2050 CONNECTED

Regional Transportation Plan
Sustainable Communities Strategy

AUGUST 2021

SBCAG
santa barbara county association of governments

Connected 2050

Regional Transportation Plan and Sustainable Communities Strategy

Prepared by:

Santa Barbara County Association of Governments

260 North San Antonio Road, Suite B

Santa Barbara, California 93110

805-961-8900

www.sbcag.org

SBCAG Board of Directors

SUPERVISORS	Member	Supervisorial District
	DAS WILLIAMS **(Vice Chair)**	FIRST DISTRICT
	GREGG HART	SECOND DISTRICT
	JOAN HARTMANN	THIRD DISTRICT
	BOB NELSON	FOURTH DISTRICT
	STEVE LAVAGNINO	FIFTH DISTRICT

CITIES	Member	Alternate
BUELLTON	HOLLY SIERRA **(Chair)** Mayor	ED ANDRISEK Councilmember
CARPINTERIA	AL CLARK Councilmember	WADE NOMURA Mayor
GOLETA	PAULA PEROTTE Mayor	STUART KASDIN Councilmember
GUADALUPE	ARISTON JULIAN Mayor	LILIANA CARDENAS Councilmember
LOMPOC	JENELLE OSBORNE Mayor	GILDA CORDOVA Councilmember
SANTA BARBARA	CATHY MURILLO Mayor	ERIC FRIEDMAN Councilmember
SANTA MARIA	ALICE PATINO Mayor	ETTA WATERFIELD Mayor Pro Tem
SOLVANG	CHARLIE UHRIG Mayor	MARK INFANTI Councilmember

EX-OFFICIO (NON-VOTING) MEMBERS		
	CALTRANS DISTRICT 5	TIM GUBBINS
	19th SENATE DISTRICT	MONIQUE LIMON
	35th ASSEMBLY DISTRICT	JORDAN CUNNINGHAM
	37th ASSEMBLY DISTRICT	STEVE BENNETT

SBCAG Staff

MARJIE KIRN, Executive Director
MICHAEL BECKER, Director of Planning
ANDREW ORFILA, Principal Transportation Planner
BRIAN BRESOLIN, Senior Transportation Planner
JARED CARVALHO, Transportation Planner II

Table of Contents

Figures

Tables

Appendices

Appendices are published in a separate document.

Chapter 1

Plan Introduction / Executive Summary

Where people live, work, and play, and how they travel between the locations of those activities, now and in the future, are at the heart of a Regional Transportation Plan and Sustainable Communities Strategy (RTP-SCS). The location and diversity of land uses, their disposition, and the density of development are determining factors for how people choose to travel. Fundamentally, this plan explores the region's land use and travel patterns, accounts for the demographic growth that will force new demands on both, and presents a vision for how they can work together to satisfy the goals important to the region while also meeting the State's greenhouse gas reduction targets. Neither land use changes nor transportation investments in isolation can address the issues facing the region; a balanced approach is necessary to ensure the region is able to address its long-term needs.

Connected 2050 Vision

Connected 2050 assesses various alternative future scenarios and continues the vision laid out in the Regional Transportation Plans and Sustainable Communities Strategies adopted in 2013 and 2017. It relies on the same core strategies and planning assumptions and strives to achieve the same, broad goals as the prior plans. However, there are several new aspects considered in the development of Connected 2050.

- SBCAG adopted an updated Regional Growth Forecast in 2019 that both updated the region's demographic forecasts and extended the planning horizon to 2050.
- Connected 2050 was developed alongside the region's 6th Cycle of the Regional Housing Needs Allocation (RHNA) process. The 6th RHNA Cycle incorporates changes related to Senate Bill 828 (2018) which resulted in a significant increase in determined housing need. SBCAG's methodology for distributing the region's housing need more directly confronts the region's jobs-housing imbalance.
- Connected 2050 incorporates the region's first region-specific analysis of environmental justice indicators. Prior to Connected 2050 SBCAG relied on a methodology developed by the San Diego Association of Governments, though applied locally.
- Senate Bill 1 (2017) became law in the same timeframe as the adoption of Fast Forward 2040 and was not accounted for in a Regional Transportation Plan until now, in Connected 2050. SB 1 contributes to increased forecasted transportation revenues.

Beyond the changes that can be accounted for in the development of a long-range transportation plan, Connected 2050 was developed during the same timeframe as the brunt of impact resulting from the COVID-19 global pandemic. Among many other impacts, COVID-19 forced an analysis of how people work and their relationships with what has traditionally been defined as their workplaces. In 12+ months, COVID-19 accomplished what Transportation Demand Agencies, such as SBCAG's Traffic Solutions, have been attempting to accomplish for decades regarding the promotion of remote work. Time will tell what the lasting impacts will be, but Connected 2050 makes an assumption that remote work will be more significant post pandemic than it was prior to the pandemic. While benefits related to remote work on a regional scale may be realized, workers from outside the region may find Santa Barbara County an attractive place to live and thereby exacerbate the region's jobs-housing imbalance. The lasting impacts of the COVID-19 global pandemic will require careful analysis for many years going forward.

Goals

Connected 2050's planning goals and objectives guided the development of the plan, applying a performance-based approach. Land use and transportation scenarios, including both land use and growth assumptions and regional projects and programs, were developed and evaluated based on these guiding principles. The five plan goals remain unchanged from the prior plan:

> **Environment:** *Foster patterns of growth, development and transportation that protect natural resources and lead to a healthy environment.*
>
> **Mobility & System Reliability:** *Optimize the transportation system to improve accessibility jobs, schools, and services, allow the unimpeded movement of people and goods, and ensure the reliability of travel by all modes*.
>
> **Equity:** *Ensure that the transportation and housing needs of all socio-economic groups are adequately served.*
>
> **Health & Safety:** *Improve public health and ensure the safety of the regional transportation system.*
>
> **A Prosperous Economy:** *Achieve economically efficient transportation patterns and promote regional prosperity and economic growth.*

The plan's goals, as well as the objectives, policies, and performance measures are discussed in greater detail in Chapter 2.

Transportation Investments

At its core, a regional transportation plan identifies regional transportation needs, prioritizes those needs, and presents an implementation plan for maintaining and improving the regional transportation network. Transportation investments are projects or programs, most with benefits quantified by travel demand modeling, and are consistent with the planning goals and objectives. Since the incorporation of the sustainable communities strategy component in the previous update cycle, transportation investments are also assessed to determine whether, in combination with land use assumptions and growth allocation, they are supportive of the region's greenhouse gas reduction targets.

Connected 2050 contains a multi-modal transportation investment package that, when implemented, will advance the region's goals, satisfy the planning objectives and, as a result, meet the needs of the traveling public into the future. The plan can only include projects that the region can reasonably expect to afford, and there are many projects beyond those listed in this plan that the region's agencies have identified. Those projects, the desired yet unfunded, are listed as illustrative projects and may be implemented if revenues beyond those forecasts are realized. The programs and projects contained in this plan have resulted from other planning studies, congestion management planning, 101 in Motion, the Measure A Strategic Plan, or at the recommendation of member agencies.

Connected 2050 contains an additional 10 years within its planning horizon compared to Fast Forward 2040, the period of 2040 through 2050. The region's transportation priorities are not fully developed for that period and Connected 2050 leaves a portion of its anticipated financial resources unallocated. As the transportation sector continues to evolve, and the lasting impacts of COVID-19 are more fully understood, the region's long-term transportation priorities will come into better focus.

Transportation investments are discussed in Chapter 6 and listed in Appendices C and E. The region's existing highway network is shown on Figure 1-1. Major investments are highlighted on Figures 1-2 and 1-3, as well as in Chapter 6 and Appendices C and E.

Figure 1-1: Existing Highway Network

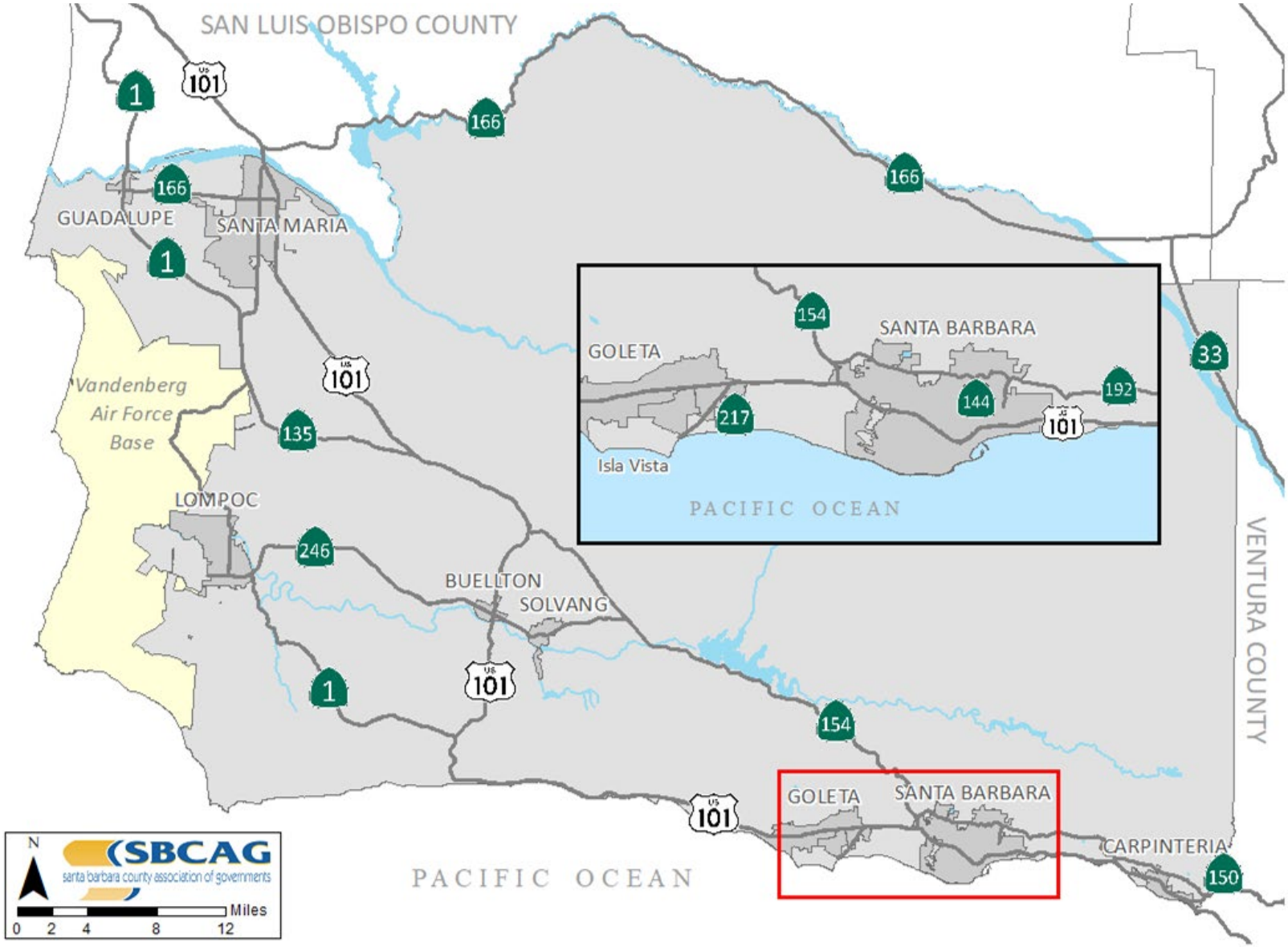


Figure 1-2: Major Regional Projects – South County

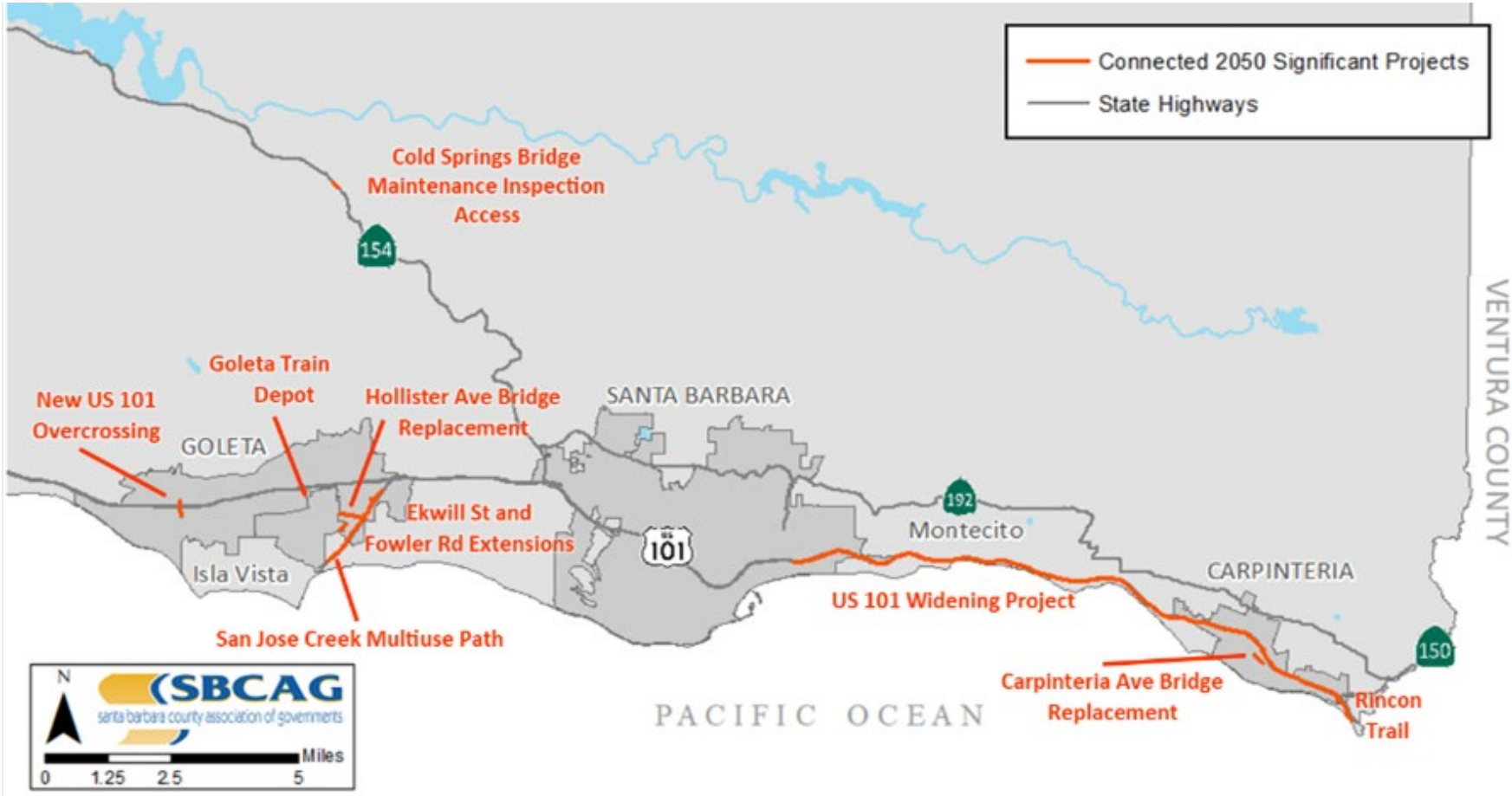
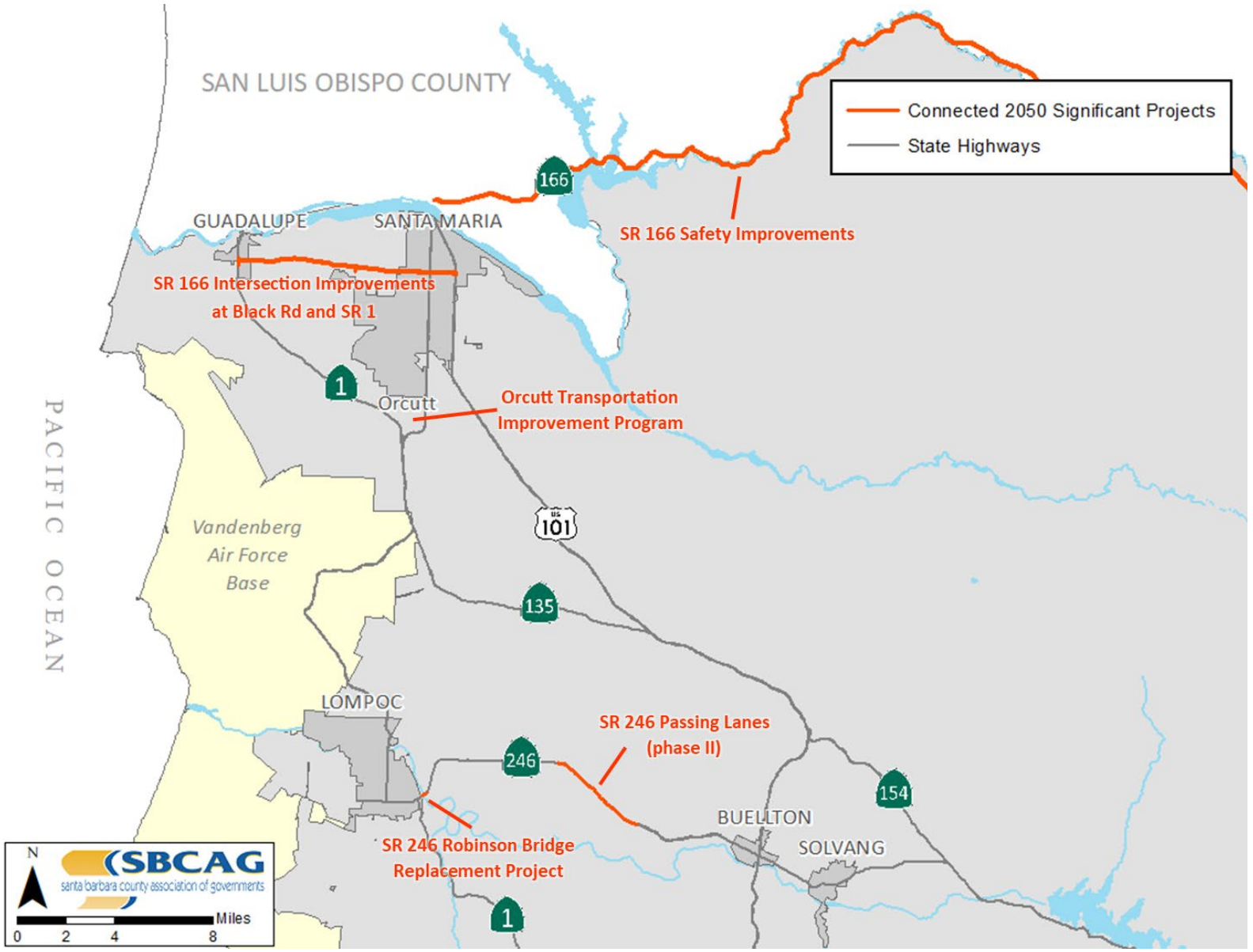


Figure 1-3: Major Regional Projects – North County



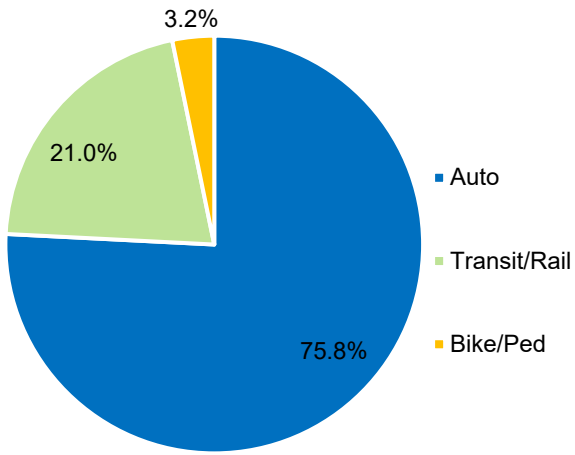
Financial Element

The financial element, Chapter 5, analyzes the cost of implementing the projects identified in the action element, Chapter 6. It also provides a realistic forecast of available revenues, showing that the projects can be implemented using "committed, available, or reasonably available revenue sources."[1] The financial element demonstrates that Connected 2050 is fiscally constrained.

