screening level. In addition, projects that may match the categories listed in this table but have additional emissions sources that are not typical of the listed project type nor are included in the emissions included in CalEEMod for the project type (e.g., warehouse with boilers) should also be evaluated on a project-specific basis.

[2] The screening criteria represent the maximum project size at which a project is estimated to emit less than 300 $MTCO_2e$ per year without the application of additional GHG reducing measures. Projects proposing greater unit or square footage amounts than the above screening thresholds would be required to analyze their emissions with respect to the efficiency GHG emissions threshold.

[3] Single-Family Housing developments are defined as single-family homes on individual lots.

[4] Multi-Family Housing developments are defined as low-rise multi-family housing complexes, modeled as "Apartments-Low Rise" in CalEEMod.

[5] Commercial space is modeled as "Office Park" in CalEEMod.

[6] Measure residential square footage as the "gross floor area" as defined in the Land Use and Development Code (LUDC)/ Montecito Land Use and Development Code (MLUDC). Do not count accessory structures (as defined in the LUDC/MLUDC) toward the residential square footage. Include the square footage of proposed accessory dwelling units (ADUs). If the proposed ADU size is unknown, estimate that each ADU is 800 sf in size. For subdivisions, estimate that 20% of the proposed residential lots will contain an ADU, unless more precise information is provided in the project application.

Source: Analysis conducted by Ascent Environmental in 2020

Ascent recommends that project applicants apply the 300 $MTCO_2e$ level as a screening threshold and not as a threshold of significance. In other words, projects that exceed this emissions level may not propose mitigation measures to reduce emissions below 300 $MTCO_2e$. As noted, Ascent recommends that the County require projects with GHG emissions exceeding the screening level to analyze their project emissions against the efficiency GHG emissions threshold under Step 2.

5 EFFICIENCY GREENHOUSE GAS THRESHOLD (STEP 2)

Projects that exceed the screening threshold under Step 1 would apply the recommended efficiency GHG emissions threshold of 3.8 $MTCO_2e$ per service population per year under Step 2. According to the Bay Area Air Quality Management District (BAAQMD), service population is the sum of number of residents and jobs anticipated to be generated by the project (BAAQMD 2017). Ascent calculated this efficiency threshold by dividing the targeted emissions from new development in 2030 [24,680 $MTCO_2e$ in 4) above] by the new forecasted employment and population added to the county from 2017 through 2030, based on updated demographics forecasts from the Santa Barbara County Association of Governments (SBCAG) (SBCAG 2019). Use of an efficiency GHG emissions threshold is consistent with CARB's recommendation for local communities setting GHG reduction targets (CARB 2017:102). In the 2017 Scoping Plan, CARB states that "[l]ead agencies have the discretion to develop evidence-based numeric thresholds (mass emissions, per capita, or per service population) consistent with this Scoping Plan, the State's long-term GHG goals" (CARB 2017). Using the service population metric is an accepted approach to developing an efficiency GHG emissions threshold that achieves GHG emission reduction targets at the county-level and may underestimate the number of "users" for certain land uses such as schools, hotels, and community centers.

The County should interpret this definition of service population as the sum of full-time employees and full-time residents of a project. Therefore, projects or plans, regardless of type, should also use this definition in quantifying their GHG emissions efficiency. For example, a hotel project should divide the total annual emissions anticipated to occur in its first year of full operation by the total number of full-time employees and full-time residents (if any) to calculate their GHG emissions efficiency. Visitors and guests should not be counted toward this project's service population, because they are residents of other locations. Similarly, an elementary school project, while it serves many students, would account for the full-time equivalent staff, but would not include students in its service population, unless they are living on campus.

For projects that do not serve the typical service population, as defined by population and jobs, as previously mentioned, Ascent recommends that the County make determinations on whether projects that may not fit within the definitions used in the development of the thresholds should apply the efficiency threshold or perform an more in-depth project-specific analysis.

The efficiency GHG emissions threshold approach requires applicants to quantify their GHG emissions in 2030 and estimate any reductions necessary to achieve the efficiency GHG emissions threshold. The type, character, and level of mitigation would depend on the project type, size, location, context, and other factors. The availability of mitigation measures can change over time as well, with new technologies, building materials, building design practices, and other changes. Therefore, in developing project-specific reduction measures, Ascent recommends that a project applicant refer to the County's list of feasible GHG mitigation measures, along with current guidance from the California Air Pollution Control Officers Association, the California Air Resources Board, the Governor's Office of Planning and Research, the California Attorney General, Santa Barbara County Air Pollution Control District, and SBCAG to determine applicable mitigation measures and estimate their effectiveness.

Table 4 shows the quantification of the efficiency GHG emissions threshold.

Table 4 Efficiency GHG Emissions Threshold Calculation

	2030
Targets	
County ABAU Emissions Forecast ($MTCO_2e$)	1,065,245
Target Percent Reduction from 2007[1]	50%
Target Emissions ($MTCO_2e$)	675,865
Emissions from New Development	
Emissions from Existing Development as of 2016 ($MTCO_2e$)	1,026,346
Emissions from New Development as of 2016 ($MTCO_2e$)	38,898
Percent of emissions from new development	4%
Maximum allowable emissions from new development under Target ($MTCO_2e$)	24,680
Forecasted Service Population (Growth between 2017 and 2030)	
New population	233
New Jobs	6,283
Service Population (SP)	6,516
Efficiency GHG emissions threshold	
Target emissions from new development ($MTCO_2e$)	24,680
Efficiency threshold ($MTCO_2e$/SP)	3.8

Notes: ABAU = Legislative adjusted business-as-usual forecast; $MTCO_2e$ = metric tons of carbon dioxide equivalent
[1] Based on 2007 emissions inventory of 1,351,730 $MTCO_2e$
Source: Analysis conducted by Ascent Environmental in 2020

6 REFERENCES

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County of Santa Barbara. 2020. *2030 Climate Action Plan*. Santa Barbara, CA. Agenda Letter the County of Santa Barbara Board of Supervisors from George Chapjian, Community Services Director for the County of Santa Barbara. Santa Barbara, CA. Available: https://santabarbara.legistar.com/View.ashx?M=F&ID=8646917&GUID=4C5C88F1-7164-4FD9-979A-01FE583FEE54. Accessed September 16, 2020.