- The total amount of revenue anticipated from federal, State, regional, and local sources over the life of Connected 2050 is approximately $11.3 billion. Measure A, the local sales tax measure, accounts for 14 percent of anticipated revenues.
- The total cost of the projects in Connected 2050 is approximately $8.3 billion: $3.1 billion for highway and streets/roads projects, $2.6 billion for transit projects, $1.7 billion bicycle and pedestrian projects, and $81 million for rail projects. Projects not classifiable in the above categories accounts for approximately $700 million.
- Connected 2050 revenue forecasts are largely conservative and are based on historical data. SBCAG does not consider any speculative funding sources, though the forecast does assume a local transportation sales tax will renew at the same level prior to Measure A's expiration in 2040.

The following figure demonstrates how the committed forecasted revenues are allocated by mode. Of the auto-oriented funding, 79 percent is allocated to maintenance and operations. It is important to note that many projects include aspects that benefits modes outside of its categorization. For example, an auto-oriented road maintenance project may include sidewalk or bikeway improvements.

Figure 1-4: Funding by Mode



The financial element is discussed in greater detail in Chapter 5.

[1] 23 C.F.R. §450.104. The financial element is required by California Government Code §65080(b)(4) and 23 U.S.C. §134(i)(2)(E).

Sustainable Communities Strategy

Development of the Sustainable Communities Strategy (SCS) involved the study of three, separate land use and transportation scenarios, each analyzing different combinations of land use and transportation variables. The preferred scenario was selected from these scenario options on the basis of scenario performance as quantified by the adopted performance measures tied to the overall Connected 2050 goals. All scenarios applied the same region-wide population, employment, and housing projections from the 2019 SBCAG Regional Growth Forecast. Sub-regional distribution of forecast population growth varies by scenario consistent with allowable land uses, residential land use capacity and policy assumptions, while also demonstrating consistency with the 6th Cycle of RHNA allocations.

Central to the SCS is a set of land use assumptions identifying the general location of uses, residential densities, and building intensities within the region.[2] While there is no requirement of consistency between Connected 2050 and local land use plans and while local jurisdictions explicitly retain land use authority under SB 375, Connected 2050 is required to make land use assumptions and allocate forecast future growth consistent with those assumptions and the allocation of regional housing needs. Starting with land uses allowed by existing, adopted local General Plans, the land use assumptions, developed in close coordination with the planning staff of SBCAG's member jurisdictions, selectively provide for intensification of residential and commercial land uses in urban areas proximate to existing transit and multi-modal transportation options. The intent of these changes is ultimately 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 to communities in the North County, and (2) promoting more trips, both local and inter-city, by alternative transportation modes, especially public transit.

Allowable land uses in the preferred scenario are adequate to accommodate forecast population, household and employment growth and to meet identified housing need. For the preferred scenario, forecast population growth is distributed consistent with this pattern of allowable land uses. The development needed to satisfy future growth is focused within existing urbanized areas and avoids resource areas identified in the Regional Greenprint.

The transportation component of the SCS includes all new programmed and planned projects, including limited new bus transit service. Additionally, continuing the approach of the 2013 and 2017 plans, the SCS includes an ***Enhanced Transit Strategy***. The strategy creates a framework for future transit service expansion at such time as new revenue sources may become available. The enhanced transit strategy is described in greater detail in Chapter 3. Recognizing the uncertain nature of future, new revenue sources, it takes a targeted, balanced and flexible approach to expanding transit service as needed in the future. Specifically, the enhanced transit strategy included in the preferred scenario commits to transit service expansion as new revenue sources become available (1) when and where transit enhancements are actually needed, and (2) while protecting existing funding for competing local demands, such as street and road maintenance. Because it is a general strategy, it does not change the list of fiscally constrained, programmed and planned transportation projects.

The Sustainable Communities Strategy is discussed in detail in Chapter 3.

[2] See Gov. C. § 65080(b)(2)(B)(i).

Senate Bill 375

California Senate Bill 375, the Sustainable Communities and Climate Protection Act of 2008 (SB 375), requires each MPO[3] to demonstrate, through the development of an SCS, or Alternative Planning Strategy (APS) how its region will or could integrate transportation, housing, and land use planning to meet the greenhouse gas (GHG) reduction targets set by the State, while accommodating forecast growth.

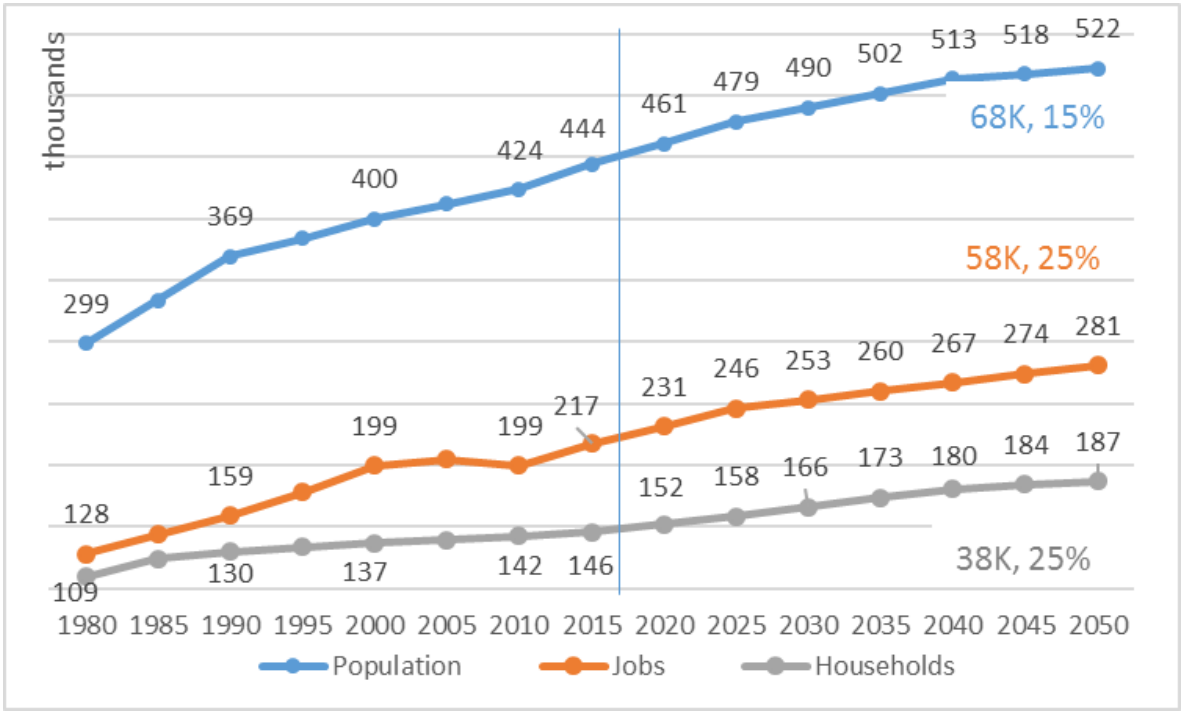
[3] Metropolitan Planning Organization. Under federal law, the organization designated by the governor as responsible for transportation planning and programming activities required under federal law in an urbanized area. It serves as the forum for cooperative decision making by a regional board made up of local elected officials. As the region's designated MPO, SBCAG is responsible for development of the federal long-range transportation plan and multi-year funding programs, and the selection and approval of transportation projects using federal funds.

Regional Growth

A central focus of the regional transportation plan is accommodating forecast growth. The sustainable communities strategy requires that forecast growth is accommodated in a manner that considers the environmental impact – namely, greenhouse gas emissions targets. In 2019, SBCAG developed the current Regional Growth Forecast which covers the period 2017 through 2050. Over the course of the 2017-2050 forecast period, the county-wide population is forecast to increase by 68,000 persons from 453,500 to 521,700 or 15 percent. Figure 1-5 highlights the forecasted growth consistent with the sustainable communities strategy.

Demographic characteristics and forecasted growth are presented in greater detail in Chapter 3, or by reviewing SBCAG's Regional Growth Forecast (2019).

Figure 1-5: 1980-2050 Population, Jobs, and Households Growth



Performance Measures

Since MAP-21 became law in 2012, SBCAG has been following a ***performance-based approach*** to transportation decision-making to support the national goals.

SBCAG has organized its transportation planning policies to fit the RTP-SCS goal framework and crafted explicit, quantifiable performance measures that are also keyed to the plan goals. The goal framework and the performance measures follow the mandated performance-based approach.

SBCAG applied the performance measures in Connected 2050 scenario development and analysis and in the selection of the preferred land use and transportation scenario. These performance measures are explicitly keyed to the five RTP-SCS goals, listed above, as well as to the plan objectives.

Ultimately, the preferred scenario balances competing considerations in a way that maximizes region-wide benefits and minimizes detrimental effects. Compared to the future baseline scenario in 2050, the preferred scenario:

- Reduces overall vehicle miles traveled by 16 percent, vehicle hours traveled by 14 percent, and average daily traffic (ADT) volumes by one percent.
- Reduces overall congestion (as measured by congested vehicle miles traveled) by 32 percent compared to the future baseline scenario.
- Reduces average vehicle trip time by 10 percent and average vehicle commute time for workers by six percent.
- Saves residents and workers nearly $500,000 annually in auto operating costs (a 16 percent reduction).
- Achieves an overall increase in transit accessibility (the percentage of population within a high quality transit corridor[4]) of 10 percent.
- Achieves an increase in transit accessibility for low income populations (the percentage of low income population within a high quality transit corridor) of 33 percent.
- Increases transit ridership by 5 percent (38,980 daily trips for the preferred scenario versus 36,960 for the future baseline), and results in a three percent increase in alternative trip (biking, walking, and transit) mode share.
- A reduction in per capita on-road motor vehicle fuel consumption by approximately 0.5 gallons per day, over 16% from the baseline by 2050.

In addition, the preferred scenario results in:

- A reduction in per capita vehicle greenhouse gas emissions of 9.4 percent in 2020 and 17.8 percent in 2035, compared to the SB 375 base year 2005.
- A reduction in vehicle emissions of reactive organic gases (ROG) by 8 percent in 2020 and 13 percent in 2035 and oxides of nitrogen (NOx) emissions 7 percent in 2020 and 12 percent by 2035 compared to the baseline.

Connected performance measures are presented in Chapter 2 and their application is discussed in Chapter 3.

Public Participation

SB 375, as well as good planning in general, requires public involvement throughout the development of a sustainable communities strategy. For Connected 2050, SBCAG's third regional transportation plan including a sustainable communities strategy, SBCAG sought improvements to the public process to provide for

[4] Defined as a corridor with fixed route bus service with service intervals no longer than 15 minutes per peak commute hour.

more inclusion, particularly among non-English speaking residents of Santa Barbara County.

SBCAG contracted with the Community Environmental Council (CEC) for assistance in carrying out the public process. CEC hired two community ambassadors, one for each of the northern and southern portions of Santa Barbara County. These community ambassadors possessed an insider's knowledge of their communities as well as having established connections with the groups representing their regions. Community ambassadors attempted to engage, and were frequently successful at engaging, everyone from neighbors to well-established special interest groups.

In addition to the work of the community ambassadors, the public process included a website (English and Spanish versions) to explain the planning process and also as a means to solicit input. A marketing effort was employed to drive traffic to the website.

SB 375 requires one or more public workshops, depending on the size of the region, to obtain input on the variety of scenarios considered for the sustainable communities strategy. Though the SBCAG region is required to conduct at least one public workshop, historically SBCAG has conducted two or more to achieve geographic equity. In this update cycle, the COVID-19 public health emergency made it impossible to conduct in-person public workshops. As a result, SBCAG moved to a virtual format for the two workshops. Plus, a GIS-based Story Map was created to complement the workshop process. The Story Map provided an overview of the RTP-SCS and enabled public input to be collected through the platform. All materials, notices, and presentations were made available in both English and Spanish.

As a final requirement of SB 375, the RTP-SCS is required to be subject of two public hearings prior to adoption. These public hearings were conducted in June and August 2021 as a component of regularly-scheduled SBCAG Board of Directors' meetings.

Public participation is discussed in greater detail in Chapter 3 and Appendix A.

Chapter 2

A Vision for the Region: Connecting Communities

The SBCAG Connected 2050 Regional Transportation Plan (RTP) represents an update to the Fast Forward 2040 plan adopted by the Santa Barbara County Association of Governments (SBCAG) Board in August 2017 and continues the regional planning vision laid out in the 2017 Plan. Connected 2050 plans how the region will invest limited transportation funds to maintain, operate and improve an integrated, multi-modal transportation system that facilitates the efficient movement of people and goods. This updated RTP identifies specific strategies, policies and actions, including a list of programmed and planned transportation projects affordable within the region's anticipated reasonably available transportation funding, to achieve regional goals and priorities and meet the current and future needs of the region.

The Sustainable Communities and Climate Protection Act of 2008 (Senate Bill 375) requires that the Connected 2050 RTP contain a Sustainable Communities Strategy (SCS) that considers both land use strategies and transportation projects together in a single, integrated planning process that accommodates regional housing needs and projected growth. The Connected 2050 SCS continues the strategy and vision of the adopted 2017 plan, updating it to reflect changes to land use and transportation projects. The SCS is included in Chapter 3.

The SBCAG Region

Geography

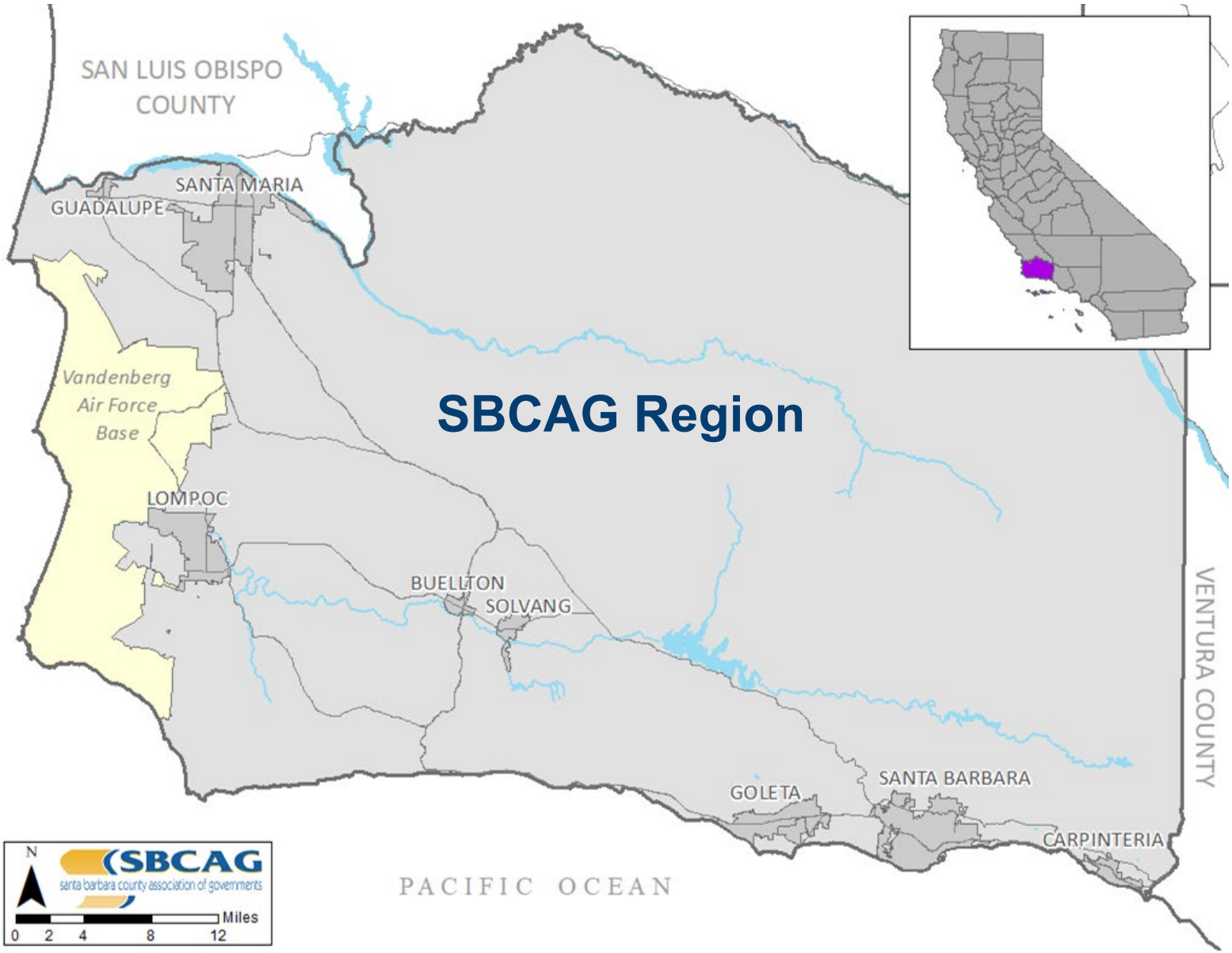
The Santa Barbara County region is located along California's central coast about 300 miles south of San Francisco and 100 miles north of Los Angeles. Santa Barbara County occupies 2,745 square miles of land bordered on the north by San Luis Obispo County, on the east by Ventura and Kern Counties, and on the south and west by the Pacific Ocean. Residents of Santa Barbara County view the region as being divided into two areas; North County and the South Coast, with the physical, geographic separation being the Santa Ynez Mountains.

Connected 2050 plans how the region will invest limited transportation funds to maintain, operate and improve an integrated, multi-modal transportation system that facilitates the efficient movement of people and goods.

North County is characterized by its rural, natural setting, with the Los Padres National Forest, San Rafael and Dick Smith Wilderness Areas, and Lake Cachuma Recreation Area. The North County is known for its agribusiness, including vineyards and wine-making, and rocket launches from Vandenberg Air Force Base (VAFB). The North County includes the incorporated cities of Buellton, Guadalupe, Lompoc, Santa Maria (the largest city in the region), and Solvang, as well as the unincorporated communities of Ballard, Casmalia, Cuyama, Garey, Los Alamos, Los Olivos, Mission Hills, New Cuyama, Orcutt, Santa Ynez, Sisquoc, VAFB, and Vandenberg Village.

Figure 2-1 provides an overview of the SBCAG Region.

Figure 2-1: SBCAG Region



The South Coast is characterized by its coastal access, which makes it a popular tourist destination. The region is also home to a number of technological and financial employment centers and is home to the University of California Santa Barbara (UCSB) campus. The South Coast includes the incorporated cities of Carpinteria, Goleta, and Santa Barbara, as well as the unincorporated communities of Isla Vista, Mission Canyon, Montecito, Summerland, and Toro Canyon.

Demographics

The table below shows growth between 2010 and 2015 in the key demographic areas tracked by SBCAG; population, employment, and households.

Table 2-1: Growth in Key Demographics

Variable	2010	2015	% Growth
Population	423,600	444,500	5%
Jobs	199,500	217,400	9%
Households	142,100	145,700	3%

SBCAG prepares population, employment, and household forecasts that are ultimately incorporated into the RTP-SCS. A detailed summary of these forecasts is included in Chapter 3 or could be explored in the Regional Growth Forecast (2019) document.

The Regional Transportation Network

Santa Barbara County is served by a multi-modal transportation system of highways, roads, transit routes, railways, airports, bike lanes, and sidewalks that facilitate the movement of people and goods.

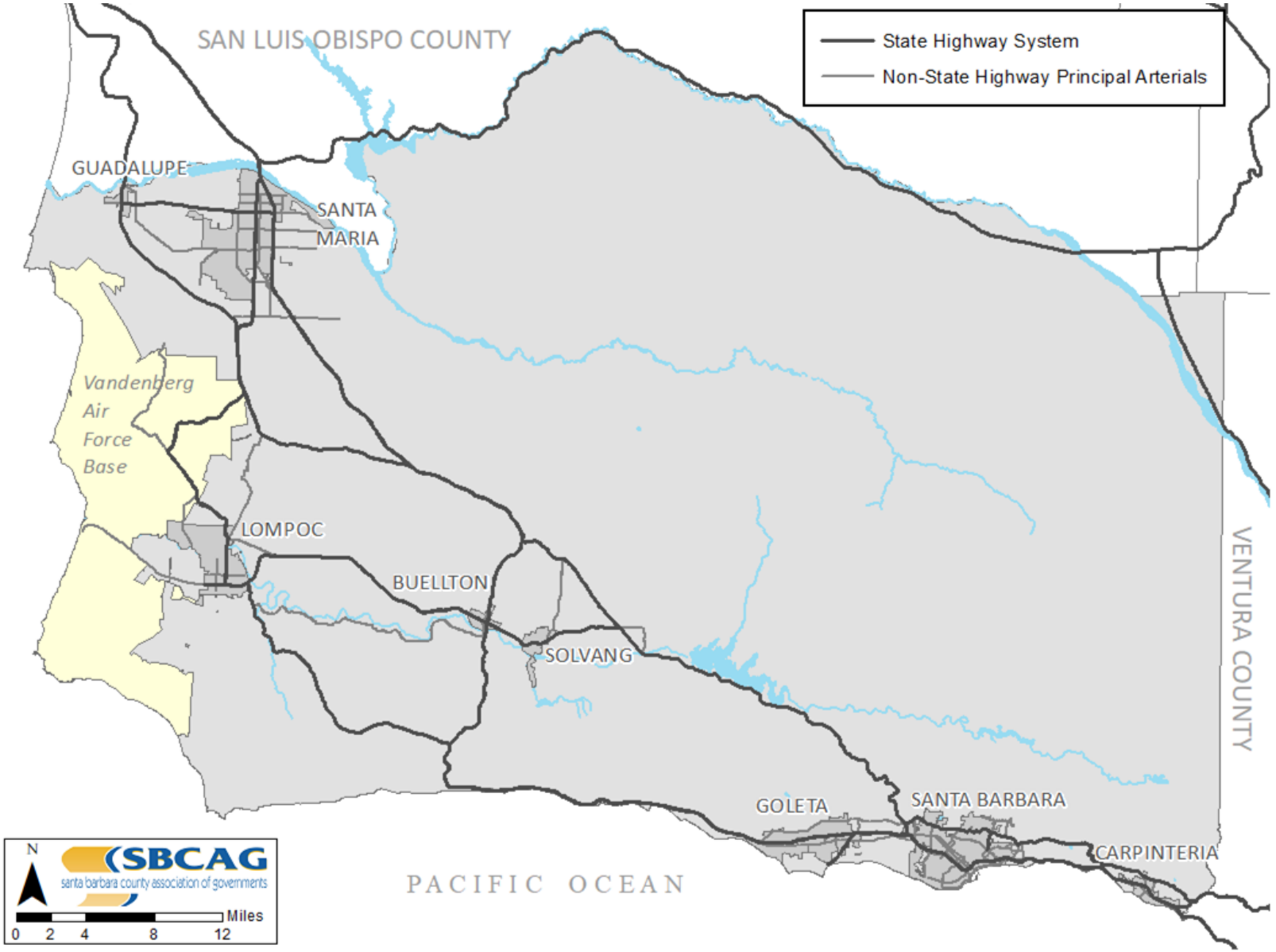
The regional transportation network if further described later in this chapter, see the Transportation Network Assets section.

Highways

US 101 functions as the backbone of the region's highway network with five of the region's eight cities bisected by the highway. It is also the primary highway for access into and out of the region, connecting to Ventura County to the south and San Luis Obispo County to the north. US 101 runs for approximately 90 miles within Santa Barbara County as primarily a limited-access freeway, though there are instances of side street and driveway access in rural areas. Adding high-occupancy vehicle (HOV) lanes to US 101 between Santa Barbara and Carpinteria is the region's single largest transportation investment included in Connected 2050.

A variety of other state highways, as well as roads under the jurisdiction of the County or individual cities provide access throughout Santa Barbara County. Figure 2-2 provides an overview of the region's major roads and highways.

Figure 2-2: Major Roads and Highways



Transit

When combined, the region's transit services provide coverage to the majority of populated places in Santa Barbara County.

On the South Coast, the Santa Barbara Metropolitan Transit District provides local services to the entirety of the urbanized area. It is supplemented by regional services, Ventura County Transportation Commission (VCTC) providing service from the south, the Clean Air Express providing service from the north, as well as AMTRAK Pacific Surfliner and Coast Starlight routes.

In the North County subregion, there are four providers for local services: Guadalupe Transit, Santa Maria Area Transit, City of Lompoc Transit, and Santa Ynez Valley Transit. Additionally, San Luis Obispo Regional Transit Authority connects the City of Santa Maria with San Luis Obispo County and the Clean Air Express provides commuter services connecting northern and southern Santa Barbara County. Numerous partnerships have been formed among North County transit providers to provide intercity services. Figure 2-3 provides an overview of the region's transit routes.

Figure 2-3: Transit Services

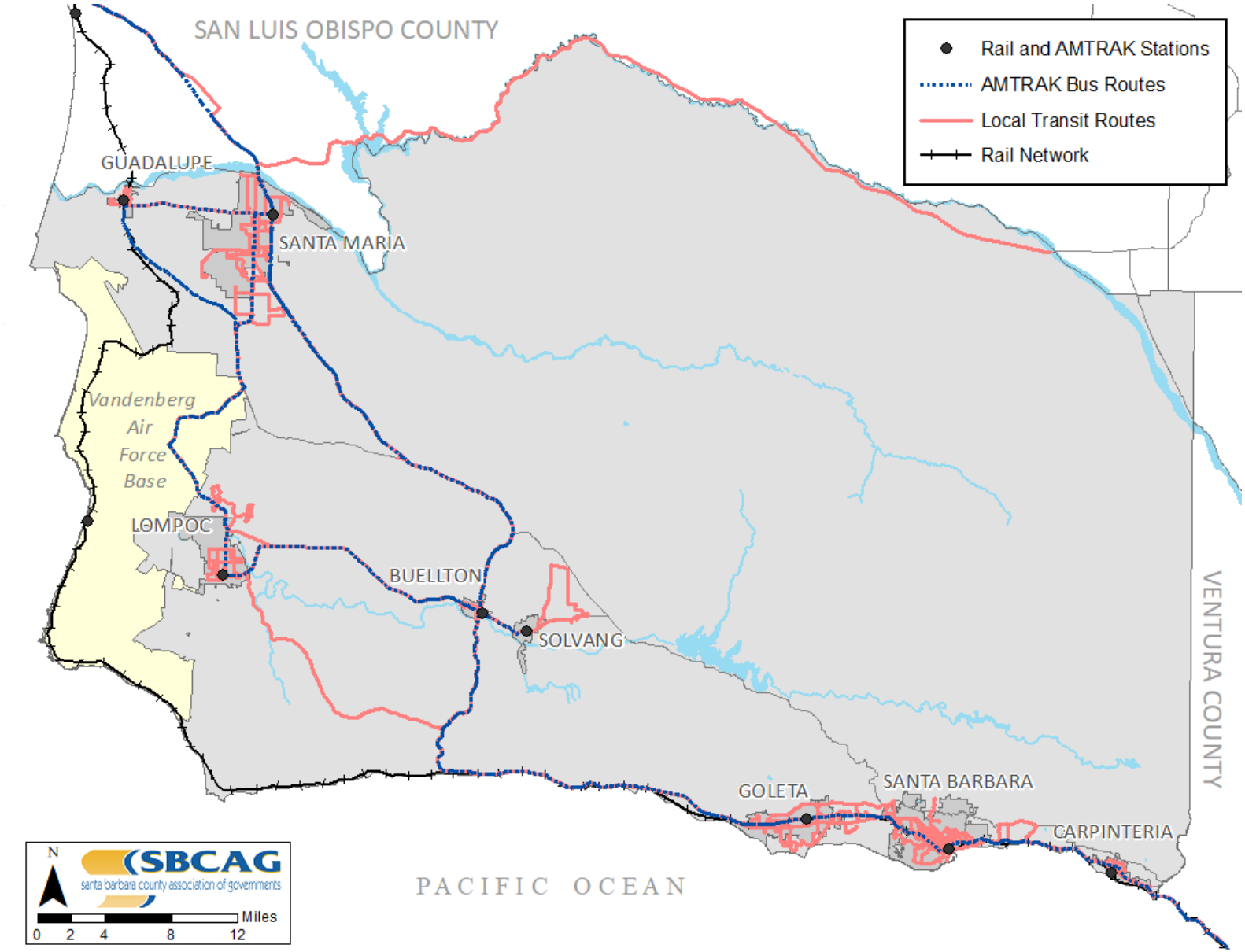
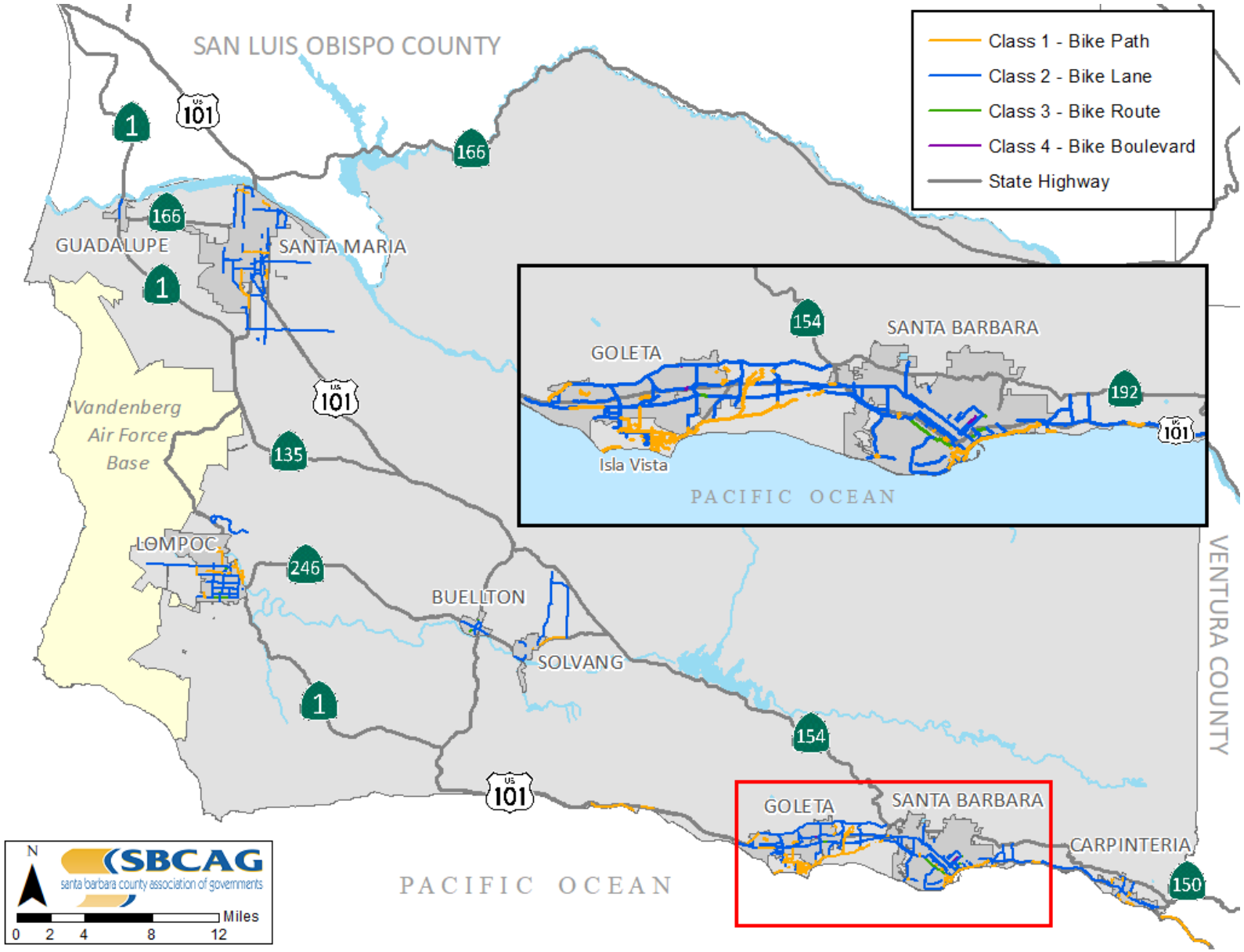


Figure 2-4: Regional Bicycle Network



Challenges and Opportunities

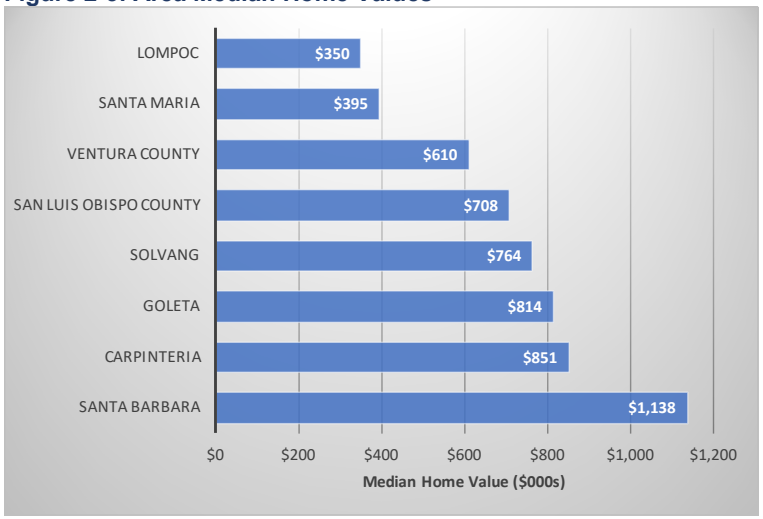
Santa Barbara County residents and our local governments are facing several challenges, including limited access to affordable housing opportunities, limited resources to maintain aging transportation infrastructure, and critical threats on the horizon due to climate change. Funding opportunities to address some of these challenges have become available from the state in the last few years, such as Senate Bill 1 gas tax monies and cap-and-trade dollars and associated grant programs (such as the Affordable Housing and Sustainable Communities Program and Low Carbon Transit Operations Program). A number of these specific challenges and opportunities are discussed in additional detail below.

Nexus Between Affordable Housing and Regional Mobility

Santa Barbara County's South Coast, from Carpinteria to Goleta, can be described as jobs-rich and housing-poor. The South Coast's diverse mix of employment opportunities coupled with an expensive housing market drives workers to seek more affordable housing in areas such as Lompoc, Santa Maria, and Ventura County. Figures 2-5 and 2-6 show median home price and average monthly rental costs in the region. As shown, the cost of housing is much higher along the Santa Barbara South Coast than North Santa Barbara County, San Luis Obispo County, and Ventura County.

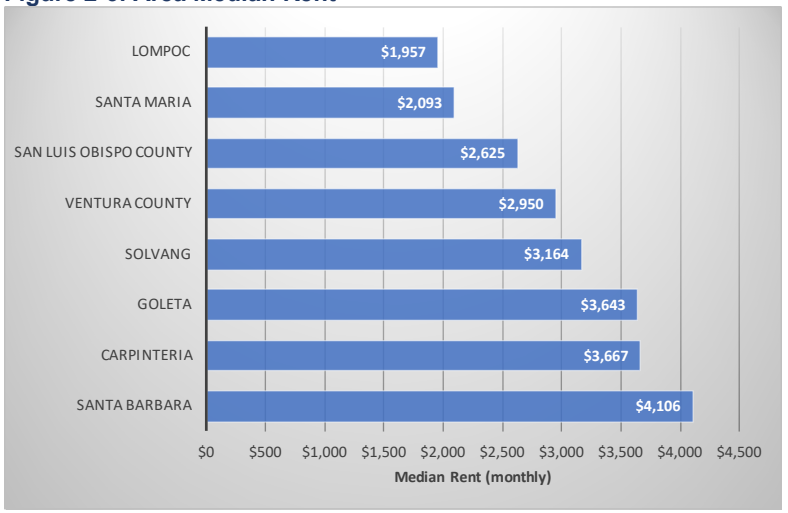
Figures 2-7 and 2-8 show the trends in inter-regional commute patterns and vehicle miles traveled (VMT) per capita over the past 20 years. As shown, inter-regional commute patterns are increasing, with steadily increasing levels of workers commuting into the region over the past twenty years, despite overall daily miles traveled patterns declining in recent years. Multi-modal options will be needed to give residents choices to access jobs, housing, recreation, school, and shopping.

Figure 2-5: Area Median Home Values



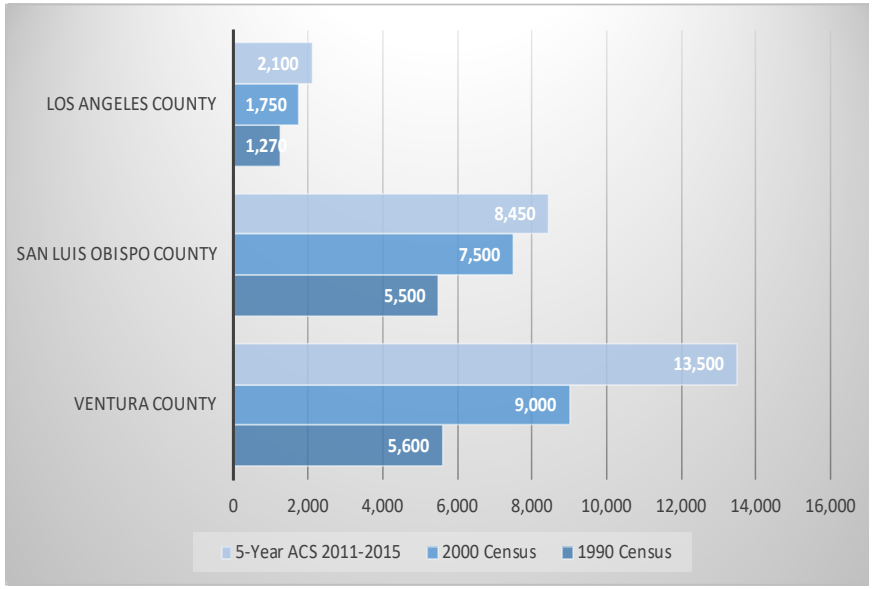
Source: Zillow, September 2019.

Figure 2-6: Area Median Rent



Source: Zillow, September 2019.