SBCAG Response to the County of Santa Barbara's July 8, 2021, comments

COUNTY1 Noted.

COUNTY2 Figure 1-5 is referenced and described as "The following figure highlights the forecasted growth consistent with the sustainable communities strategy". Will add figure number.

COUNTY3 The text on page 1-11 has been modified to indicate the GHG emissions are reduced compared to 2005 levels and that the reactive organic gas and oxides of nitrogen emissions are reduced within the preferred scenario relative to the baseline scenario in years 2020 and 2035.

COUNTY4 Noted.

COUNTY5 SBCAG established Goals, Objectives, and Performance Measures in the 2013 Regional Transportation Plan-Sustainable Communities Strategy, which was the first cycle SCS for the region. As noted in the 2013 RTP, the goals, objectives, and performance measures framework allows members of the public, committee members, stakeholders, and the SBCAG Board to make informed decisions regarding which land use and transportation scenarios may be best suited for the future of the region. Connected 2050 is the third cycle SCS. The preferred growth scenario selected over the last three cycles – addressing the jobs-housing imbalance by providing more housing on the South Coast and more jobs to the North County and promoting more trips by alternative modes, especially public transit, has consistently shown to be the most optimally performing scenario. For more information on prior performance measures, refer to the Fast Forward 2040 webpage here: http://www.sbcag.org/rtp.html.

COUNTY6 Thank you for catching this, will make corrections.

COUNTY7 Thank you for catching this.

COUNTY8 See response on pg. 2-35. There is currently no data available on the number of students utilizing school buses, booster services and MTD routes for trips to/from school. The response acknowledges the availability of these services and the subsidies provided by the local school districts, Santa Barbara City College, and UCSB.

COUNTY9 When this table was created, Southwest Airlines was not operating out of SBA. Will update, add note referencing covid-19 pandemic caused changes.

COUNTY10 The SBCAG RGF addresses job growth at UCSB (the RGF is Job driven) and new housing as described in the UCSB LRDP to the extent that is not group quarters. The RGF household (housing) forecast does not include group quarters as they are not considered housing units.

COUNTY11 An example description of the City of Santa Barbara's Non-Residential Growth Management Program, with a link to more information, was added.

COUNTY12 As described on page 3-14, Transit Priority Project areas are defined as the areas eligible for CEQA streamlining due to their proximity to transit. They are not projects, but areas eligible for future development projects.

COUNTY13 Page 3-39 has been modified to indicate that Table 3-10 shows that the preferred scenario increases congestion in the South Coast (Santa Barbara and Goleta). Table 3-10 also shows decreased congestion levels throughout other areas of the County with implementation of the preferred scenario (including Lompoc, Santa Maria, and Unincorporated areas).

COUNTY14 As noted on page 3-38, South Coast employers can maintain their flexibility with their telecommute / remote work programs, allowing their employees to work remotely as needed. This can reduce home-to-work VMT, particularly for those that are living in Ventura County.

COUNTY15 Comment noted. We completed our analysis using the California Air Resources Board's 2014 Emissions Factor (EMFAC) air quality model, so the EO is not included in the model. We will continue to evaluate more current versions of the EMFAC model with CARB staff in future RTP-SCS cycles.

COUNTY16 The off-model strategies on page 3-38 were developed based on CARB guidance and are focused solely or VMT reduction.[1] The travel model and transit ridership forecasts (discussed on page 3-45) were developed based on the 2015 base year (pre-pandemic). There is no question that transit ridership is down and adversely affected by the coronavirus pandemic, however, to forecast quantitative numbers in the absence of data would be speculative.

Note: The County's comments 17-30 were relevant to the associated Environmental Impact Report (EIR) and responses to those comments will be addressed in the EIR document's Appendices.

Sent via email on July 13, 2021

Hi Michael and Jared.

Here are minor comments from Transportation Planning on the 2050 RTP:

SB CITY1
- Introduce or explain the acronym MPO – Metropolitan Planning Organization. SBCAG references as being one. Found one definition of acronym near the end of the document, on page 6-19. MPO is defined in the appendix but it should be defined in the main document.

SB CITY2
- On page 2-6 , VISTA is listed as the South County bus operator - it's now called the Ventura County Transportation Commission (VCTC) Coastal Express. This also occurs on page 2-34 and the old Vista logo is used.

SB CITY3
- Is Figure 2-4, the Regional Bicycle Network, up to date for Santa Barbara, or is it based on information from the 2013 pressing of the regional SB County bike map? We can supply a more up to date layer if they need.

SB CITY4
- On page 2-36, you specify four types of bicycle accommodation in the regional network. The CalTrans guide to Bikeway Classification (2017) lists four types, with one key difference – they include Class IV bikeways, a separated bikeway/cycle track. We think the region will continue to see more of this type of separated facility (with vertical features that separate bikes and vehicles, like the flexible delineators on Cota)

SB CITY5
- On Page 2-36, it states that SB was 5th in the US in the 2020 People for Bikes ratings. We actually placed 3rd!

SB CITY6
- Active/vs Alternative mode share. We see the distinction between Active and Alternate transportation users, but what is being represented in the tables etc. isn't always clear. For example:
  - Page 3-45 lists % Alternate Mode Share (All Trips), page 3-50 lists Active Transportation Mode Share users.
  - Table 3-2 on page 3-5 calls out an increase in Active Mode Share (All Trips) – does this include Alternate mode share (transit) or is this really just Active modes (walk/bike) ?
- It appears all of prior edits for the project lists have been addressed. Thank you.

I will be out of the office the rest of the week. Dan/Timmy will email separately if they have additional comments. There may be some additional follow up at our next TTAC meeting.

Jessica W. Grant
Supervising Transportation Planner
CITY OF SANTA BARBARA, Public Works Department
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SantaBarbaraCA.gov

SBCAG Response to the City of Santa Barbara's July 13, 2021, comments

SB CITY1 Added footnote on page 1-9 that spells out acronym and describes the function of an MPO.

SB CITY2 Thank you for catching this, text and logo updated.

SB CITY3 This figure is updated to the best of our knowledge as of 2020. SBCAG coordinated with SB Bike on the verification of the GIS data used to create the map.

SB CITY4 Thank you for bringing this to our attention. This section of text will be updated to reflect the 4 types of bicycle accommodation as specified by Caltrans.

SB CITY5 Updated.

SB CITY6 For the purposes of the Connected 2050 RTP-SCS, alternative mode share includes transit, bike, and walk modes. Active mode share includes bike and walk modes. Regarding the active mode share percentage increase listed in Table 3-2, the active mode share increases from 5.5 % from the baseline to 5.7% for the preferred scenario. The "percent of the percent" increase equals 3%.

CALIFORNIA
AIR RESOURCES BOARD

Gavin Newsom, Governor
Jared Blumenfeld, CalEPA Secretary
Liane M. Randolph, Chair

July 12, 2021

Ms. Marjie Kirn, Executive Director
Santa Barbara County Association of Governments
260 N. San Antonio Road Suite B
Santa Barbara, California 93110
MKirn@sbcag.org

Dear Ms. Kirn:

California Air Resources Board (CARB) staff appreciates the opportunity to review and engage with the Santa Barbara County Association of Governments (SBCAG) staff on the draft update to its Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) known as "Connected 2050." This work is more important than ever as CARB's first SB 150 progress report[1] showed that California is not on track to meet the greenhouse gas (GHG) reductions expected under Senate Bill (SB) 375 for 2020 and that vehicle miles traveled (VMT) is increasing. To achieve the State's climate mandates, California needs significant and immediate changes to how we plan, fund, and build our communities and transportation systems. Recognizing this, Governor Newsom signed Executive Order N-19-19 in September 2020 to redouble the State's efforts to reduce GHG emissions, explicitly focusing on lowering VMT. The SCS plays a critical role in supporting the State's climate efforts, as well as local objectives to create an economically vibrant region that responds to the needs of its diverse communities and provides better access to jobs and cleaner air for its residents. We appreciate SBCAG's work as we endeavor together to achieve these shared goals.

In reviewing the draft 2021 RTP/SCS, CARB staff looked to identify whether additional information would be needed to conduct its final SCS GHG evaluation under SB 375. As discussed in meetings with SBCAG staff in September 2020 and March 2021, for all third round RTP/SCSs, like Connected 2050, CARB staff will focus on assessing whether SCS GHG reductions are reasonably supported by the plan. CARB staff will conduct its final evaluation, as outlined in the *Final Sustainable Communities Strategy Program and Evaluation Guidelines* (SCS Evaluation Guidelines) and requests that as SBCAG finalizes and adopts its 2021 RTP/SCS that it provides the following additional information.

CARB1 **2020 GHG Emission Reduction Target**

State law requires CARB to provide 2020 GHG targets and MPOs to develop an SCS that achieves the GHG targets approved by CARB.[2] Given that 2020 is a specific milestone in SB 375, CARB staff expect that MPOs will continue to monitor, and report observed data as it relates to that target in the SCS. As part of the SCS submittal, CARB staff will need further information on SBCAG's 2020 target determination. Consistent with the SCS Evaluation Guidelines, SBCAG could compare available observed data with performance indicators to

[1] CARB's *2018 Progress Report: California's Sustainable Communities and Climate Protection Act*.
[2] Senate Bill 375 (Statues of 2008, Chapter 728). Sections 65080(b)(2)(A) and 65080(b)(2)(B).

understand whether the region is moving in a direction consistent with the SCS's planned outcomes to meet the 2020 target. If, based on this evidence, the region is not meeting its 2020 targets, SBCAG should identify what adjustments and changes the region has prioritized in the SCS to get the region on track to achieve its 2020 target when it is reasonably practical.

SCS Strategies to Reduce GHG Emissions

Clarify for each SCS strategy what SBCAG staff is assuming regarding the applicable geographic scope, with specific locations if known; the implementation timeframes; and what measurable actions and investments SBCAG and its member agencies will make to support and track SCS strategy implementation. CARB will use this information to assess whether the strategies are likely to be implemented as assumed and are therefore reasonable for inclusion and credit. Adding this information is especially important for the following draft 2021 RTP/SCS strategies:

CARB2
- Land Use: The draft 2021 RTP/SCS assumes land use related strategies that focus future growth within existing urbanized areas and avoid resource areas identified in the Regional Greenprint. However, the draft 2021 RTP/SCS at Chapter 3, page 12, states, "Whether, when and how to implement the RTP-SCS preferred scenario is solely up to each SBCAG member jurisdiction to decide through its local land use planning processes. Land uses assumed in the RTP/SCS preferred scenario do not represent a commitment or intention by any SBCAG member jurisdictions to implement them." While CARB recognizes that local governments have authority to control land use within their jurisdictions, CARB requests evidence of policy, funding, or technical assistance commitments from SBCAG and its local member jurisdictions that support the projected land use assumptions and strategies assumed in the draft 2021 RTP/SCS.

CARB3
- Enhanced Transit: From the strategy discussion in the draft 2021 RTP/ SCS at Chapter 3, page 34-35, it is not clear to CARB staff if SBCAG is taking credit for the Enhanced Transit strategy based on projects that are beyond what is included in the fiscally constrained project list, or that are part of the modeled transportation network for the 2021 RTP/SCS preferred scenario modeling. If SBCAG is seeking credit for this strategy based on projects that are outside what is in the fiscally constrained project list, SBCAG needs to provide CARB staff with its quantification method, the list of associated projects being assumed, and associated policy commitments. SBCAG should also identify where the forecasted funding of $204 million towards this strategy is expected to come from.

CARB4
- Electric Vehicle Infrastructure: The draft 2021 RTP/SCS at Chapter 3, page 38, indicates it will be taking credit for GHG reductions associated with a recent California Energy Commission California Electric Vehicle Infrastructure Program grant. SBCAG should confirm and clarify that it is only seeking GHG emission reduction credit for reductions associated with the local match fund portion of this project. SBCAG should also provide additional supporting information on what assumptions are being used regarding implementing this strategy, including scope of proposed installation sites to

ensure the chargers are fully utilized (i.e., not installed in industries that participates in the telework strategy), and the assumed installation timeline.