Figure 2-7: SB County Workers Commuting from Outside the Region – Historical Trends (1990 – 2015)



SBCAG's Central Coast Origin-Destination Survey (July 2016) used innovative techniques to determine travel patterns to and from Santa Barbara, Ventura and San Luis Obispo Counties. Findings from the study included:

- *The largest traffic flow is between Ventura County and Santa Barbara County.*
- *91% of trucks use US 101 over SR 154*
- *Approximately 41% of peak period trips on US 101 are commute trips*
- *Roughly 80% of pass-through trips use US 101 over SR 154*
- *12% of survey respondents shifted from "drive alone" to "carpool" with the addition of the US 101 HOV lane*

Figure 2-8: VMT and VMT per Capita Trends 1980 - 2018

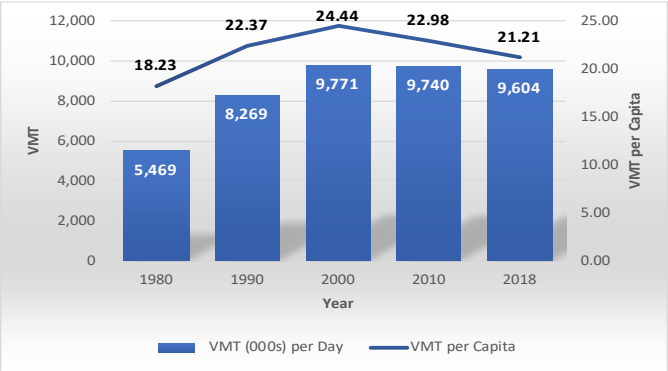
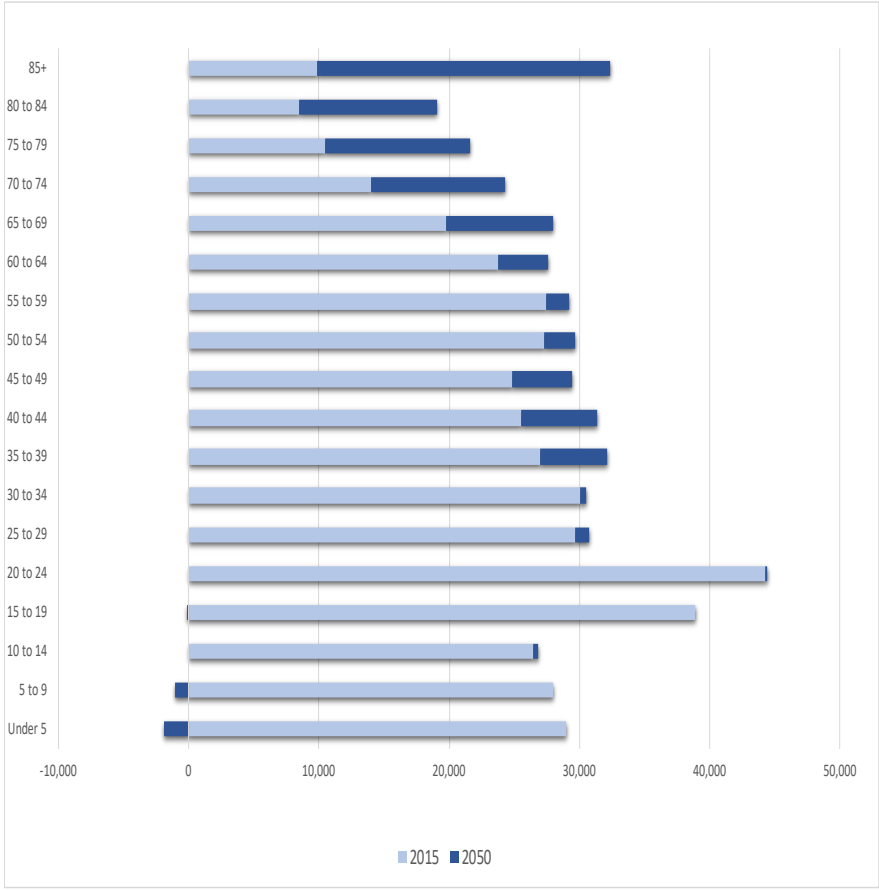


Figure 2-9: Santa Barbara County Population by Age – 2015 and 2050



Public Health & Social Equity - Meeting the Needs of Vulnerable Populations

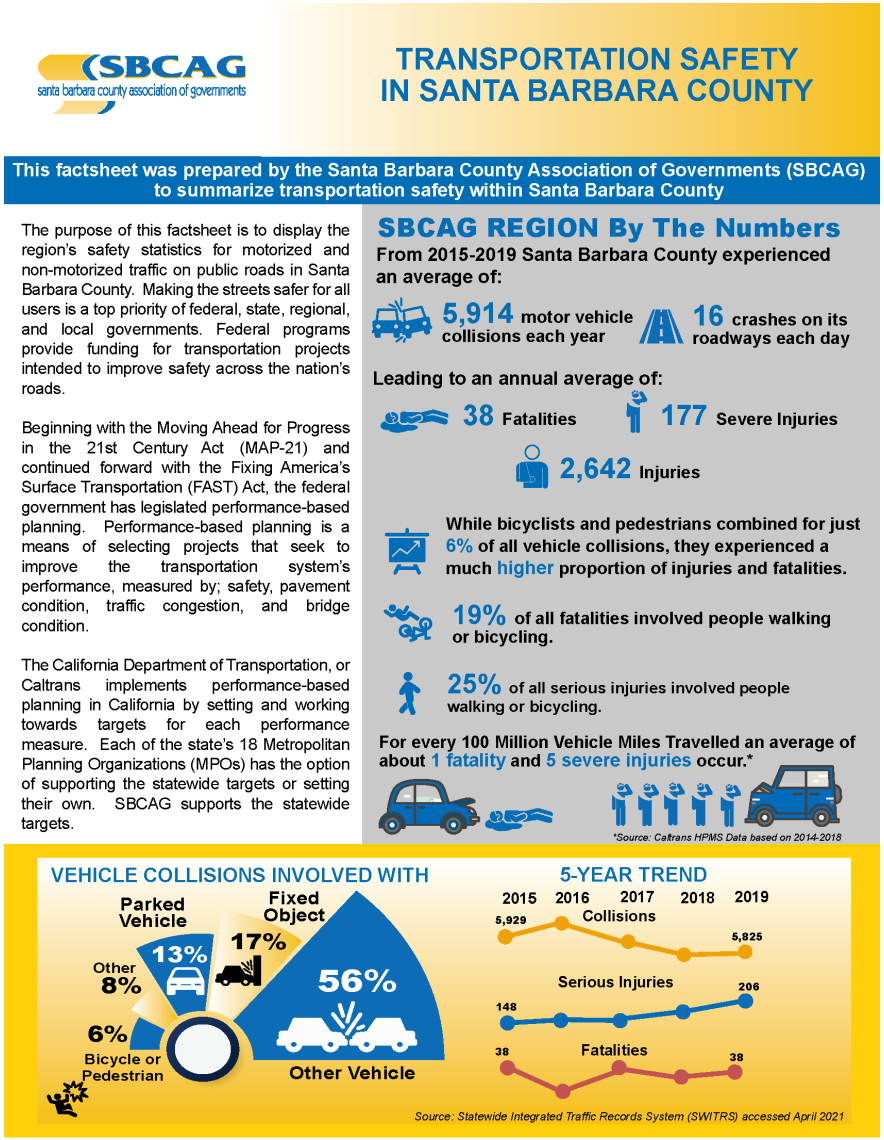
In developing the Connected 2050 Plan, SBCAG is required to identify the community's vulnerable and disadvantaged populations that may be affected by the Plan development. The detailed social equity analysis is included in Chapter 4. One of the major challenges facing our region is the growth in the population over the age of 65. The elderly have mobility needs that will require innovative solutions in the future. SBCAG's Regional Growth Forecast (2019) is projecting an increase in the number of elderly residents in the region out to 2050 (Figure 2-9). The number of people aged 65 and older is expected to increase by 100%. The number of people aged 85 and older is expected to increase by 230%.

Transportation Safety

The region's highway and street network is operated and maintained by the California Department of Transportation (Caltrans), the County and local cities. Making streets safer for users is a top priority of federal, state, regional, and local governments. Federal and state programs provide funding for transportation projects intended to improve safety across the nation.

Figure 2-10 shows some regional transportation safety statistics for the five-year period ending in 2019. Notably, serious injuries are trending upwards while annual collisions are decreasing. Fatalities have been occurring at a rate of roughly 1 fatality per every 100 Million Vehicle Miles Travelled. Another statistic worth noting is that while making up only 6% of vehicle collisions, bicycle and pedestrian collisions more often result in serious injuries or fatalities. Pedestrians and bicyclists comprise 19% of all fatalities and 25% of all serious injuries over the five-year period.

Figure 2-10: Transportation Safety Fact Sheet



Transportation Security, Resiliency, and Adaptation

The region's transportation network is at risk of the impacts of natural disasters, such as fires, mudslides, earthquakes, or flooding, and also from a potential terrorist attack. Planning for any potential disruption is a necessity and is the responsibility of various federal, State, and local agencies. Assets to be considered are the region's highways, local streets and roads, airports, transit systems, and the harbor facility. Additional consideration is also given to the effects of incidents outside of the region, such as the closure of I-5. Though SBCAG is not directly responsible for transportation security or the response to incidents, the agency is uniquely positioned as a forum for regional communication as well as a resource of knowledge on the region's transportation assets.

Recent incidents highlight the need for transportation security and planning for emergencies. In December 2017 the region experienced the one of the largest recorded fires in state history, which was followed by a severe rain event on January 9, 2018. Due to the sheer magnitude of burnt vegetation, flash floods and mudflows resulted in loss of life and injuries, as well as major property damage in the region. The Thomas Fire and mudflow resulted in 23 fatalities and the loss of over 1,000 structures (mostly in Ventura County). The natural disaster delayed emergency response and resulted in major road closures and disruptions to regional and local transit services and rail. The closure was a significant, major event, disrupting the daily commute patterns for approximately 12,000 workers commuting from Ventura County to jobs in Santa Barbara County that rely on the transportation network. In 2020, SBCAG worked with the Ventura County Transportation Commission to prepare a Transportation Emergency Preparedness Plan (TEPP). The TEPP provides a multi-county framework for collaboration amongst emergency responders and local government agencies, outlines communication protocols, and identifies transportation vulnerabilities and resources that may be affected during an emergency in Santa Barbara and/or Ventura Counties.[1]

State agencies and local jurisdictions, as well as SBCAG are acknowledging the increasing need to plan for climate change in long-range planning activities and are taking steps to lessen the effects of climate change and implement adaptation strategies. SBCAG will continue to support climate change adaptation plans and policies and plans as they are developed. In 2019, SBCAG developed a Vulnerability Assessment and Adaptation Strategy for the region. The study determined that climate change would have adverse effects to the US 101 and Union Pacific rail corridors (particularly in the coastal zone) and the Santa Barbara Airport. The study recommended the following outcomes for the region:

- Safeguard coastal infrastructure from flooding and erosion
- Create a long term plan for the Santa Barbara Airport
- Ensure access and mobility during emergencies
- Targeted hazard analyses of critical threats

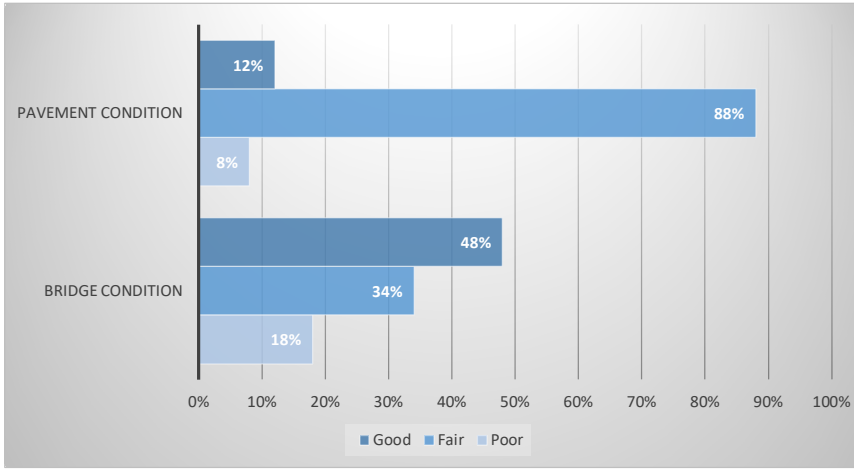
There are a number of recommended strategies included in the Regional Climate Adaptation Strategy, but it is not prescriptive. In some cases, adaptation strategies can be expensive, requiring collaboration amongst local, regional, and state agencies to bring projects forward. SBCAG will need to work collaboratively with its partners and the community in the future to implement adaptation strategies.

[1] Transportation Emergency Preparedness Plan, SBCAG and VCTC, November 2020.

System Maintenance and Preservation

Maintenance of the region's transportation network assets is a crucial priority. For the past several years, federal, state and local jurisdictions are struggling to finance basic maintenance of these assets. Faced with declining gas tax revenues as a result of greater vehicle fuel efficiency and increasing numbers of alternative fuel vehicles, several states, including California, have implemented increases in fuel taxes. Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017, was signed into law in California on April 28, 2017. This legislative package invests $54 billion to fix and maintain roads, bridges and freeways in communities across California and puts additional dollars toward transit and safety. The SB 1 funds are split evenly between state and local investments. SB 1 provides an infusion of funds for state and local jurisdictions for maintenance and repair of transportation assets. Figure 2-11 shows condition of pavement and bridges on the region's National Highway System (NHS).

Figure 2-11: Pavement and Bridge Condition on the Region's NHS



Reducing Greenhouse Gas Emissions

In 2006, the California Air Resources Board developed the landmark AB 32 Climate Change Scoping Plan, which identified various sectors throughout the state and recommended a number of different strategies for carbon emission reductions. One of the largest sectors identified for reductions was the transportation sector. MPOs, like SBCAG, were given a role in emissions reductions through the implementation of Senate Bill (SB) 375.

The SBCAG Sustainable Communities Strategy is discussed in more detail in Chapter 3.

SB 375 requires each MPO to adopt an action-oriented Sustainable Communities Strategy, which serves as an integrated regional land use, housing, and transportation plan that is part of each MPO's federally required RTP. The state and MPOs prepare growth projections to forecast long-range population and employment growth across the state as a whole, and within each county. The rate of growth projected in each region determines the future demand on the transportation system. By accommodating planned future growth, a region commits to adding some increment of passenger VMT and associated greenhouse gas (GHG) emissions. SB 375 acknowledges that where and how that growth occurs matters. SB 375 requires planning for a region's growth in coordination with the transportation system to occur in a way that reduces regional per capita GHG emissions compared to year 2005 levels according to respective GHG emission reduction targets adopted by CARB.

Final Sustainable Community Strategy Program and Evaluation Guidelines, CARB, November 2019.

Plan Performance

One of the important initial steps in developing Connected 2050 was the identification of planning goals and objectives to guide the development of the plan, as well as identification of performance measures that could be used in evaluating alternative planning scenarios to monitor the performance of the adopted plan over time. The goals establish the guiding principles for Connected 2050 and a framework for decision-making. Regional projects and programs are developed, funded, and implemented based on these guiding principles.

The goals and objectives of this plan continue the goal and objective framework embraced by the adopted Fast Forward 2040 RTP-SCS (2017). They are based on and consistent with both the planning factors articulated in MAP-21 and continued in the FAST Act, and the California Department of Transportation (Caltrans) Smart Mobility 2010 framework.

Federal Guidance

Since MAP-21 became law in 2012, SBCAG has been following a performance-based approach to transportation decision-making to support the national goals. SBCAG must establish performance measures and targets to use in tracking progress towards attaining its planning goals. The establishment of performance measures and targets must happen in coordination with both State transportation plans and providers of public transportation to ensure consistency to the maximum extent practicable. SBCAG has adopted the state targets for the performance measures in each of the following categories:

- Safety (PM1)
- Road and Bridge Condition (PM2)
- System Performance – Congestion (PM3)
- Transit Asset Management (PM4)

Achieving the state targets is requires collaboration and coordination amongst local, regional, and federal partners.

State Guidance

In parallel with the adoption of the 2010 California Regional Transportation Plan Guidelines (RTP Guidelines), Caltrans produced a report entitled Smart Mobility 2010. This report, which was prepared by Caltrans in collaboration with U.S. Environmental Protection Agency, California Department of Housing and Community Development and the Governor's Office of Planning and Research, lays out a proposed "planning framework" for an integrated set of transportation planning principles, goals, performance measures, and implementing strategies that can be used in the formulation of State, regional, and local transportation plans. As did the adopted 2013 RTP-SCS, Fast Forward 2040 goals and objectives follow the Caltrans Smart Mobility 2010 framework. Caltrans' recently adopted California Transportation Plan 2040 (Caltrans, 2016), plan goals largely follow the Smart Mobility framework and are consistent with the goals of Fast Forward 2040.

Both the RTP Guidelines (updated in 2017) and Smart Mobility 2010 recognize the significant influence of Senate Bill 375 (SB 375) on the requirements for preparing RTPs in California. The Connected 2050 RTP-SCS has been prepared to be consistent with the 2017 RTP Guidelines. Appendix F contains a checklist of where the Connected 2050 is consistent with the RTP Guidelines.

Goals & Objectives

Five goals guided the development of Connected 2050 and will continue to be the goals of the plan's implementation.

1. Environment: Foster patterns of growth, development and transportation that protect natural resources and lead to a healthy environment.
2. Mobility & System Reliability: Ensure the reliability of travel by all modes.
3. Equity: Ensure that the transportation and housing needs of all socio-economic groups are adequately served.
4. Health & Safety: Improve public health and ensure the safety of the regional transportation system.
5. A Prosperous Economy: Achieve economically efficient transportation patterns and promote regional prosperity and economic growth.

For each of the five goals, a subset of objectives were also developed. The objectives are clear statements of what needs to be accomplished to reach the goals. Performance measures for each goal area are used to assess progress toward accomplishment of the goals and objectives. Connected 2050 goals and objectives are presented in Table 2-2.

Connected 2050 goals, objectives, and policies (discussed in the next section) were developed with guidance from the Joint Technical Advisory Committee (JTAC) and with public input received during meetings with key stakeholder groups from across the region. Chapter 3 and Appendix A discuss the public process in more detail.

Policies

In Connected 2050, planning policies have been organized around the five plan goals. The emphasis of these policies is on a programmatic and performance-oriented goal and policy framework. Table 2-3 lists each of the Connected 2050 policies.

Table 2-2: Connected 2050 Goals and Objectives

Goal	Objective
Environment 	Reduce GHG emissions in compliance with CARB regional targets
	Reduce criteria pollutant emissions
	Encourage affordable and workforce housing and mixed-use development within urban boundaries
	Promote transit use and alternative transportation
	Reduce vehicle miles traveled
	Preserve open space, agricultural land, and sensitive biological resources
Mobility & System Reliability 	Manage congestion at acceptable levels
	Increase bike, walk, and transit mode share
	Employ best available transportation system management technologies
	Work cooperatively with schools and school districts to reduce congestion surrounding schools
Equity 	Comply with HCD/Regional Housing Needs Assessment
	Support the development of affordable and workforce housing near jobs and educational institutions
	Support State and federal goals for reducing the frequency and severity of collisions
Health & Safety 	Increase public outreach and education
	Optimize network performance to reduce time lost to commuting
Prosperous Economy 	Encourage measures that bring worker housing closer to job sites
	Promote a mix of land uses responsive to the needs of businesses, including agriculture and tourism

Table 2-3: Connected 2050 Policies

Goal Area 1: Environment
Policy 1.1 Land Use The planning, construction, and operation of transportation facilities shall be coordinated with local land use planning and should encourage local agencies to:
1. Make land use decisions that adequately address regional transportation issues and are consistent with the RTP-SCS. 2. Promote better balance of jobs and housing to reduce long-distance commuting by means of traditional land use zoning, infill development, and other, unconventional land use tools, such as employer-sponsored housing programs, economic development programs, commercial growth management ordinances, average unit size ordinances and parking pricing policies. 3. Plan for transit-oriented development consistent with the RTP-SCS by: a. Concentrating residences and commercial centers in urban areas near rail stations, transit centers and along transit development corridors. b. Designing and building "complete streets" serving all transportation modes that connect high-usage origins and destinations. 4. Preserve open space, agricultural land and sensitive biological areas. 5. Identify, minimize and mitigate adverse environmental impacts and, in particular, require mitigation of traffic impacts of new land development through on-site and related off-site improvements for all modes of transportation, including incentives to encourage the use of alternative transportation modes. 6. Dissuade siting of new development in high-fire risk areas by means such as ensuring insurability and redundancy of ingress and egress.
Policy 1.2 Air Quality Transportation planning and projects shall be designed to:
1. Lead to reductions in greenhouse gas and criteria pollutant emissions, consistent with the air quality goals of the region, including targets for greenhouse gas emissions from passenger vehicles in 2020 and 2035 as required by Senate Bill 375 (SB 375). 2. Be in conformity with the Air Pollution Control District Ozone Plan and the State Implementation Plan (SIP) and meet the National Ambient Air Quality Standards as required by the federal Clean Air Act.
Policy 1.3 Alternative Fuels and Energy Transportation planning and projects shall:
1. Encourage the use of alternative fuels, and the application of advanced transportation and energy technologies to reduce vehicular emission production and energy consumption. 2. Promote renewable energy and energy conservation, consistent with applicable federal, State, and local energy programs, goals, and objectives.
Policy 1.4 Aesthetics and Community Character Transportation planning and projects shall:
1. Consider aesthetics and preserve and enhance historic and local community character. 2. Preserve and maintain the historic character of existing highway structures and mature plant material unless demonstrated to be infeasible.
Policy 1.5 Regional Greenprint
1. SBCAG shall pursue development of a coordinated regional approach to mitigate impacts from transportation projects on sensitive biological areas, in collaboration with local governments and federal and State agencies. This approach may include designation of priority conservation areas within the region where mitigation should be targeted.