CARB5
- Telework: The draft 2021 RTP/SCS at Chapter 3, page 38, also indicates SBCAG will be assuming increased telework as a strategy that reduces VMT. SBCAG should provide additional supporting data or references for its key assumptions of 50-80 percent participation at 2-4 days of remote work per week.

CARB6 **Strategy Funding and Revenues**

The draft RTP/SCS at Chapter 5, page 2 states, "The total amount of revenue anticipated from federal, state, regional, and local sources over the life of Connected 2050 is approximately $11.3 billion. The total cost of the projects in Connected 2050 is approximately $8.2 billion." CARB staff would like to better understand from SBCAG staff the reason for this difference in projected revenue and project costs, as well as which SCS strategies rely on investment of this projected revenue for implementation.

CARB7 **Induced Travel Impacts**

The draft RTP/SCS at Chapter 2, page 42, lists the inclusion of a few roadway capacity expansion projects. However, it is unclear from the draft RTP/SCS how SBCAG has considered the impacts of road expansion projects on short- and long-run induced travel in the region. SBCAG should document its quantitative analysis of induced travel and how results were incorporated into its RTP/SCS's associated VMT and GHG estimates, along with supporting information such as maps showing the locations of regional road expansion projects compared to anticipated growth areas.

CARB staff are committed to working with SBCAG staff on potential approaches to address these requests and offer remedies, where applicable. It would be helpful to receive the identified information before the 2021 RTP/SCS adoption, so that we have an opportunity to discuss any further issues.

We look forward to continuing our collaboration with SBCAG. If you have any questions, please contact me at *Lezlie.Kimura@arb.ca.gov*, or my staff, Lana Wong, at *Lana.Wong@arb.ca.gov*.

Sincerely,

Lezlie Kimura Szeto

Lezlie Kimura Szeto, Manager
Sustainable Communities Policy and Planning Section

cc: See next page.

cc: Michael Becker, Director of Planning, SBCAG
MBecker@sbcag.org
Andrew Orfila, Principal Transportation Planner, SBCAG
AOrfila@sbcag.org
Lana Wong, Regional Liaison, Sustainable Communities Policy & Planning Section

SBCAG Response to the California Air Resources Board (CARB) July 12, 2021, comments

CARB1 This is an interesting topic being that our plan is being adopted in 2021 and it is forward looking. We will address 2020 in our submittal. SBCAG and CARB staffs previously discussed this topic.

CARB2 SBCAG also went through the RHNA process alongside development of this RTP and was aggressive with addressing the jobs/housing imbalance through RHNA. SBCAG also provided REAP 1 funds to jurisdictions to develop plans to accommodate these RHNA allocations and will be seeking to employ REAP 2 funds along the same lines.

CARB3 We are not looking for credit.

CARB4 SBCAG worked closely with CARB staff and the local APCD to ensure we are only asking to take credit where appropriate. There is a lot of work being conducted by our local agencies that can support SBCAG's assumptions and the submittal package will provide additional detail.

CARB5 SBCAG will provide supporting data or references with our submittal.

CARB6 Unallocated funds are for the 2040-50 period. In advance of the next RTP update SBCAG will be conducting visioning sessions throughout the region to identify long-term priorities. Staff were directed by the SBCAG Board to assume renewal of the region's local tax measure. The current measure accounts for most of our available discretionary funding capacity.

CARB7 SBCAG will provide additional information with our submittal. Note that the SBCAG region has only one expansion project and it is currently in construction. This was also a measure project approved by the voters in 2008. This also highlights the challenge being that SBCAG cannot re-scope a variety of capacity projects to achieve GHG reduction. The region has one and it is in construction. There are more examples of capacity reductions than capacity additions.

DEPARTMENT OF TRANSPORTATION
CALTRANS DISTRICT 5
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Making Conservation a California Way of Life.

July 27, 2021

Michael Becker, Executive Director
Santa Barbara County Association of Governments
260 North San Antonio Road, Suite B
Santa Barbara, CA 93110

Dear Mr. Becker:

DRAFT CONNECTED 2050 – REGIONAL TRANSPORTATION PLAN AND SUSTAINABLE COMMUNITIES STRATEGY

The California Department of Transportation (Caltrans) appreciates the opportunity to review and comment on SBCAG'S Draft Regional Transportation Plan and Sustainable Communities Strategy (RTP-SCS). We commend SBCAG for producing a comprehensive Draft RTP that demonstrates the agency's commitment to planning for continued vitality and multimodal accessibility of the transportation system for all users

Overall Comments:

Caltrans1 • Caltrans commends SBCAG on the usage of the Geographic Information System Story Map for community engagement. Using innovative tools to engage the community will lead to a robust engagement and overall a better plan.

Caltrans2 • The document seems comprehensive, thorough, and well organized. The layout of the policy, action, and financial elements is appreciated.

Specific comment: For the following comments, please reference the Regional Transportation Plan Checklist on page 178.

Caltrans3 • #2. The citation mentions long & short-term strategies but could use some more specifics as to what the goals of the short-term actions are versus the long-term actions.

Caltrans4 • #4(j). Unclear if the page # referenced is correct. Please take a look at this further and ensure it satisfies the requirement.

Consultation/Cooperation:

Caltrans5 • #1(a). Appendix J is referenced for this requirement but there is no Appendix J.

Caltrans6 • #1(f). Appendix J is referenced for this requirement but there is no Appendix J.

Caltrans7 • #1(h). Should show that public comment is continuing through August 31, 2021 and will be updated accordingly.

Caltrans8
- #2. No appendix J please revise the pages referenced.

Caltrans9
- #6. The appendix referenced shows inventories of natural and historic resources but does not mention the California State Wildlife Action Plan. Please add specific language that identifies the plan.

Caltrans10
- #11. The page # referenced should be revised to 2-35 instead of 2-37.

Caltran11
- #13. The page referenced shows how consultation occurred but there is no reference to how public elected officials were involved. Appendix A page 17 seems to be a better reference for this requirement. Please revise.

Caltrans12
- #15. No appendix J is available. Please revise the citation.

Caltrans13 Zev Readiness: Page 6-21, consider adding Caltrans role in supporting and funding zero-emission efforts.

Modal Discussion

Caltrans14
- #10. The page # referenced should be 2-42 not 2-44

Financial

Caltrans15
- #4. It is hard to tell which projects are regionally significant. Please revise to clearly label which projects are regionally significant and which projects that are not.

Environmental

Caltrans16
- #4. The page referenced does not show mitigation activities. A better reference seems to be 3-51 and 3-52. Please revise.

Caltrans17
- #5. We cannot find the table referenced in the checklist. Please revise.

APPENDICES

Caltrans18
- CT Illustrative list: Consider removing all widening project from Caltrans Illustrative list.

Caltrans19
- All comments on project list are provided in the attached Appendices PDF document via track changes.

Sincerely,

Hana Mengsteab
Acting Branch Chief, Senior Transportation Planning (South)

c: Young, Jelani

Attachment

2050

CONNECTED

Regional Transportation Plan
Sustainable Communities Strategy

APPENDICES (DRAFT)

JUNE 2021

SBCAG
santa barbara county association of governments

Appendix C – Connected 2050 Project Lists

Connected 2050 lists project in three different categories:

- Programmed Programmed projects have funding sources identified and will often be built or implemented in the near term.
- Planned Planned projects are those that are expected to be built or implemented over the life of *Connected 2050* and for which funding is expected to be available.
- Illustrative Illustrative projects are presently unfunded. Both programmed and planned projects are included in the modeled transportation networks. Illustrative projects are not.

Following the three aforementioned project lists is a list of projects included in Connected 2050 that have the likelihood of reducing Vehicle Miles Travelled (VMT), though the value of any reduction has not been quantified.

Programmed Projects

Project Title	Project Type	Phase	Description	Primary Funding Source(s)	Year	Total Cost ($000's)
CALTRANS						
CT-1: SR 246 Passing Lanes – Planting Mitigation (FTIP CT93)(EA 0C641)	HWY	Construction	Hwy 246 in Santa Barbara County, near Lompoc, from 0.8 miles east of Cebeda Canyon Road to 0.4 miles east of Tularosa Road and at Hapgood Road (West).	Measure A	2023	~~1,470~~
CT-2: South Coast 101 Project Segment 4A	HWY	PS&E/RW	South Coast 101 HOV Lanes- Carpinteria (Segment 4A) (0N701)	Measure A	2024	147,371
CT-3: South Coast 101 Project Segment 4B	HWY	PS&E/RW	South Coast 101 HOV Lanes- Padaro (Segment 4B) (0N702)	Measure A	~~2024~~	197,394
CT-4: South Coast 101 Project Segment 4C	HWY	PS&E/RW	South Coast 101 HOV Lanes- Summerland (Segment 4C) (0N703)	Measure A	~~2024~~	127,734
CT-5: South Coast 101 Project Segments 4D & 4E	HWY	PS&E/RW	South Coast 101 HOV Lanes- Montecito/Santa Barbara (Segment 4d-4e)	Measure A	~~2023~~	96,820
CT-6: SR 154 Bridge Preventative Maintenance (1C410) (portion of FTIP CT87)	HWY	PA&ED	Preventative bridge maintenance in Santa Barbara Co, Near Los Alamos at the Alamo Pintado Cr Ped Br (Br # 51-0076Y)		2027	~~3,558~~
CT-7: US 101 Roadside Safety Improvements (1E000)(portion of FTIP CT82)	HWY	PS&E/RW	Roadside Safety - Pave slopes, relocate roadside facilities away from traffic, install worker access gates, and safety improvements.		2021	~~4,673~~
CT-8: ADA Pedestrian Infrastructure Improvement (1E040)(portion of FTIP CT81)	BIKE/PED	PS&E/RW	ADA pedestrian infrastructure – Construct ramps, improve pedestrian travel way in Santa Barbara County on Highway 101 at the Butterfly Lane Undercrossing		2023	~~7,258~~
CT-9: US 101 Replace Bridge Deck (1F500) (portion of FTIP CT84)	HWY	PS&E/RW	In Santa Barbara Co near Los Alamos at the SRs 101/135 Separation (Br # 51-0073R/L)		2024	~~10,600~~

Project Title	Project Type	Phase	Description	Primary Funding Source(s)	Year	Total Cost ($000's)
CT-10: US 101 San Ysidro Road Intersection Improvement	HWY	PA&ED	US 101 San Ysidro Road Intersection Improvement (1k040)		2025	10,000
CT-11: US 101 Olive Mill Intersection Improvements	HWY	PA&ED	US 101 Olive Mill Intersection Improvements (1k030)		2025	8,000
~~CT-12: US 101 UP Rail Bridge Replacement and Cabrillo Blvd Bike/Ped Improvements~~	~~HWY~~		~~US 101 UP Rail Bridge Replacement and Cabrillo Blvd Bike/Ped Improvements~~			~~25,000~~
CT-13: SR 135 Signal Modifications	HWY	PA&ED	SR 135 Signal Modifications (1H960)		2025	17,000
CT-14: SR 135 Santa Maria CAPM	HWY	PA&ED	SR 135 in Santa Maria pavement preservation project CAPM (1G970)		2024	~~12,565~~
CT-15: SR 154/ Baseline- Edison Roundabout	HWY	PA&ED	SR 154/ Baseline- Edison Roundabout (1H310)		2021	~~6,827~~
CT-~~16: Bridge Preservation – Replace Bridge Rail~~ (1F790)(portion of FTIP CT86)	HWY	PS&E/RW	~~Bridge preservation in Santa Barbara County at Nojoqui Creek Bridges~~ (# 51-0018 L/R)		2023	~~8,832~~
CT-17: Bridge Seismic Retrofit – ~~Construct Column Shells (1F830) (portion of FTIP CT85)~~	~~HWY~~	~~PS&E/RW~~	~~Bridge seismic retrofit in Santa Barbara County near Los Alamos at San Antonio Creek Bridge (BR # 51-0006)~~		~~2022~~	~~4,677~~
CT-18: SR 1 ~~Pavement Preservation – Restore Pavement Condition~~ (1G130)(portion of FTIP CT79)	HWY	~~PS&E/RW~~	Pavement preservation in Santa Barbara County near Santa Maria from Solomon Road to Jct. SRs 166/01		2022	~~11,015~~
~~CT-19: Sign Upgrades (1G130)(portion of FTIP CT83)~~	~~HWY~~	~~PS&E/RW~~	~~State Highways in Santa Barbara and San Luis Obispo Counties~~		~~2022~~	~~4,707~~
CT-20: Gaviota Rest Area Water Systems Upgrade (EA 1E010)(portion of FTIP CT60)	HWY	~~PS&E/RW~~	Near Gaviota, at the Gaviota Safety Roadside Rest Area. Upgrade wastewater system.		2024	~~4,707~~