Goal Area 2: Mobility & System Reliability

Policy 2.1 Access, Circulation and Congestion
The planning, construction, and operation of transportation facilities shall strive to:

1. Enhance access, circulation, and mobility throughout the Santa Barbara region and between neighboring regions.
2. Reduce congestion, especially on highways and arterials and in neighborhoods surrounding schools in cooperation with schools and school districts.
3. Reduce travel times for all transportation modes, with equal or better travel times for transit and rail in key corridors.

Policy 2.2 System Maintenance, Expansion and Efficiency
Transportation planning and projects shall:

1. Promote the maintenance and enhancement of the existing highway and roadway system as a high priority.
2. Strive to increase the operational efficiency of vehicle usage through appropriate operational improvements (e.g., signal timing, left turn lane channelization, and ramp metering).
3. Preserve existing investments in the system by emphasizing life cycle cost principles in investment decisions (i.e., account for capital and annual maintenance costs) in order to reduce overall costs of transportation facilities.
4. Promote transportation demand management (TDM), e.g., through appropriate commute incentive programs, to reduce demand and improve efficiency.
5. Increase the capacity of the existing highway and roadway system through the provision of additional traffic lanes only when (1) an existing facility is projected in the near term to no longer provide an acceptable level of service as determined by the standards established in the Congestion Management Plan (CMP), and (2) alternative means of capacity enhancement and measures to increase efficiency of usage have been explored.

Policy 2.3 Alternative Transportation Modes
Transportation planning and projects shall:

1. Encourage alternatives to single-occupancy vehicle trips and the use alternative transportation modes to reduce vehicle miles traveled and increase bike, walk and transit mode share.
2. Provide for a variety of transportation modes and ensure connectivity within and between transportation modes both within and outside the Santa Barbara region. Alternative mode planning and projects shall be compatible with neighboring regions' transportation systems.
3. Plan and provide for ancillary support facilities for alternative transportation, such as bicycle parking.
4. Promote inter-regional commuter transit and rail service.
5. Promote local and inter-city transit.
6. Work to complete the California Coastal Trail through provision and implementation of trail segments and connections in coordination with the California State Coastal Conservancy, California Department of Parks and Recreation, California Coastal Commission, Caltrans, and other agencies.

Policy 2.4 Freight and Goods Movement
Transportation planning and projects shall facilitate secure and efficient movement of goods and freight in a manner consistent with the general mobility needs of the region by:

1. Making efficient use of existing transportation system.
2. Identifying and constructing projects to improve freight movement, including rail and highway projects and projects to improve ground access to airports and rail terminals in the region.
3. Regularly collecting and updating information on freight and goods movement and facility needs.
4. Addressing freight and goods movement facility improvement needs as a high priority, including needs identified in the Central Coast Coalition Commercial Flows Study, with special focus on the critical US 101 corridor.
5. Considering freight and goods movement in the design and planning of all projects.
6. Planning for intermodal connectivity (airport, rail, and highway) in freight and goods movement.

Goal Area 2: Mobility & System Reliability
Policy 2.5 Transportation System Management Technologies Transportation planning and projects shall: 1. In concert with the California Department of Transportation (Caltrans), the California Highway Patrol, and local public transit and public works agencies, encourage the deployment and use of the best available transportation system management (TSM) and Intelligent Transportation System (ITS) technologies to make travel reliable and convenient, increase transportation system efficiency, and reduce travel demand through the implementation of system and demand management strategies. 2. Promote a jointly maintained and enhanced regional ITS architecture consistent with the Central Coast ITS Strategic Deployment Plan.
Policy 2.6 Consistency with Other Plans 1. The planning, construction, and operation of transportation facilities shall be consistent with relevant plans, including, but not limited to: (1) the California Transportation Plan, (2) SBCAG's Transportation Connections: The Public Transit Human Services Transportation Plan for Santa Barbara County, (3) adopted local General Plans, (4) short-range transit plans, and (5) other regional policies.

Goal Area 3: Equity
Policy 3.1 Access The planning, construction, and operation of transportation facilities and of the system as a whole shall: 1. Encourage safe and convenient travel for all transportation system users, including the disabled, pedestrians, bicyclists, transit riders, and other vehicles. 2. Ensure that the transportation needs of all groups, in particular disadvantaged, low-income, and minority groups, are adequately served and that all groups have equal access to transportation facilities and services. 3. Give special attention to the needs of elderly and disabled individuals for improved transportation accessibility and removal of physical barriers, including provisions required under the 1990 Americans with Disabilities Act (ADA).
Policy 3.2 Affordable Housing SBCAG shall encourage local agencies to: 1. Address and plan for forecast regional housing needs for all economic segments of the population. 2. Plan for adequate affordable and workforce housing within existing urbanized areas near jobs and public transit. 3. Consider transit availability and accessibility as an integral element of land use planning and project permitting, with special emphasis on serving the disabled, elderly, and other transit-dependent communities. 4. Recognize that housing provided by colleges and universities is an important component in addressing the region's overall housing needs, which should be taken into account in local agencies' own housing planning.
Policy 3.3 Environmental Justice 1. The planning process shall be consistent with Title VI of the Civil Rights Act of 1964, SBCAG's 2015 Public Participation Plan, and SBCAG's SB 375 Public Participation Plan (2015).

Goal Area 4: Health & Safety

Policy 4.1 Safe Roads and Highways
The planning, construction, and operation of transportation facilities and of the system as a whole shall:

1. Enhance safety of all facilities.
2. Ensure design of highways and roads safe and convenient for travel by all users including the disabled, pedestrians, bicyclists, transit buses, and vehicles.
3. Incorporate night sky-friendly lighting, where appropriate, to enhance safety of transportation facilities.
4. Encourage the completion of emergency preparedness plans, which include agency coordination, system security, and safe and efficient mobility—particularly for the elderly and disabled—in times of natural or man-made disasters.
5. Maintain consistency with the State Strategic Highway Safety Plan (SHSP).
6. Address the resiliency of new projects to possible future impacts resulting from climate change (e.g., sea level rise and inundation of low-lying areas).

Policy 4.2 Public Health
The RTP-SCS shall promote integrated transportation and land use planning that encourages:

1. Active transportation to promote alternative modes of transportation and physical activity (transit, biking and walking).
2. Development of “complete streets” which safely and conveniently accommodate all transportation modes, including active transportation.

Goal Area 5: Prosperous Economy

Policy 5.1 Commuter Savings

1. The RTP-SCS shall strive to reduce average commute time and cost by encouraging measures that bring worker housing closer to job sites.

Policy 5.2 Support Business and Local Investment
The RTP-SCS shall:

1. Promote a mix of land uses responsive to the needs of businesses, including agriculture and tourism.
2. Support investment by businesses in local communities.
3. Encourage the creation of high-paying jobs, especially in areas with an imbalance of housing relative to jobs.

Policy 5.3 Public-Private Partnerships
Promote inter-jurisdictional and public/private partnerships that:

1. Encourage the provision of transportation services and transportation infrastructure where common goals are served.
2. Help public transit agencies to secure private funding for transportation improvements in exchange for advertising on transit vehicles, bus shelters, benches, and other transportation-related public use items.

Policy 5.4 Transportation Funding
SBCAG and its member agencies should:

1. Aggressively seek funding necessary to implement the Plan.
2. Support protection of State and federal transportation funding and efforts to increase these revenues for the region.
3. Require that new development contribute its fair share of the costs of new transportation infrastructure and system improvements for all modes necessary for such new development, as allowed for by law.
4. Make efficient use of funding by maintaining, preserving, or enhancing existing infrastructure for all modes, using low-cost operational improvements, and using performance-based outcomes as the basis for prioritizing and funding projects, where feasible.

Performance Measures

In concert with the adoption of goals and objectives, SBCAG utilizes measures to assess performance of land use and transportation scenario alternatives in Connected 2050 and to assess progress toward the plan goals. SBCAG's planning process fully embraces and incorporates the performance-based approach required by MAP-21 and the FAST Act as well as the performance-based approach recommended by the California Department of Transportation (Caltrans).

The performance measures are intended to be objectively quantifiable standards. Most utilize data readily available from the SBCAG land use and travel demand models. The performance-based approach required by MAP-21 and the FAST Act, and currently being implemented by the FHWA and Caltrans, includes the assessment of several performance measures not quantified by models, but rather based on other data sources.

SBCAG applied the performance measures in Connected 2050 scenario development and analysis and in the selection of the preferred land use and transportation scenario. These performance measures are explicitly keyed to the five RTP-SCS goals, as well as to the plan objectives. Though the performance measures seek to quantify outcomes against plan goals and objectives, for many objectives there is not a one-to-one relationship with the performance measures. Some objectives require an assessment of several, related performance measures to quantify outcomes. Plan goals and performance measures are presented in Table 2-4 and performance results are presented in Chapter 3.

Table 2-4: Connected 2050 Performance Measures

Goal	Performance Measures	
Environment 	Passenger vehicle CO2 emissions per capita (lbs./day)	Vehicle miles traveled per capita
	On-road criteria pollutant emissions (tons/day)	Transit mode share (%)
	Active transportation mode share (%)	
Mobility & System Reliability 	Vehicle hours of delay	Vehicle hours traveled
	Average daily traffic	Congested vehicle miles traveled
	Congested lane miles	Average vehicle trip time (all trips) [minutes]
	Average vehicle commute time (workers) [minutes]	Transit ridership
	Transit accessibility (% of jobs within a high-quality transit corridor)	Transit accessibility (% of population within a high-quality transit corridor)
	Percent drive-alone mode share (all)	Percent drive-alone mode share (workers)
	Percentage of NHS bridges classified as in Good and Poor condition	Percentage of pavements of the non-Interstate NHS in Good and Poor condition
	Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable	
Equity 	New affordable and workforce housing (indicated by density) [units within 20 du/acre zones]	Transit accessibility for low incomes (% of population within a high-quality transit corridor)
	Average trip time for low income communities (minutes)	

Goal	Performance Measures	
Health & Safety 	Serious injuries (number and rate per 100 million VMT)	Fatalities (number and rate per 100 million VMT)
	Number of non-motorized fatalities and serious injuries	Active transportation mode share (all and worker trips) [%]
Prosperous Economy 	Net commute savings (time) [minutes]	Net travel savings (time) [minutes]
	Net cost avoided (money)	Average vehicle trip distance (all trips and work trips) [miles]

Transportation Network Assets

This section provides an inventory of the transportation network assets that define mobility in the Santa Barbara County region.

Overview

The Santa Barbara County region's transportation network consists of approximately 2,054 miles of maintained public roadways (see 2-5), 338 miles of Class I, II, and III bikeways, 13 public transit services and dozens of private transportation services, three railroad operators, five public-use airports, and one public harbor facility. Together they provide for the transport of people and goods in the region.

Highways and Roadways

As mentioned above, there are approximately 2,054 miles of maintained public roads in Santa Barbara County (see 2-5). The mileage is split nearly evenly between rural and urban roadways. The County of Santa Barbara and the eight incorporated cities together maintain the majority of the roadway system—approximately 1,720 miles of public roadways. The State maintains approximately 330 miles and other jurisdictions (such as the Bureau of Indian Affairs and the University of California) maintain approximately 1.9 miles.

Table 2-5: Estimated Mileage of Maintained Public Roads by Jurisdiction

		Maintained Mileage (Centerline)		
		Rural	**Urban**	**Total**
City Roads				
	City of Buellton	-	19.73	19.73
	City of Carpinteria	-	29.72	29.72
	City of Goleta	0.37	181.93	181.93
	City of Guadalupe	1.13	13.04	14.17
	City of Lompoc	0.15	98.82	98.97
	City of Santa Barbara	3.33	237.03	240.36
	City of Santa Maria	0.93	236.32	237.25
	City of Solvang	1.95	23.00	24.95
	Total			**847.08**
County Roads				
	County of Santa Barbara	552.11	321.18	873.29
State Highway				
	State Highways	169.42	130.09	299.51
Other				
	Bureau of Indian Affairs	1.40		1.40
Other State Agencies				
	State Park Service	31.98		31.98
Other Agencies				
	University of California		0.46	0.46
Total		**762.77**	**1,291.32**	**2,054.09**

Source: California State Transportation Agency, 2014 California Public Road Data.

US 101 is the main transportation link between the urban areas in the County. It connects the South Coast to the Santa Ynez Valley and the Santa Maria Valley. State Route (SR) 154 provides an additional connection between the South Coast and the Santa Ynez Valley. Lompoc access to US 101 is via State Routes 1 and 246. The Cuyama Valley is only accessible from Ventura and Ojai via SR 33, or from Santa Maria and Bakersfield via SR 166. All of these roadways are shown in Figure 2-12.

National Highways

Santa Barbara County's regional roadway network includes several roadways that are part of the National Highway System (NHS). The NHS includes roadways important to the nation's economy, defense, and mobility. It includes the following subsystems: (1) Interstate, (2) Other Principal Arterials, (3) Strategic Highway Network (STRAHNET), (4) Major STRAHNET Connectors, and (5) Intermodal Connectors. The STRAHNET consists of highways that are important to U.S. defense policy. The National Highway System was updated and expanded to include additional rural and urban principal arterials, as required under Section 1104 of the Moving Ahead for Progress in the 21st Century Act (MAP-21).[2] Figure 34 through Figure 36 depict the NHS and STRAHNET within the urbanized areas of the County (Santa Barbara, Lompoc, and Santa Maria).[3]

State Routes

"The California Department of Transportation (Caltrans) is the owner and operator of the State Highway System (SHS), which consist[s] of the 15,000 miles (50,500 lane miles) of Interstate Freeways and State Routes and carries over half of the travel in the state. Caltrans is responsible for planning, designing, building, operating and

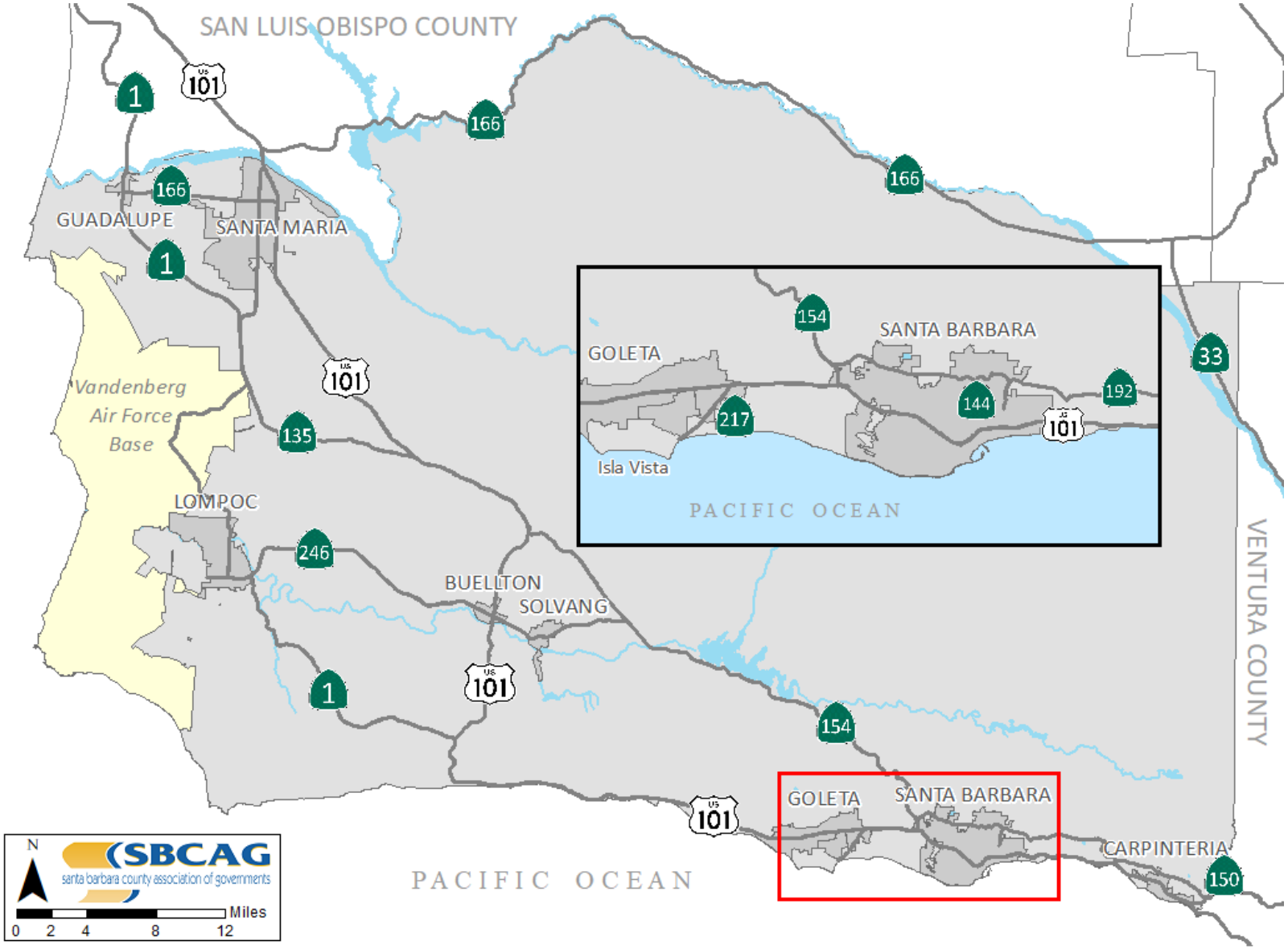
[2] U.S. DOT, FHWA, Office of Planning, Environment, and Realty (HEP). http://www.fhwa.dot.gov/planning/national_highway_system/nhs_maps/. Accessed December 6, 2016.

[3] Ibid.

maintaining the SHS."[4] Santa Barbara County has 300 highway centerline miles (Table 2-5, above). Figure 2-12 shows the State highways in Santa Barbara County.

[4] Caltrans. *Transportation Funding in California*. 2011, p. i.

Figure 2-12: State Highways, Santa Barbara County



Several of Santa Barbara County's roadways are part of the California Interregional Road System (IRRS). The IRRS was identified by statute in 1989 and includes State routes or portions of State routes that serve interregional people and goods movement.[5] In Santa Barbara County, US 101 and SRs 1, 154, and 246 are part of the IRRS.[6] The IRRS includes a subset of routes identified as High Emphasis Routes; Focus Routes are a further subset of the High Emphasis Routes. US 101 is termed both a High Emphasis Route and a Focus Route. Caltrans defines high emphasis routes as "the most critical Interregional Road System (IRRS) routes. More importantly, these routes are critical to interregional travel and the State as a whole."[7] Focus routes are the "corridors that should be the highest priority for completion to minimum facility standards in order to serve higher volume interregional trip movements." Figure 2-13 includes a map of the IRRS in Santa Barbara County.

In addition, three roadways in Santa Barbara County are Official Designated State Scenic Highways: State Route 1, State Route 154, and US 101 along the Gaviota Coast. These routes are shown on Figure 2-14. Truck networks and truck restrictions are shown on Figure 2-15.

[5] Caltrans. *Interregional Transportation Strategic Plan*. 1998. http://www.dot.ca.gov/hq/tpp/publications_files/Strategic.PDF. Accessed December 16, 2016.
[6] Caltrans District 5 Planning and Local Assistance. Maps. http://www.dot.ca.gov/dist05/planning/maps.htm. Accessed 28 June 2012.
[7] Caltrans District 5. Glossary. http://www.dot.ca.gov/dist05/planning/glossary.pdf. Accessed 10 December 2012.