Project Title	Project Type	Phase	Description	Primary Funding Source(s)	Year	Total Cost ($000's)
CT-21: Cold Springs Bridge Maintenance Inspection Access (FTIP CT76)(EA 1C420)	HWY	~~PS&E/RW~~	Near Lake Cachuma at Cold Spring Canyon Bridge No. 51-0037. Install inspection access system below bridge and paint structure.		~~2027~~	20,117
CT-22: Refugio Bridge Replacement (FTIP CT77) (EA 1C950 Long Lead)	HWY	~~PA&ED~~	Near Goleta, at Refugio Road Undercrossing No. 51-0215 L/R. Replace bridges.		2029	36,307
CT-23: San Antonio Creek Bridge Scour Mitigation (FTIP CT75)(EA 1~~C420~~ Long Lead)	HWY	PS&E/RW	Near Lompoc, at San Antonio Creek Bridge No. 51-0237 L/R. Bridge scour mitigation.		~~2027~~	3,054
CT-24: ~~Replace Bridge~~ (portion of FTIP CT63)(EA 1C360)	HWY	PA&ED	Near Goleta, at the San Jose Creek Bridge # 51-0217. Replace bridge.		~~2026~~	25,914
CT-25: ~~Salsipuedes Creek Slope Protection Reconstruction~~ (CT#OA050)(portion of FTIP CT90)	HWY	Construction	~~Near Lompoc, at the Salsipuedes Creek. Reconstruct slope protection. All funding is prior year.~~		2025	14,978
CT-26: ~~Linden Ave/Casitas Pass Interchanges (101 Widening Phase 3)(EA 4482U,~~ 44822)(FTIP CT01, CT94, CT95)	HWY	Construction	~~Reconstruct Linden Ave and Casitas Pass Rd interchanges in Carpinteria. Construct missing link in frontage road system. Reconstruct US 101 bridge over Carpinteria Creek. Includes Measure A funds. Includes mitigation planting and mitigation monitoring.~~		~~2023~~	115,220
CT-27: Linden Ave/Casitas Pass Interchanges Landscape Mitigation (EA 44821)	HWY	Construction	~~Landscape Mitigation~~		~~2024~~	2,560
CT-28: Goleta Drainages Landscape Mitigation (EA 0G071)	HWY	Construction	In and near Goleta from 0.2 mile east to 0.7 mile west of the Fairview Avenue Overcrossing. Landscape mitigation for PPNO 0707.		2024	658

Planned Projects

Project Title	Project Type	Phase	Description	Year	Cost ($000's)
CALTRANS					
CT-PL-1: US 101 HOV Widening (FTIP CT20)	HWY	Construction	Parts of this project are programmed. This project highlights the out-years of the overall project.	2029	308,395
CT-PL-2: SR 246 Passing Lanes – East Segment	HWY	Construction	East and west bound passing lanes from east of Big Ranch Road to west of Drum Canyon Road, channelization at Drum Canyon and Mail Road, and bridge widening at Santa Rita Creek.	2031	50,229
CT-PL-5: US 101 at Glen Annie Operational Improvements	HWY	Construction	Operational Improvements northbound on US 101 at Glen Annie Rd. off ramp	2022	5,000
CT-PL-6: US 101 at Castillo Improvements	HWY	Construction	Reconstruct portions of, or entire interchange of US 101 at Castillo Street	2030	75,000
CT-PL-7: US 101 Milpas St SB off-ramp Improvements	HWY	Candidate (Oversight)	US 101 Milpas St SB off-ramp Improvements	2026	TBD
CT-PL-8: US 101 / Las Positas Operational Improvements	HWY	Candidate (Oversight)	US 101 / Las Positas Operational Improvements	2032	TBD
CT-PL-9: Goleta Overcrossing	HWY	Candidate (Oversight)	Goleta Overcrossing	2030	TBD
CT-PL-10: Hwy 154 Drainage Improvement	HWY	PID	Hwy 154 Drainage Improvement	2027	17,407
CT-PL-11: San Marcos Pass High Friction Surface Treatment	HWY	Candidate	San Marcos Pass High Friction Surface Treatment (1M370)	~~2026~~	TBD
CT-PL-12: Lompoc ADA	HWY	Candidate	Lompoc ADA (1H870)	TBD	1,900
CT-PL-13: North Buellton CAPM	HWY	Candidate	North Buellton CAPM (1M100)	2025	TBD
CT-PL-14: Bridge replacement - Alamo Pintado	HWY	Candidate	Bridge replacement - Alamo Pintado	2027	TBD
CT-PL-15: Guadalupe ADA	HWY	PID	Guadalupe ADA (1E030)	2028	2,665

VMT Reducing Projects

The following table lists projects included in the Connected 2050 project lists that have the likelihood of reducing Vehicle Miles Travelled (VMT), though the value of any reduction has not been quantified.

Project Title	Project Type	Phase	Description	Year	Total Cost ($000's)
CT-8: ADA Pedestrian Infrastructure Improvement (1E040) (portion of FTIP CT81)	BIKE/PED	PS&E/RW	ADA pedestrian infrastructure – Construct ramps, improve pedestrian travel way in Santa Barbara County on Highway 101 at the Butterfly Lane Undercrossing	2023	7,258
B-2: Alternative Transportation Enhancements	BIKE/PED	Alternative Transportation Improvements	Enhance the alternative transportation environment by performing sidewalk and concrete repairs, and reducing transit fares for seniors and the disabled, and allocating funds towards the multipurpose trail reserve.	Ongoing	144
B-4: North Ave of Flags Park & Ride	TRANSIT	Capital	Construction of second Park & Ride facility at the north end of Ave of Flags.	2022	1,000
C-7: Alternative Transportation Enhancements	BIKE/PED	Construction	Enhance the alternative transportation environment by performing maintenance, repair, improvement, and engineering of bike and ped facilities, including: the concrete repair and curb ramp program, City of Carpinteria Active Transportation Plan, Bike Path Maintenance Program, Linden Ave sidewalk repair, Bailard Ave Street Improvements, and Linden Ave/ Dorrance Way crossing improvements.	Ongoing	511

SBCAG Response to the California Department of Transportation (Caltrans) July 27, 2021, comments

Caltrans1	Thank you.
Caltrans2	Thank you.
Caltrans3	Comment noted. The checklist has been revised to indicate that the RTP-SCS goals and objectives are shown in Chapter 2.
Caltrans4	Thank you. The page number has been corrected in checklist.
Caltrans5	Comment noted. Public hearing notices have been added to Appendix A.
Caltrans6	Comment noted. When the draft checklist was prepared, SBCAG included Appendix J as a placeholder for responses to comments.
Caltrans7	The formal comment period for Connected 2050 extended through July 28, 2021. However, prior to the August 19, 2021 adoption of Connected 2050 a public hearing will be conducted and comments may be provided.
Caltrans8	See response to Caltrans6.
Caltrans9	Comment noted. Narrative language and a reference to the SWAP was added to Appendix I.
Caltrans10	Thank you. The edit was made in the checklist.
Caltrans11	As noted on page 3-26, adoption requires two public hearings with elected officials. This was our consultation with our local elected officials, i.e. SBCAG's Board. In addition, the regional transportation plan development process included numerous updates and decision points discussed with the SBCAG Board.
Caltrans12	The SBCAG RHNA Plan was adopted by the SBCAG Board during its July 2021 meeting. A reference to this was added to pg. 3-10
Caltrans13	A reference was added to the recent Caltrans grant award to SBCAG, see pgs. 6-23 – 6-24.
Caltrans14	Thank you. The edit was made in the checklist
Caltrans15	Regional significance and the need to include projects in the RTP is subjective. SBCAG purposefully errs on the side of overinclusion at the request of the agency's planning partners. For instance, grant applications may require a project to be included in the RTP despite the project in question being potentially not of regional significance. Therefore, the entirety of the project lists can be considered regionally significant as individual projects are significant to SBCAG or its planning partners. SBCAG does make an effort to group some projects in an effort to maintain a more manageable project list.
Caltrans16	Thank you, the page number in the checklist has been corrected.

Caltrans17 The table is located in the EIR Executive summary on pages ES-5 – ES-52.

Caltrans18 Thank you. SBCAG will make suggested updates.

Caltrans19 Thank you. All suggested edits will be incorporated.

APPENDIX K

RESOLUTIONS

A RESOLUTION OF THE SANTA BARBARA

COUNTY ASSOCIATION OF GOVERNMENTS

ADOPTION OF CONNECTED 2050 REGIONAL TRANSPORTATION PLAN AND SUSTAINABLE COMMUNITIES STRATEGY FOR SANTA BARBARA COUNTY	RESOLUTION NO. 21-27

WHEREAS Title 23 Code of Federal Regulations, part 450, and Title 49 Code of Federal Regulations, part 613, require the development of a metropolitan transportation plan by metropolitan planning organizations; and

WHEREAS the Santa Barbara County Association of Governments (SBCAG) has been designated by the Governor as the Metropolitan Planning Organization (MPO) for Santa Barbara County in accordance with Title 23 of the United States Code (USC) section 134 and Title 23 CFR section 450.104; and

WHEREAS Section 65080 of the California Government Code requires the preparation and adoption of a regional transportation plan by regional transportation planning agencies; and

WHEREAS SBCAG is the designated regional transportation planning agency for Santa Barbara County recognized under California Government Code section 29532; and

WHEREAS Section 65080 of the California Government Code requires that the regional transportation plan include a sustainable communities strategy for each metropolitan planning organization; and

WHEREAS pursuant to 23 USC 134 and 49 USC 5303, SBCAG as an MPO prepares and adopts a long range regional transportation plan for the region;

WHEREAS SBCAG, through the conduct of a continuing, cooperative, and comprehensive multimodal transportation planning process, has prepared Connected 2050, a Regional Transportation Plan (RTP) & Sustainable Communities Strategy (SCS) for Santa Barbara County (Connected 2050) to update the Fast Forward 2040 RTP & SCS adopted by SBCAG in August 2017; and

WHEREAS Connected 2050 has been prepared in conformance with all applicable federal and State requirements; and

WHEREAS Connected 2050 has been prepared in cooperation with federal, State and local government agencies, including local governments in Santa Barbara County, transit operators, Caltrans, the Air Pollution Control District, and the Santa Ynez Band of Chumash Indians; and

WHEREAS Connected 2050 is financially constrained and funds are needed to implement the RTP; and

WHEREAS Connected 2050 is not required to demonstrate transportation conformity with the State Implementation Plan (SIP) because Santa Barbara County is designated as a an attainment/unclassified area for the federal 8-hour ozone standard; and

WHEREAS Connected 2050 is subject to the California Environmental Quality Act (CEQA) and a Programmatic Environmental Impact Report (PEIR) was prepared for Connected 2050; and

WHEREAS electronic copies of the Draft Connected 2050 and Draft PEIR were made available and members of the public were given a reasonable opportunity to review the draft documents and provide input and comment on the documents; and

WHEREAS pursuant to CEQA Guidelines section 15163, SBCAG considered the PEIR for Connected 2050; and

WHEREAS the Mitigation Monitoring and Reporting Program was also made available for public review and comment.