Figure 1-13: Interregional Road System (IRRS), Santa Barbara County

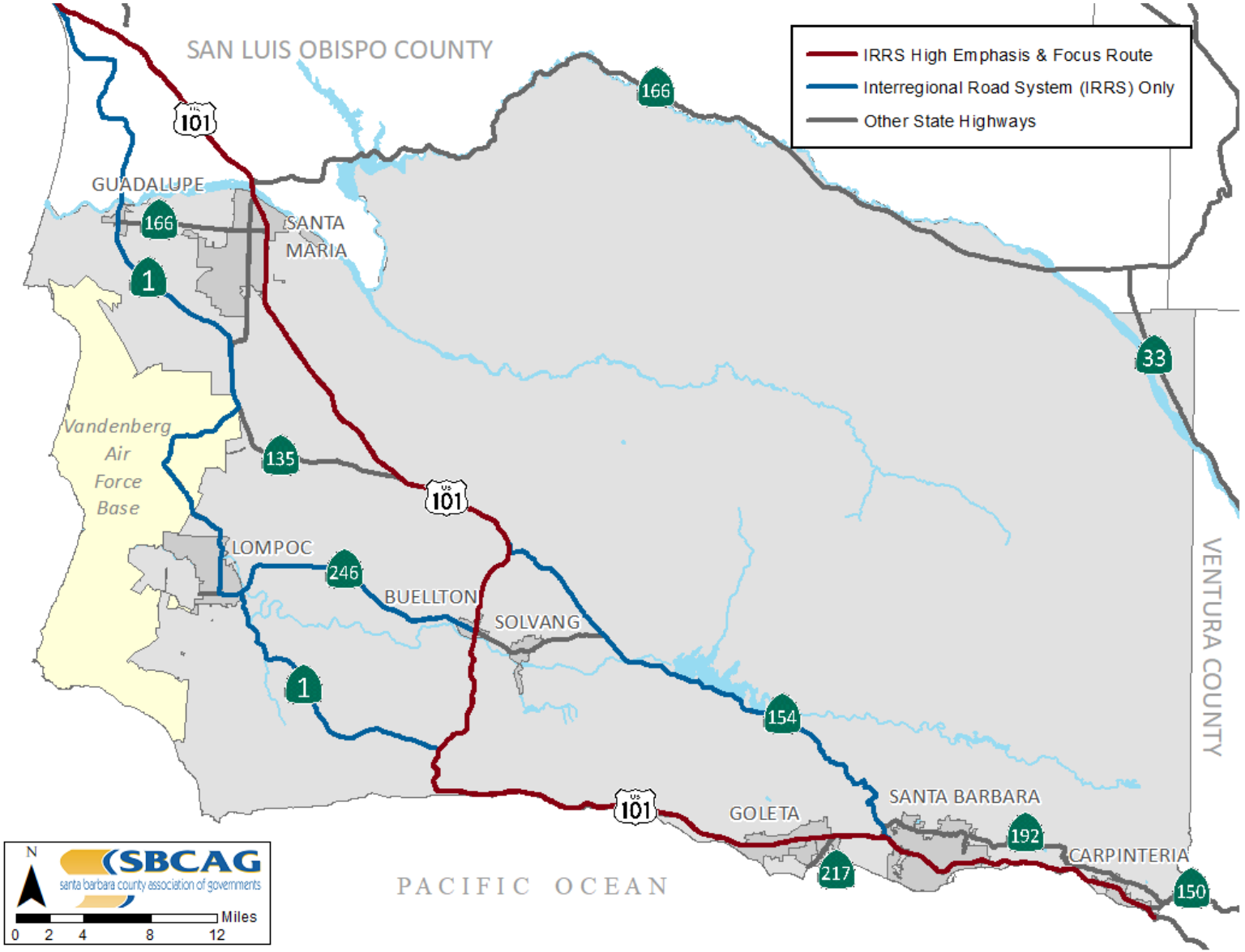


Figure 2-14: Scenic Highway System (SHS), Santa Barbara County

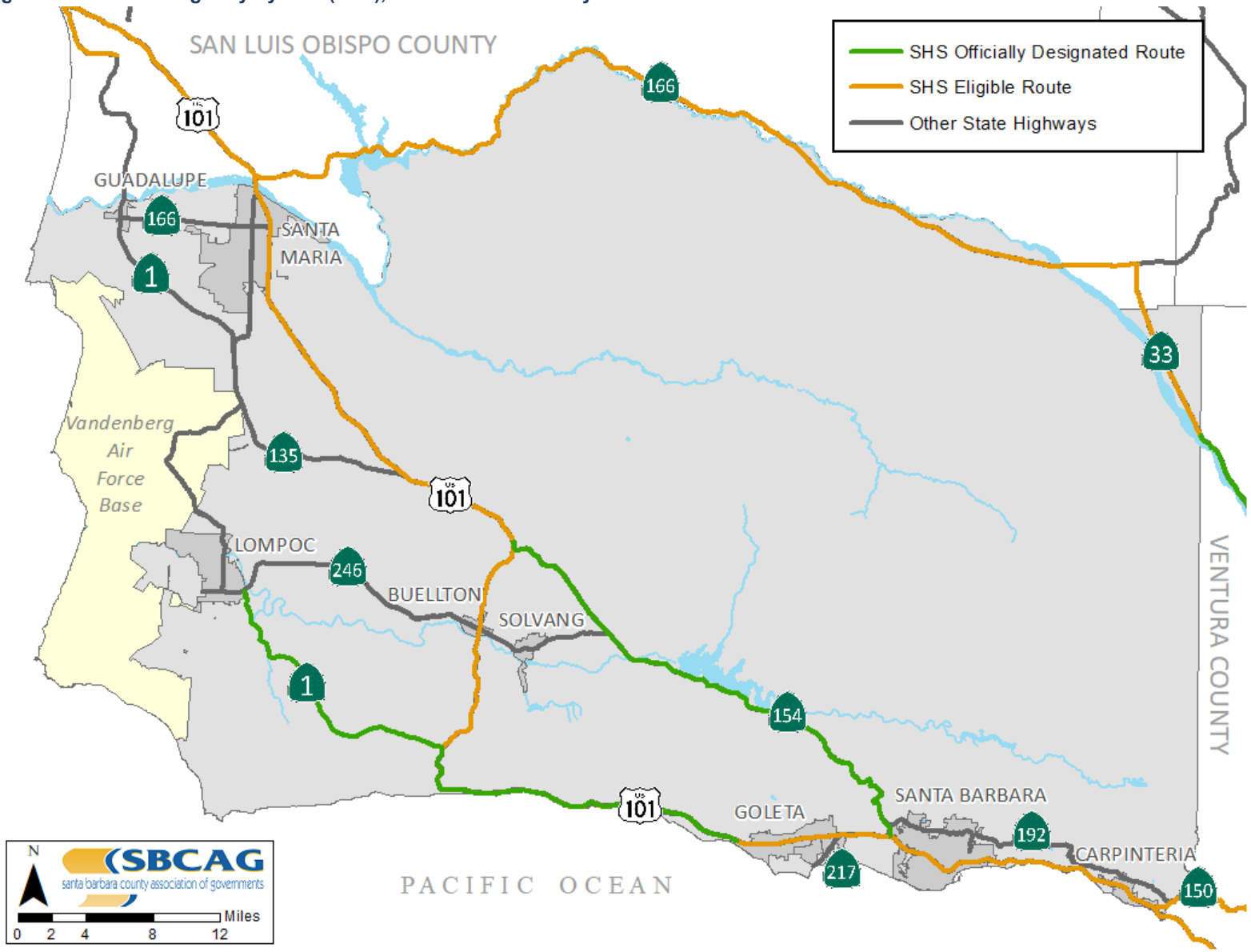
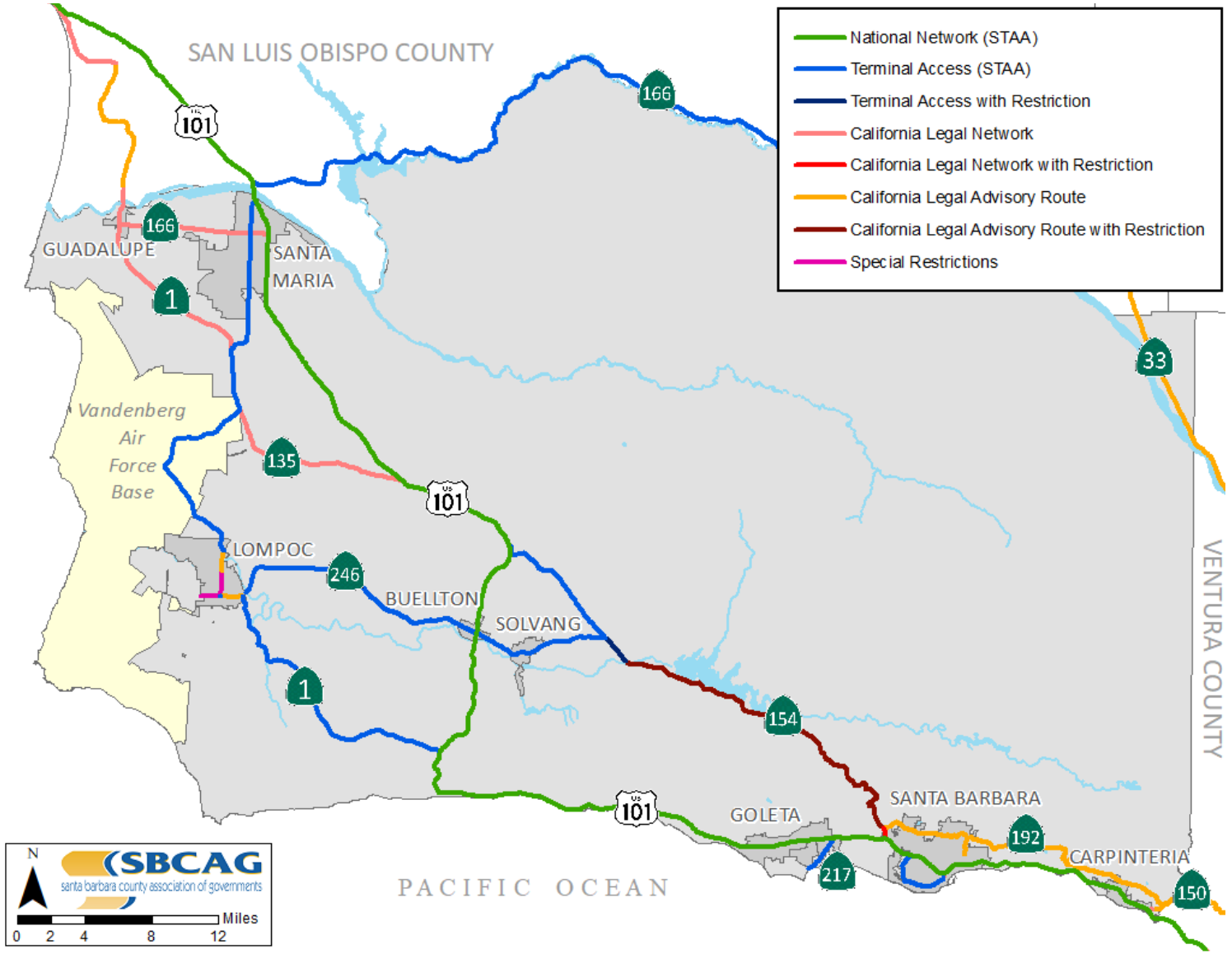


Figure 2-15: Truck Network Routes and Restrictions, Santa Barbara County



Local Streets & Roads

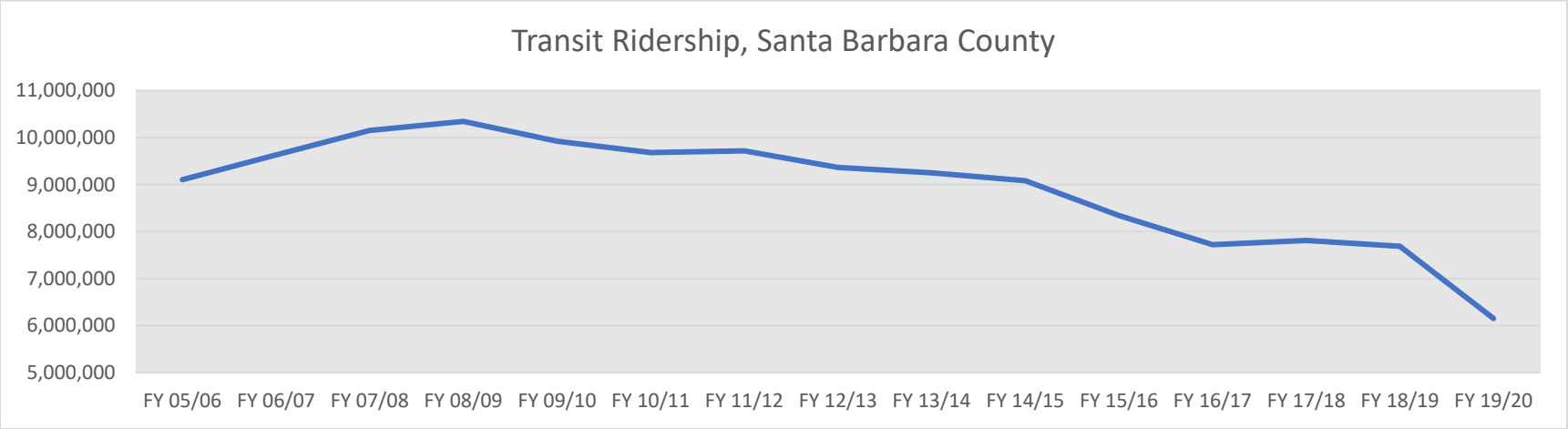
The County of Santa Barbara and the eight incorporated cities in the County maintain approximately 1,710 miles of public roadways (see Table 2-5). That accounts for approximately 70 percent of the maintained public roadways in Santa Barbara County. Approximately 38 percent of the daily vehicle miles traveled occur on city and County roadways.[8]

Transit

Transit is a critical element in the overall transportation system. Total transit ridership (shown in Figure 2-16, below) in the County has been steadily declining since FY 08/09. The steady decline, consistent with nationwide statistics, can be attributed to increased rates of private car ownership among other factors. The significant decline for FY 19/20 was due, at least in part, by the COVID-19 public health emergency.

SBCAG annually conducts an analysis of unmet transit needs in the region in accordance with the Transportation Development Act. The process allows the public to request new or improved transit services that are currently not being provided. In the 2018 Transit Needs Assessment, there were no identified unmet transit needs that were reasonable to meet.[9]

Figure 2-16: Transit Ridership in Santa Barbara County, FY 2005/06-FY 2019/20



Source: Transit Providers

[8] Caltrans Division of Transportation System Information. *2011 California Public Road Data*. Table 6. http://www.dot.ca.gov/hq/tsip/hpms/datalibrary.php.

[9] For the 2019 and 2020 Unmet Transit Needs cycles SBCAG did not make reasonable to meet findings due to the lack of funding proposed for purposes other than transit.

The following section describes the transit services provided within the SBCAG region.

Public Transit Services

Local & Regional

In fiscal year (FY) 2018/19, local and regional public transit providers provided 7,685,927 fixed-route and demand-response rides.[10] The Santa Barbara MTD provided more than 6.4 million of those rides that year.

The COVID-19 global pandemic has resulted in a significant and negative impact to transit services. Provided transit statistics pre-date the pandemic.

Northern Santa Barbara County

Santa Maria Area Transit (SMAT) & Breeze

SMAT provides both fixed-route and demand-response service in the Santa Maria area, including Orcutt and Tanglewood, utilizing a fleet of 48 active vehicles (11 for ADA/demand response, 16 for commuter service, two for trolley service, and the remaining for fixed route service). SMAT provides service Monday through Friday between the hours of 5:30 AM and 10:30 PM, and Saturday and Sunday between the hours of 7:00 AM and 6:00 PM. The City of Santa Maria manages the transit system and contracts with a private operator for operation of the service.

As a public entity that provides non-commuter, fixed-route transit service, SMAT is required by the ADA to provide complementary paratransit service for persons who are unable to use the fixed-route service. SMAT provides its own complementary paratransit service.

SMAT also currently administers the Breeze Bus, which provides service between Santa Maria, Orcutt, Lompoc, Vandenberg Village, and Vandenberg Air Force Base from 5:45 AM to 6:30 PM Monday through Friday and on Saturday. The Breeze also began providing service between Santa Maria, Los Alamos, Buellton, and Solvang in January 2013, as a pilot project.

In FY 2018, SMAT had 711,774 total passengers system-wide and achieved a farebox recovery ratio of 23 percent.[11]

City of Lompoc Transit (COLT) & Wine Country Express

COLT provides both fixed-route and demand-response service in the Lompoc area, including the unincorporated areas of Mission Hills and Vandenberg Village, utilizing a fleet of 13 vehicles. COLT provides service Monday through Friday between the hours of 6:30 AM and 7:00 PM, and on Saturdays between the hours of 9:00 AM and 5:00 PM. The City of Lompoc manages the transit system and contracts with a private operator for operation of the service.

As a public entity that provides non-commuter, fixed-route transit service, COLT is required by the ADA to provide complementary paratransit service for persons who are unable to use the fixed-route service. COLT provides its own complementary paratransit service.

[10] SBCAG, 2020 Transit Needs Assessment.

[11] Farebox recovery ratio is the proportion of operating expenses covered by passenger fares. Source: Triennial Performance Audit, Santa Maria Area Transit, Michael Baker International, October 2019.

The City of Lompoc also provides the Santa Barbara Shuttle and the Wine Country Express. The Santa Barbara Shuttle operates on Tuesdays and Thursdays, departing at 8:30 AM from the Mission Plaza Transit Center and going to the Santa Barbara MTD Transit Center. The Wine Country Express provides service between Lompoc, Buellton, and Solvang. Three round trips leave Lompoc each weekday at 7:15 AM, 1:00 PM, and 4:45 PM. Saturday service was recently added.

In FY 2018, COLT had 88,675 total passengers system-wide and achieved a farebox recovery ratio of 16 percent.[12]

Santa Ynez Valley Transit (SYVT)

SYVT provides both fixed-route and demand-response service in the Santa Ynez Valley, including the Cities of Buellton and Solvang and the unincorporated communities of Ballard, Los Olivos, and Santa Ynez, utilizing a fleet of five vehicles. SYVT provides service seven days a week between the hours of 7:00 AM and 7:00 PM. Service frequencies on Sundays are longer (approximately 80 minutes). The City of Solvang is the service administrator for the joint powers authority (JPA) and contracts with a private operator for operation of the service. Santa Ynez Valley Transit provides service. In FY 2018, SYVT had 35,444 total passengers and achieved a farebox recovery ratio of 10 percent.[13]

Guadalupe Transit – Guadalupe Shuttle and Guadalupe Flyer

The City of Guadalupe provides both fixed-route and demand-response service in Guadalupe and to Santa Maria. The Guadalupe Shuttle is a deviated fixed-route service that operates in the City of Guadalupe, Monday through Friday, from 10:00 AM to 4:00 PM, utilizing one bus. The Guadalupe Flyer is a fixed-route service that operates between Guadalupe and Santa Maria, 6:15 AM - 7:50 PM Monday through Friday, 8:15 AM - 5:15 PM on Saturday, and 8:45 AM – 6:35 PM on Sunday. The City also owns one ADA van. The City of Guadalupe manages the transit system and contracts with SMOOTH (Santa Maria Organization of Transportation Helpers) for operation of the service. In FY 2018, Guadalupe Transit had 86,061 total passengers system-wide and achieved a farebox recovery ratio of 16 percent.[14]

Santa Barbara County Transit – Cuyama Transit

Santa Barbara County provides deviated fixed-route service within the Cuyama Valley and to the Orcutt/Santa Maria region on Cuyama Transit. Cuyama Transit operates on Tuesdays and Thursdays between 8:30 AM and 4:30 PM, utilizing one bus. In FY 2018, County Transit had 2,614 total passengers system-wide and achieved a farebox recovery ratio of one percent.[15]

Southern Santa Barbara County

Santa Barbara Metropolitan Transit District (MTD)

MTD is an independent special district empowered under the California Public Utilities Code to provide public transit service on the South Coast of Santa Barbara County. MTD provides fixed-route service in the Cities of Santa Barbara, Carpinteria, and Goleta and the unincorporated areas of Isla Vista, Montecito, and

[12] Triennial Performance Audit, City of Lompoc Transit, Michael Baker International, October 2019.
[13] Triennial Performance Audit, Santa Ynez Valley Transit, Michael Baker International, October 2019.
[14] Triennial Performance Audit, City of Guadalupe Transit, Michael Baker International, October 2019.
[15] Triennial Performance Audit, County of Santa Barbara, Michael Baker International, October 2019.

Summerland, utilizing a fleet of 106 vehicles (74 diesel vehicles, 14 electric vehicles, and 18 hybrid vehicles). MTD provides service Monday through Sunday, beginning as early as 5:30 AM and running as late as midnight.

As a public entity that provides non-commuter, fixed-route transit service, MTD is required by the ADA to provide complementary paratransit service for persons who are unable to use the fixed-route service. MTD contracts with Easy Lift to provide complementary paratransit service. In FY 2018, MTD had 6,288,980 total passengers and achieved a farebox recovery ratio of 51 percent.[16]

Inter-regional & Regional Commuter Transit

Interregional and regional commuter transit operators provide commuter service between Santa Barbara County and the Counties of San Luis Obispo and Ventura, while regional transit operators provide commuter service between north and south Santa Barbara County. In FY 2019, the interregional & intra-county public transit providers Clean Air Express and VISTA (Ventura Intercity Service Transit Authority) Coastal Express together provided 374,489 fixed-route rides.[17]

Clean Air Express

The Clean Air Express provides fixed-route commuter service from Lompoc, Santa Maria, Buellton, and Solvang to the South Coast. The Clean Air Express operates Monday through Friday with thirteen southbound trips in the morning and thirteen northbound trips in the late afternoon. Bi-directional Saturday service was recently implemented between Buellton, Solvang, and the South Coast.

The Clean Air Express has been administered by the Santa Barbara County Air Pollution Control District, SBCAG, the City of Lompoc, and the City of Santa Maria. In November 2012, administration of the service was transferred from the City of Santa Maria back to the City of Lompoc. The Clean Air Express is funded solely by Measure A and SBCAG is the Clean Air Express policy board. In FY 2019, the Clean Air Express had 179,026 boardings and achieved a farebox recovery ratio of 51 percent.[18]

San Luis Obispo Regional Transit Authority (SLORTA) Route 10

SLORTA Route 10 is operated by the San Luis Obispo Regional Transit Authority. It provides bi-directional, fixed-route, inter-county service between San Luis Obispo County and the City of Santa Maria. Route 10 operates Monday through Friday from 6:00 AM to 9:45 PM, Saturday from 8:00 AM to 7:45 PM, and Sunday from 8:00 AM to 6:45 PM. In Santa Maria, it serves the SMAT Transit Center, the Amtrak station, the Greyhound station, Allan Hancock College, and Marian Medical Center. It also serves Cal Poly (California Polytechnic State University) in San Luis Obispo.

Ventura County Transportation Commission (VCTC) Coastal Express

The Coastal Express service to Santa Barbara provides bi-directional, fixed-route, inter-county service between Ventura County and southern Santa Barbara County. This service operates seven days a

[16] Triennial Performance Audit, Santa Barbara Metropolitan Transit District, Michael Baker International, October 2019.

[17] SBCAG, 2020 Transit Needs Assessment.

week, from 5:07 AM to 8:42 PM on weekdays and from 7:25 AM to 8:03 PM on weekends. The service makes numerous stops along the Santa Barbara South Coast including downtown Carpinteria, the hotel area along East Beach, downtown Santa Barbara, the MTD Transit Center, Cottage Hospital, and UCSB. The Coastal Express is managed and funded jointly by the Ventura County Transportation Commission (VCTC) and SBCAG, with VCTC acting as the lead agency. In FY 2018/19, the Coastal Express had 195,463 boardings and achieved a farebox recovery ratio of 21 percent.[18]

Coordinated Public Transit-Human Services Transportation

SBCAG designated Easy Lift Transportation as the Consolidated Transportation Services Agency (CTSA) for the South Coast region in 1980, and SMOOTH (Santa Maria Organization of Transportation Helpers) as the CTSA for the Santa Maria/Guadalupe/Orcutt area in 1998.

Easy Lift Transportation

Easy Lift, a 501(c)(3) non-profit organization, serves as the CTSA for the South Coast region. As a CTSA, Easy Lift provides Dial-A-Ride, Greatest Generation Accessible Transportation, Children's Accessible Transportation, and other services. Easy Lift also contracts with Santa Barbara MTD to provide ADA complementary paratransit service[19] to the South Coast. Easy Lift operates a fleet of 27 vehicles. In FY 2018, Easy Lift had a ridership of 55,289 and achieved a farebox recovery ratio of 60 percent.[20]

Santa Maria Organization of Transportation Helpers (SMOOTH)

SMOOTH, a non-profit organization, serves as the CTSA for the Santa Maria region. As a CTSA, SMOOTH provides Senior Dial-a-Ride, Non-Emergency Medical Transportation, and other specialized transportation services. SMOOTH is also the contract operator for Guadalupe Transit and the Santa Barbara County Health Clinic Shuttle. SMOOTH operates a fleet of 29 vehicles. In FY 2018, SMOOTH's CTSA division had a ridership of 80,442 and achieved a farebox recovery ratio of 73 percent.

School Bus System

There are a variety of options throughout the region for elementary, middle school, high school, and college students to utilize public transit options for trips to and from school. In a survey of local school districts throughout the county, the Santa Barbara County Air Pollution Control District found that 16 out of 20 districts utilized school bus fleets for transportation of students.[21] In addition, Santa Barbara MTD offers booster service to some South Coast middle schools and high schools. Santa Barbara City College and UC Santa Barbara students can ride the bus for free with a valid student ID.

Active Modes

With its favorable landscape and climate, the SBCAG region is ideal for active transportation. Improvements to the active transportation environment yield benefits to the economy, environment, and public health, among other aspects of life. The active modes serve an integral role in the overall transportation system. Individuals commuting by bicycle or foot reduce the demand on the region's

[18] Source: Ventura County Transportation Commission (VCTC)
[19] The 1990 Americans with Disabilities Act (ADA) requires public entities that operate non-commuter, fixed-route transportation systems to provide complementary (in the same area, during the same hours) paratransit service for persons who are unable to use the fixed-route service due to disabilities, etc.
[20] Triennial Performance Audit, Easy Lift Transportation, Michael Baker International, October 2019.
[21] E-mail correspondence, School District Fleets, 2019, 7/19/21.

road network and parking facilities. Additionally, the presence of active transportation users contribute to vibrant and desirable communities.

In 2015, SBCAG completed the Regional Active Transportation Plan. The plan coalesced the region's bicycle and pedestrian planning and presented an action plan for improving the network into the future.

In 2019, SBCAG, in partnership with the cities of Buellton and Solvang, and the County of Santa Barbara, completed the Santa Ynez Valley Bicycle Master Plan.

Existing Bicycle and Pedestrian Network

The region's pedestrian network is expansive and an inventory of the network at the regional scale has not been completed or is it feasible. A complete sidewalk network is present in most of the region's urbanized areas. Where deficiencies exist, local agencies continuously work to fill gaps and improve the network. The region, through Measure A, provides funding for pedestrian network improvements which connect residential areas to schools. Highlighting a commitment to improving the pedestrian network, in 2020 the City of Goleta completed a project to add sidewalks to the entire Old Town Goleta neighborhood.

The State of California has created a standardized classification system for the majority of bicycle infrastructure. There are four basic categories:

- *Class I Bikeway*: A class I bikeway, or a bike path, is a multi-purpose trail that is completely separated from motor vehicle traffic.
- *Class II Bikeway*: A class II bikeway, or a bike lane, is an on-street lane dedicated to one-way bicycle travel adjacent to motorized travel lanes.
- *Class III Bikeway*: A class III bikeway, or bike route, are on-street shared facilities. Class III bikeways serve to provide continuity to other bicycle facilities or designate a preferred route through high demand corridors. These routes are typically demarcated using sharrows and/or signage.
- *Class IV Bikeway*: A Class IV bikeway, also known as cycle tracks, are exclusive bicycle infrastructure that are separated and protected from motorist traffic. Class IV bikeways can be separated from motor traffic lanes in various ways including grade separation, posts, barriers, or on-street parking.

All four classifications of bicycle infrastructure can be found in Santa Barbara County. The region's bicycle network is displayed in Figure 2-4.

In addition to the bicycle and pedestrian networks serving the local populace, portions of each are parts of the California Pacific Coast Bike Route and the California Coastal Trail.

In the 2020 People for Bikes City Ratings, the City of Santa Barbara was ranked 3rd among all U.S. cities. Other cities ranked in the top 100 include: Lompoc at 52nd, Carpinteria at 63rd, Goleta at 67th, and Buellton at 73rd. The People for Bikes rating methodology includes five factors, including the following.

1. Ridership: based on recent statistics
2. Safety: based on recent statistics
3. Network: being the existing expanse of bicycle facilities
4. Reach: being a social equity indicator
5. Acceleration: being a factor based on on-going bicycle network improvements

With five of the region's eight cities ranked among the top 100 nationally, the SBCAG region as a whole is among the best regions nationwide for bicycling.

California Pacific Coast Bike Route

The California Pacific Coast Bike Route (CPCBR) runs through Santa Barbara County. All of State Route 1 in Santa Barbara County is part of the CPCBR.[22] The CPCBR follows US 101 and local streets and roadways through the remainder of the County. The Traffic Solutions bike map includes the CPCBR.

Caltrans, along with the American Revolution Bicentennial Commission of California, developed the Pacific Coast Bicentennial Bike Route in 1976 in honor of the United States Bicentennial.[23] The California State Legislature re-designated it as the Pacific Coast Bike Route in the 1990s. It runs the entire length of California from the Oregon border to the Mexican border.

California Coastal Trail

The California Coastal Trail (CCT) also runs through Santa Barbara County.

The seeds of the CCT were first planted in 1972 when California voters passed Proposition 20, which recommended that a trails system be established along or near the coast.[24] When completed, the CCT will be a 1,200-mile, continuous, interconnected public trail system along the California coastline from Oregon to Mexico. Today approximately half of the CCT is completed.

The CCT is "designed to foster appreciation and stewardship of the scenic and natural resources of the coast and serves to implement aspects of Coastal Act policies promoting non-motorized transportation."[25] The goals of the CCT are as follows:

- Provide a continuous walking and hiking trail as close to the ocean as possible;
- Provide maximum access for a variety of non-motorized uses by utilizing parallel trail segments where feasible;
- Maximize connections to existing and proposed local trail systems;
- Ensure that the trail has connections to trailheads, parking areas, transit stops, inland trail segments, etc. at reasonable intervals;
- Maximize ocean views and scenic coastal vistas; and,
- Provide an educational experience where feasible through interpretive programs, kiosks, and other facilities.

Chapter 5 provides greater detail on the California Coastal Trail and recent progress in improving it. Completing the Coastal Trail is a funding priority and opportunities for mutual benefit when implementing other transportation projects should always be considered. Several of the bicycle and pedestrian projects highlighted in Appendix C will provide improvements for both the Pacific Coast Bike Route and the California Coastal Trail. Additionally, SBCAG and the region's jurisdictions attempt to coordinate efforts with the California Coastal Conservancy when

[22] Caltrans District 5. Transportation Planning Fact Sheet: State Route 1 in Santa Barbara County. September 2009. http://www.dot.ca.gov/dist05/planning/sys_plan_docs/tcr_factsheet_combo/sb_sr1_tcrfs.pdf.

[23] http://www.dot.ca.gov/dist1/d1transplan/bikeped/bikeguide/pacific_coast_bike_route.pdf

[24] California Coastal Conservancy. The California Coastal Trail. http://scc.ca.gov/2010/01/07/the-california-coastal-trail/. Accessed 30 January 2013.

[25] California Coastal Commission. Coastal Access Program: the California Coastal Trail. http://www.coastal.ca.gov/access/ctrail-access.html. Accessed 30 January 2013.

advancing projects on the Pacific Coast Bike Route or the California Coastal Trail.

Supportive Programs

Financing the programs and infrastructure that enables and promotes active transportation comes from a variety of sources and in a variety of means. The Active Transportation Program, managed by Caltrans, provides funding for planning and capital projects through annual statewide competitive grant processes. Measure A, the region's half-cent sales tax measure provides funding for capital projects, infrastructure maintenance, as well as Safe Routes to School and other educational programs. The Coalition for Sustainable Transportation (COAST) and the Santa Barbara Bicycle Coalition (SBBIKE) provide these educational outreach activities in the Santa Barbara County region. With recent efforts to bring bicycle education to the Santa Ynez Valley, all portions of the County either have existing programs in place or are in the process of implementing them.

Connectivity with Transit

Bicycle and pedestrian connections with transit hubs are an important aspect of overall bicycle and pedestrian planning. The ability to walk or bicycle on one or both ends of a transit trip is an integral part to the success of the region's transit services. With few exceptions, the region's transit network is sufficiently connected to the bicycle and pedestrian networks. Additionally, the ability to transport bicycles on public transit vehicles is important to provide needed connectivity that is not possible by either bicycle or bus alone. In the SBCAG region, there are seven fixed-route transit providers, with most accommodating bicycles:

- MTD – South Coast – all buses, except electric trolleys accommodate bicycles
- COLT – Lompoc Valley – most buses accommodate bicycles
- SYVT – Santa Ynez Valley – all buses accommodate bicycles
- SMAT – Santa Maria – all buses accommodate bicycles
- CAE – North County to South Coast – all buses accommodate bicycles
- Guadalupe Transit – Guadalupe and Santa Maria – all buses accommodate bicycles
- Cuyama Transit – New Cuyama to Santa Maria – no bicycle accommodation

AB 2707 (2014) amended the California Vehicle Code to increase the allowable length of certain types of vehicles. The law was aimed at enabling transit providers to increase the transit vehicle bicycle rack capacity from two to three bicycles.

In fiscal year 2018-19, MTD reported transporting 85,917 bicycles. It is currently investigating options for increasing bicycle storage capacity on its buses and this plan includes a project to upgrade the bicycle racks on its buses.

Private transit services, such as AMTRAK and Greyhound, also accommodate bicycles, though each has its own policies related to transporting bicycles.

Most of the region's multi-modal transportation hubs, particularly those in urbanized areas, are largely equipped with bicycle storage infrastructure, such as bike racks or lockers. Five of the region's 13 park-and-ride lots have bicycle storage amenities and seven of the 13 are integrated with the pedestrian network. Most of those not connected or with amenities are not in locations conducive to bicycle and/or pedestrian travel.

Bicycle Network Gaps

Several gaps in the bicycle network exist in the region and work is ongoing to fill these gaps. Some of the region's more significant gaps are discussed below.

- Hollister Avenue through Old Town Goleta – A gap in the Class II network exists.
- Rincon Beach Park – Class II bike lanes on Carpinteria Avenue and the Class I bikeway along US 101 are separated by a gap in the network.
- Leadbetter Beach Bikeway – A Class I bikeway along the City of Santa Barbara's waterfront is interrupted by a parking lot at Leadbetter Beach.
- Santa Ynez River Trail – an existing gap connecting the cities of Buellton and Solvang.

Each of the region's jurisdictions, as well as SBCAG, recognize the importance of providing safe and convenient access and amenities for pedestrians and bicyclists, and are all working to improve on the existing networks.

Aviation

There are five public-use airports in the Santa Barbara County region, two of which provide commercial air service (Santa Barbara Airport and Santa Maria Airport). Lompoc, Santa Ynez, and New Cuyama Airports are General Aviation use. The Vandenberg Air Force Base, located in the Lompoc Valley, is a military installation owned and operated by the U.S. Air Force. It is the third-largest Air Force base in the United States.

Funding for improvements at airports is generally coordinated by staff at the airports. Santa Barbara Airport and Santa Maria Airport are included in the National Plan of Integrated Airport Systems, which allows for eligibility for Federal Aviation Administration (FAA) Airport Improvement Program grant funding for capital projects.[26] All airports (with the exception of VAFB) can coordinate state funding through the California Aviation System Plan (CASP) Capital Improvement Plan (CIP), which is prepared by the Caltrans Division of Aeronautics. The following table provides a statistical summary of the region's airports. Each is then described separately.

[26] Report to Congress, National Plan of Integrated Airport Systems (NPIAS) 2017-2021, Federal Aviation Administration, U.S. Department of Transportation, September 30, 2016. https://www.faa.gov/airports/planning_capacity/npias/reports/media/NPIAS-Report-2017-2021-Narrative.pdf

Table 2-6: Regional Airport Statistics

Airport	Transit Access	Based Aircraft	Enplaned Passengers (2018)	Operations (annual)	Cargo (tons/yr)	Operators	Destinations
Santa Barbara	Yes	178	403,745 [b]	108,285	2,058 (b)	Alaska, American, United, Delta, Frontier, Contour, Southwest, Sun Country [C]	Los Angeles, San Francisco, Oakland, Seattle, Portland, Denver, Phoenix, Dallas, Las Vegas, Sacramento, Chicago, and Salt Lake City [d]
Santa Maria	Yes	235 (2015) [d]	23,008 [b]	38,389 (2015) [d]	1,972 (2015) [d]	Allegiant, United [e]	Las Vegas, Phoenix (Mesa), Portland, San Francisco, Denver [d]
Santa Ynez	No	45[f]	n/a	30,000[f]	n/a – General Aviation airport		
Lompoc	No	21[f]	n/a	30,000[f]	n/a – General Aviation airport		
New Cuyama	No	0[f]	n/a	500[f]	n/a – General Aviation airport		

Note: Airline operator and destination information may have changed during the Covid-19 pandemic.

Sources:

(a) NFDC Facilities Report, Federal Aviation Administration

(b)Federal Aviation Administration: https://www.faa.gov/airports/planning_capacity/passenger_allcargo_stats/passenger/media/cy18-all-enplanements.pdf

(c) Santa Barbara Airport webpage: https://www.flysba.santabarbaraca.gov/about/news-facts/facts

(d) Santa Maria Public Airport Master Plan 2019 http://santamaria.airportstudy.com/

(e) Santa Maria Airport webpage: http://www.santamariaairport.com/travel-info/airlines-flight-schedules/

(f) FAA Information retrieved via AirNAV.com

Santa Barbara Municipal Airport

The Santa Barbara Airport is owned and operated by the City of Santa Barbara. It is located on 952 acres, approximately 400 of which are dedicated to aviation uses owned by the City of Santa Barbara. The airport is bounded by the City of Goleta to the west, north, and east and Pacific Ocean to the south. The University of California Santa Barbara and the community of Isla Vista are located southwest of the airport. A sizeable amount of the property (approximately 450 acres) is located within the Goleta Slough Ecological Reserve.

Santa Maria Airport

The Santa Maria Airport is owned and operated by the Santa Maria Public Airport District. The Airport District occupies 2,516 acres, with approximately 1,500 acres devoted exclusively to aviation use. The airport is located in the City of Santa Maria. The community of Orcutt is located immediately south and east of the airport.

Santa Ynez Airport

The Santa Ynez Airport is owned by the County of Santa Barbara and operated by the Santa Ynez Airport Authority. The airport is located in the Santa Ynez Valley, approximately four miles northeast of the City of Solvang and approximately 0.3 miles west of the Santa Ynez Band of Chumash Indians reservation.

Lompoc Airport

The Lompoc Airport is owned and operated by the City of Lompoc. This general aviation airport is located in the northern area of the City of Lompoc, bounded by the Santa Ynez River to the north and H Street-Route 1 to the east.