NOW, THEREFORE, BE IT RESOLVED that the SBCAG Board of Directors finds that Connected 2050 was developed in accordance with public involvement procedures specified by federal law as expressed locally in the SBCAG Public Participation Plan adopted by SBCAG on August 20, 2015; and

BE IT FURTHER RESOLVED that the SBCAG Board of Directors finds that Connected 2050 was developed in accordance with public involvement procedures specified by State law as expressed locally in the Regional Transportation Plan & Sustainable Communities Strategy Public Participation Plan adopted by SBCAG on September 19, 2019; and

BE IT FURTHER RESOLVED that the Board reviewed the responses to comments received from the public and interested agencies on both Connected 2050 and the PEIR and adopts those responses to comments as findings of this Board; and

BE IT FURTHER RESOLVED that the CEQA Findings and Statement of Overriding Considerations and the Mitigation Monitoring and Reporting Program are hereby adopted in Resolution 21-28; and

BE IT FURTHER RESOLVED that Connected 2050 addresses requirements prescribed in State and federal law; and

BE IT FURTHER RESOLVED that Connected 2050 complies with the 2017 Regional Transportation Guidelines adopted by the California Transportation Commission; and

BE IT FURTHER RESOLVED that Connected 2050 is the applicable transportation plan for SBCAG under State and federal law and supersedes all preceding RTP-SCSs and RTP-SCS amendments; and

BE IT FURTHER RESOLVED that the SBCAG Board of Directors does hereby adopt the Connected 2050 RTP-SCS.

(Signatures on following page.)

PASSED AND ADOPTED this 19th day of August 2021 by the following vote:

AYES: Williams, Hart, Hartmann, Lavagnino, Uhrig, Julian, Osborne, Patino, Perotte, Clark, Murrillo and Chair Sierra

NOES:

ABSENT:

ABSTAIN: Nelson

ATTEST:

Marjie Kirn
Executive Director
Santa Barbara County
Association of Governments

Holly Sierra, Chair

APPROVED AS TO FORM:
Rachel Van Mullem
County Counsel

Deputy County Counsel

A RESOLUTION OF THE SANTA BARBARA

COUNTY ASSOCIATION OF GOVERNMENTS

CERTIFICATION OF THE FINAL PROGRAMATTIC ENVIRONMENTAL IMPACT REPORT FOR CONNECTED 2050	)))	RESOLUTION NO. 21-28

WHEREAS Title 23 Code of Federal Regulations, part 450, and Title 49 Code of Federal Regulations, part 613, require the development of a metropolitan transportation plan by metropolitan planning organizations; and

WHEREAS the Santa Barbara County Association of Governments (SBCAG) has been designated by the Governor as the Metropolitan Planning Organization (MPO) for Santa Barbara County in accordance with Title 23 of the United States Code (USC) section 134 and Title 23 CFR section 450.104; and

WHEREAS Section 65080 of the California Government Code requires the preparation and adoption of a regional transportation plan by regional transportation planning agencies; and

WHEREAS SBCAG is the designated regional transportation planning agency for Santa Barbara County recognized under California Government Code section 29532; and

WHEREAS Section 65080 of the California Government Code requires that the regional transportation plan include a sustainable communities strategy for each metropolitan planning organization; and

WHEREAS SBCAG, through the conduct of a continuing, cooperative, and comprehensive multimodal transportation planning process, has prepared Connected 2050, a Regional Transportation Plan (RTP) & Sustainable Communities Strategy (SCS) for Santa Barbara County (Connected 2050) to update the Fast Forward 2040 RTP & SCS adopted by SBCAG in August 2017; and

WHEREAS Connected 2050 is subject to the California Environmental Quality Act; and

WHEREAS SBCAG selected and retained the firm of Rincon Consultants to prepare the Environmental Impact Report (EIR) for Connected 2050; and

WHEREAS SBCAG filed a Notice of Preparation that was received by the State Clearinghouse on December 14, 2020, commencing a 30-day review period; and

WHEREAS Connected 2050 is financially constrained and funds are needed to implement the RTP; and

WHEREAS electronic copies of the Draft Connected 2050 and Draft EIR were made available and members of the public were given a reasonable opportunity to review the draft documents and provide input and comment on the documents; and

WHEREAS on May 27, 2021, SBCAG filed a Notice of Completion with the State Clearinghouse, commencing a 45-day public review period, and the availability of the reports were duly noticed; and

WHEREAS on June 17, 2021, SBCAG held a public comment meeting on the Draft EIR and Draft Connected 2050; and

WHEREAS the Final EIR incorporates the public comments submitted on the Draft EIR and provides written responses to all public comments; and

WHEREAS SBCAG provided public agencies with responses to their comments on July 30, 2021; and

WHEREAS on July 30, 2021, SBCAG published a comprehensive list of all changes to the Draft EIR; and

WHEREAS SBCAG has reviewed Title 14 (California Code of Regulations), Chapter 3, (Guidelines for Implementation of the California Environmental Quality Act), Section 15090 describing actions a lead agency shall take upon certification of the Final EIR.

NOW, THEREFORE, the Santa Barbara County Association of Governments does resolve as follows:

1. That the foregoing recitations are true and correct.

2. That the Connected 2050 Regional Transportation Plan & Sustainable Communities Strategy Final Environmental Impact Report, dated August 2021 and on file with SBCAG, is hereby certified based on the following findings:

    A. The Final EIR has been completed in compliance with CEQA in that a Draft EIR was prepared and circulated for public review and comment, that proper notification was given to other public agencies and the citizens of Santa Barbara County of the availability of the document, and that the appropriate notice of hearing of the discussion and certification of the Final EIR has been given.

    B. The Final EIR was presented to SBCAG and SBCAG has reviewed and considered the information contained in the Final EIR. The Draft EIR and Final EIR were presented to SBCAG upon its availability to provide time for adequate review. SBCAG then reviewed the contents of the documents prior to the certification and considered the information contained therein at its regular public meeting prior to rendering decisions on the project.

    C. The Final EIR reflects SBCAG's independent judgement and analysis.

NOW, THEREFORE, BE IT RESOLVED that the Santa Barbara County Association of Governments does hereby certify the Final EIR for the Santa Barbara County Connected 2050 Regional Transportation Plan & Sustainable Communities Strategy.

(Signatures on following page.)

PASSED AND ADOPTED this 19th day of August 2021 by the following vote:

AYES: Willliams, Hart, Hartmann, Lavagnino, Uhrig, Julian, Osborne, Patino, Perotte, Clark, Murillo and Chair Sierra

NOES:

ABSENT:

ABSTAIN: Nelson

ATTEST:

Marjie Kirn
Executive Director
Santa Barbara County
Association of Governments

Holly Sierra, Chair

APPROVED AS TO FORM:
Rachel Van Mullem
County Counsel

Deputy County Counsel