New Cuyama Airport

New Cuyama Airport is a privately owned, public use general aviation airport located in the Cuyama Valley area of Santa Barbara County, bounded by Perkins Road to the east and the town of New Cuyama to the north.

Vandenberg Air Force Base

The Vandenberg Air Force Base is owned and operated by the U.S. Air Force and is located approximately seven miles northwest of the City of Lompoc. Vandenberg Air Force Base primarily serves as a space and missile test facility for the USAF.

Intermodal Connectivity

Intermodal connectivity is important for facilitating a shift from the single-occupant vehicle to other modes. Connected 2050 RTP-SCS includes several projects that will help improve intermodal connectivity in the region. The following are some examples:

- The City of Goleta is currently working to construct a new station facility at Goleta Station. This project will include improved multi-modal access amenities.
- Platform and access improvements are planned for Carpinteria Station.
- The North Avenue of Flags Park & Ride project will provide a second park-and-ride facility in the City of Buellton to accommodate demand.
- The South Alisal Road Bikeway Improvements project will provide bicycle facilities in a popular tourist area and the Alisal Road Bridge Replacement & Widening Project will provide for replacement of structurally deficient existing bridge and provide for the extension of regional bikeway and improved bicycle access across the Santa Ynez River.
- The Highway 246 Santa Ynez River Bridge project will provide improved access to the City of Lompoc to improve bicycle and pedestrian access.
- The Rincon Trail will construct a multiuse trail from Rincon Park to Carpinteria Avenue (part of the

Carpinteria Coastal Vista Trail) to provide regional connectivity for bicycles and pedestrians.

See the full list of Connected 2050 RTP-SCS projects with project descriptions in Appendix C.

Goods Movement

Freight is transported within Santa Barbara County by truck, rail, and air, with the majority of freight transported by truck. Many of the highway, rail, and aviation projects included in the Connected 2050 RTP-SCS will facilitate the movement of goods. Infrastructure improvements, operational improvements, and construction of additional infrastructure all provide for greater transportation efficiency.

Roadway capacity increasing projects, such as the following, will improve the facilities' level of service and, in some cases, reduce conflicts between agricultural vehicles and other traffic, allowing for greater efficiency in goods movement:

- US 101 HOV Widening
- State Route 246 passing lanes between Buellton and Lompoc
- The Goleta US 101 Overpass
- San Ysidro Lane and US Highway 101 interchange (US 101 HOV Widening related project)

Rail and air projects such as infrastructure improvements, operational improvements for greater efficiency, construction of additional infrastructure, and miscellaneous equipment and facility purchases will not only improve passenger travel, but also goods movement. Rail siding projects on the Union Pacific track along the Pacific Surfliner route will reduce conflicting train movements.

See the full list of Connected 2050 RTP-SCS projects with project descriptions in Appendix C. The *Central Coast California Commercial Flows Study* (AMBAG, 2012) provides additional depth on the region's goods movements issues and needs.

Maritime

The City of Santa Barbara owns and operates a commercial and recreational harbor facility along its waterfront.

Vandenberg Air Force Base owns and operates a military port facility used exclusively for base operations.

Chapter 3

Sustainable Communities Strategy

Where people live, work, and play, and how they travel between the locations of those activities, now and in the future, is at the heart of a Regional Transportation Plan and Sustainable Communities Strategy. The diversity of land uses, their disposition, and the density of development are determining factors for how people choose to travel. This chapter explores the region's land use and travel patterns, the demographic growth that will force new demands on both, and presents a vision for how they can work together to satisfy the goals important to the region while also meeting the State's greenhouse gas reduction targets. Neither land use changes nor transportation investments in isolation can address these issues; a balanced approach is necessary to ensure the region is well-positioned to address its long-term needs.

As required by Senate Bill 375 (2008), the Sustainable Communities Strategy component of the Regional Transportation Plan is intended to integrate an analysis of population growth, land use, and housing need into the long-range transportation planning process. The Sustainable Communities Strategy seeks to address transportation planning holistically, understanding transportation patterns in the context of existing and possible future land use and housing configurations. SB 375 specifically requires the Sustainable Communities Strategy to identify areas within the region sufficient to house the entire forecasted population of the region, including all economic segments of the population, and to accommodate regional housing need for the eight-year period from 2023 to 2031 across the region's nine local jurisdictions. If feasible, a Sustainable Community Strategy is supposed to "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

Reducing Greenhouse Gases through SB 375

SB 375 can be characterized as one component of the overall implementation strategy associated with AB 32 (2006). AB 32 called upon the State to reduce greenhouse gases across all sectors. SB 375 focuses solely on greenhouse gas emissions emitted from light-duty vehicles and it does not account for vehicle efficiency, electrification of the fleet, or how fuels are produced. SB 375 seeks to achieve its greenhouse gas emissions by better planning transportation and land use to result in an environment that requires people to drive less. SB 375 calls for reductions in per capita greenhouse gas emissions and these are directly correlated to per capita vehicle miles of travel, or VMT. While there is a near endless realm of possibilities for accomplishing the SB 375 targets, they all revolve around providing for efficient transportation options and closing the gap between where people live and where they work or most frequently travel to.

achieve . . . greenhouse gas reduction targets" approved by the State.[1]

Following the adoption of Fast Forward 2040, the region's regional transportation plan and sustainable communities strategy adopted in 2017, the California Air Resources Board reset greenhouse gas emission targets applicable to the Santa Barbara County region at minus 13 percent and minus 17 percent for target years 2020 and 2035, respectively. These values represent the reductions achieved through Fast Forward 2040 meaning that the reductions planned for in Connected 2050 must achieve, at a minimum, the same level of greenhouse gas reductions.

Strategy Alternatives

Connected 2050 represents SBCAG's third sustainable communities strategy (SCS). The first SCS, adopted in 2013, set a course that has been largely continued in the second SCS as well as in Connected 2050. As transportation projects take time to be realized and land use changes are also slow to take shape, it is important to provide continuity in the SCS, particularly since the planning documents of the region's local agencies are generally not updated in the same four-year cycle. Continuity will promote success over the long term.

The development of strategy alternatives was based off of the prior cycles, while also considering those alternatives that were unable to satisfy the greenhouse gas reduction targets assigned to the region. For that reason, a narrower suite of alternatives were considered in this cycle. However, the public process was designed in a way to enable new scenarios or changes to existing scenarios to be proposed. The suite of scenarios are highlighted in Table 3-1, with scenarios 3, 4, and 5 being the options considered for the region's SCS. Scenario 3 is the adopted SCS from the prior two SCSs, as well as what is included in this SCS.

Scenario 5 is new to this cycle. It was conceived as a scenario that would attempt to achieve the required greenhouse gas reductions through investment in the transportation network alone. Land uses associated with Scenario 5 simply align with those in existing, adopted general plans while transportation investment is focused on alternative means of travel.

[1] Gov. C. § 65080(b)(2)(B)(vii).

Table 3-1: Connected 2050 Range of Scenarios Considered

Scenario	Name	Regional Allocations	Land Use	Sub-Regional Allocations		Transportation
Scenario 1	Future Baseline (Business as Usual)	Applies the region-wide population, employment, and housing projections from the 2019 RGF	Assumes existing, adopted General Plan land uses	Assumes current sub-regional growth trends (pop., HH, jobs) continue consistent with the 2019 RGF - population growth occurring predominately in the North County and City of Santa Maria		all programmed and planned projects
Scenario 2	No Project					programmed projects only
	No Build					no projects
Scenario 3 ***(Preferred Scenario)***	Transit-Oriented Development/Infill		Selectively increases residential and commercial land use capacity within existing transit corridors. Land use change assumptions were made based on location of existing transit routes and service in consultation with SBCAG member agencies. Proposed changes in land use capacity reflect local planning discussions about possible future land use and General Plan and Community Plan updates presently under discussion at the local level.	Future growth allocation directly addresses jobs-housing balance issues by emphasizing job growth in North County and housing growth in South County through model weightings	Shifts a greater share of future growth to transit corridors due to land use changes	all programmed and planned projects, plus a strategy for additional transit service or enhanced transit strategies
Scenario 4	North County-Weighted Jobs, South County-Weighted Housing Emphasis		Begins with existing, adopted land uses, but applies model weightings to make specific growth distribution assumptions emphasizing job growth in the North County and housing growth in the South County, within existing available land capacity.	Future growth allocation directly addresses jobs-housing balance issues by emphasizing job growth in North County and housing growth in South County through model weightings		all programmed and planned projects
Scenario 5	Alternative Transportation Emphasis		Assumes existing, adopted General Plan land uses	Assumes current sub-regional growth trends (pop., HH, jobs) continue consistent with the 2019 RGF - population growth occurring predominately in the North County and City of Santa Maria		all programmed highway projects, plus programmed and planned alternative transportation projects. The scenario also includes additional parameters for alternative transportation options, such as free fares and reduced headway times during peak hours on local transit.

Benefits

As much as the Sustainable Community Strategy is calibrated to achieve the State's larger goals, it also seeks to meet the region's own goals and needs and to create a roadmap for preserving and enhancing quality of life in the Santa Barbara County region. If successful, the Sustainable Community Strategy will articulate a solution to the conundrum of how to grow sustainably - in a way that simultaneously protects the environment, enhances mobility, serves the needs of all socio-economic groups, promotes public health and safety, and keeps the region on a path to economic growth and prosperity. A Sustainable Communities Strategy should be an integral part of the regional transportation plan even in the absence of legal requirements – it is good planning.

The challenges we face as a region are clear. Without a proactive approach and a sound vision for the future, forecast population and job growth will lead to increasing housing costs, longer commute trips, more congestion and greater transportation costs, measured in time, money and aggravation, with attendant harm to both the environment and the economy. While there is no perfect or easy solution to these challenges that do not involve at least some trade-offs, the major benefit of a Sustainable Community Strategy is the identification of an optimized solution that harmonizes land use and transportation and keeps Santa Barbara County healthy, happy and moving. Ultimately, the preferred scenario embraced by this plan balances competing considerations in a way that maximizes region-wide benefits and minimizes detrimental effects as compared to all other scenarios.

Table 3-2: Attaining the Goals by 2050: Business as Usual vs. Preferred Scenario Performance Indicators

Goal	Measure	Preferred Scenario % Change
Environment	VMT per capita	-16%
	Criteria pollutant emissions	-15%
	GHG emissions per capita	-15%
	Transit mode share	+ 5%
Mobility & System Reliability	Vehicle miles traveled	-16%
	Vehicle hours traveled	-14%
	Daily trips	-1%
	Avg. vehicle trip time	-13%
	Avg. commute time	-5%
	Transit ridership	+5%
	Congested VMT	-32%
Equity	Transit accessibility (all)	+10%
	Transit accessibility (low income communities)	+33%
Health & Safety	Active mode share (all)	+3%
	Active mode share (work)	+5%
Prosperous Economy	Auto operating cost	-16%

Demographic Change: Regional Growth Patterns / Forecast

As part of its regional transportation planning process, SBCAG maintains and periodically updates a regional growth forecast that considers population, employment, and household growth. Prior to beginning the Connected 2050 planning process SBCAG updated the regional growth forecast to cover the period 2020 through 2050. The current update was adopted by the SBCAG Board in January 2019.

The purpose of the Regional Growth Forecast (RGF) is to provide consistent long-range population, job, and household forecasts for use in long range regional planning to the year 2050 for Santa Barbara County, its major economic and demographic regions, and its eight incorporated cities. The RGF is a requirement of the SBCAG Regional Transportation Plan, which has a 20-year planning horizon. SBCAG staff was assisted by a consultant in developing the RGF and the results were reviewed by the SBCAG Technical Advisory Committee and other subject experts. The RGF is primarily driven by the Santa Barbara County shares of forecasted statewide job growth.

A forecast must recognize that assumptions and trends are subject to great uncertainty and variation. Some variation with respect to structural economic changes such as automation and social changes in family formation are likely to occur in the later years of the forecast, although sudden disruptions such as an economic recession or a global pandemic are possible in any period.

Santa Barbara County Regional Growth Trends

Historically, job growth in Santa Barbara County has generally tracked state and national growth. Job growth in Santa Barbara County has trailed the state average since 1990 but is projected to equal the state average growth rate to 2050. Job levels in the county grew much more slowly than the nation between 1990 and 2007 as defense cuts affected the county more than the state or the nation. Job growth did outpace the national average between 2007 and 2017 and is projected to slightly outpace the national average to 2050. There are three larger sectors where the Santa Barbara County share of total jobs is substantially different from the California share: Farm, Government, and Leisure and Hospitality, due to the importance of agriculture, the U.C. campus, Vandenberg Air Force Base (AFB) and tourism in the county. The county is home to a major U.C. campus that will attract high-wage job growth associated with campus activity. In addition, the county will see a modest increase in high wage Internet related and professional service jobs as it is an attractive place to live and work. Tourism will be a plus for the county, and the county's job growth potential is supported by the trend for more in-commuting. Job growth is forecast to range from a high of seven percent in the 2021-2025 period to three percent from 2026 onward.

The Santa Barbara County share of the state population has historically been declining, ranging between 1.25 to 1.10 percent and is forecasted to continue to trend lower with the Santa Barbara County share of state population at 1.05 percent by 2050. Data shows that an increasing share of county jobs are being filled by people commuting from outside the county. This has the effect of lowering the projected population associated with job growth. Net in-commuting has more than doubled in the 20-year, 1990-2010 timeframe from 5,000 to 11,000. The RGF assumes the number of net in-commuters to double over the 40-year forecast period from 11,000 in 2010 to 22,000 by 2050. The City of Santa Maria currently has the largest population of all jurisdictions and is forecast over the 2017-2050 period to have the highest population increase in the county with 34,600 persons, or 32 percent, growing its share from 24 to 27 percent of the total population by 2050.

Future household formation rates are influenced by the aging of the baby-boomer population as more single elderly households drive rates up and, conversely, driving rates down are young adults as they delay household formation due to housing and other associated living costs. Household growth is a proxy for housing unit demand as each new household requires a housing unit. Countywide household growth was the highest from 1980-1990 reaching approximately 20,000 households. From 2010-2020, household growth was forecast to be approximately half of the 1980-1990 growth. Household growth approximates growth in the population (adjusting for headship rates) for each jurisdiction. The increase in household size, or persons per household has the potential to increase population growth without the addition of new housing units. Over the 2010-2018 period population growth countywide increased by 29 percent as the result of the increase in household size, versus 71 percent from new households.

Over the 2017 to 2050 forecast horizon countywide population is forecast to increase by 68,000 or 15% from 453,500 to 521,700 persons. Countywide jobs are forecast to increase by 58,000 or 25% from 222,000 to 281,000 jobs. Countywide households are forecast to increase by 38,000 or 25% from 148,900 to 186,900 households.

Figure 3-1: Regional Growth Forecast

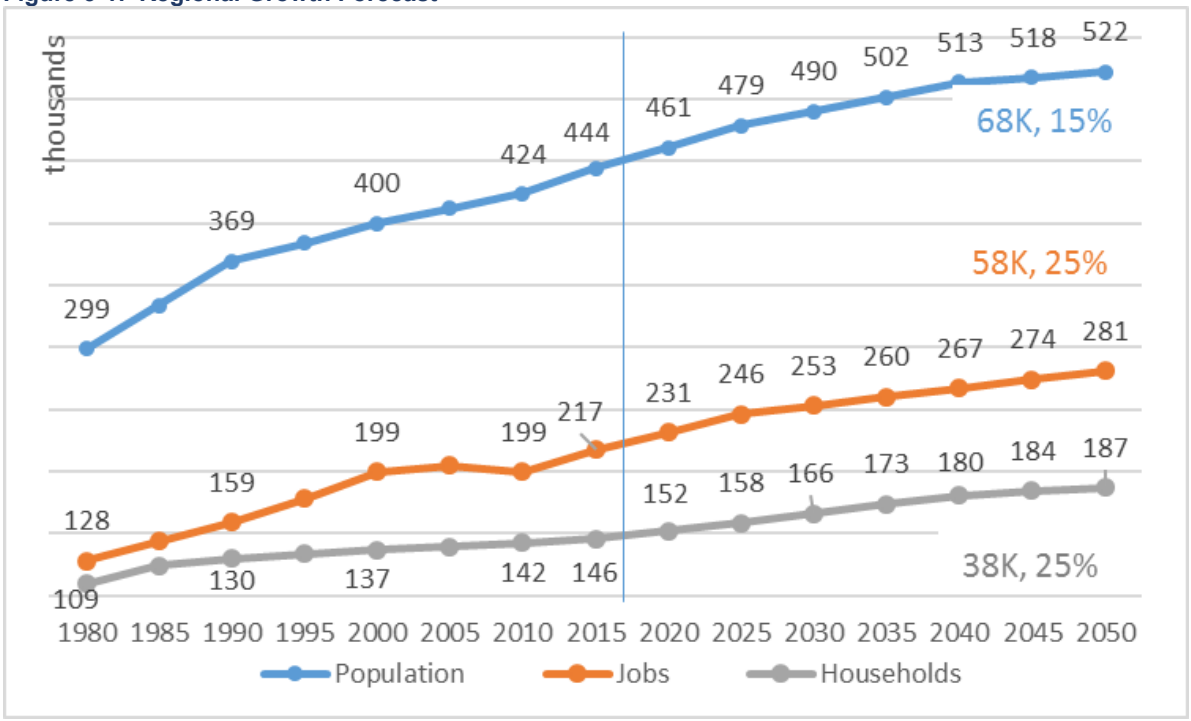
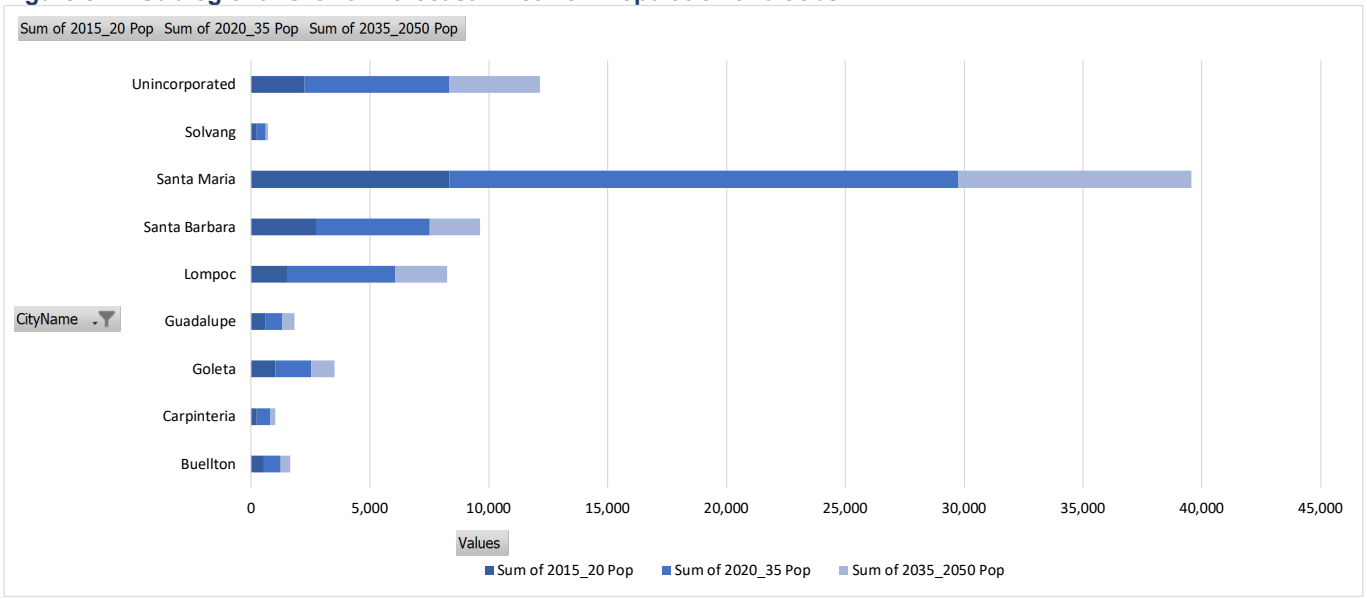
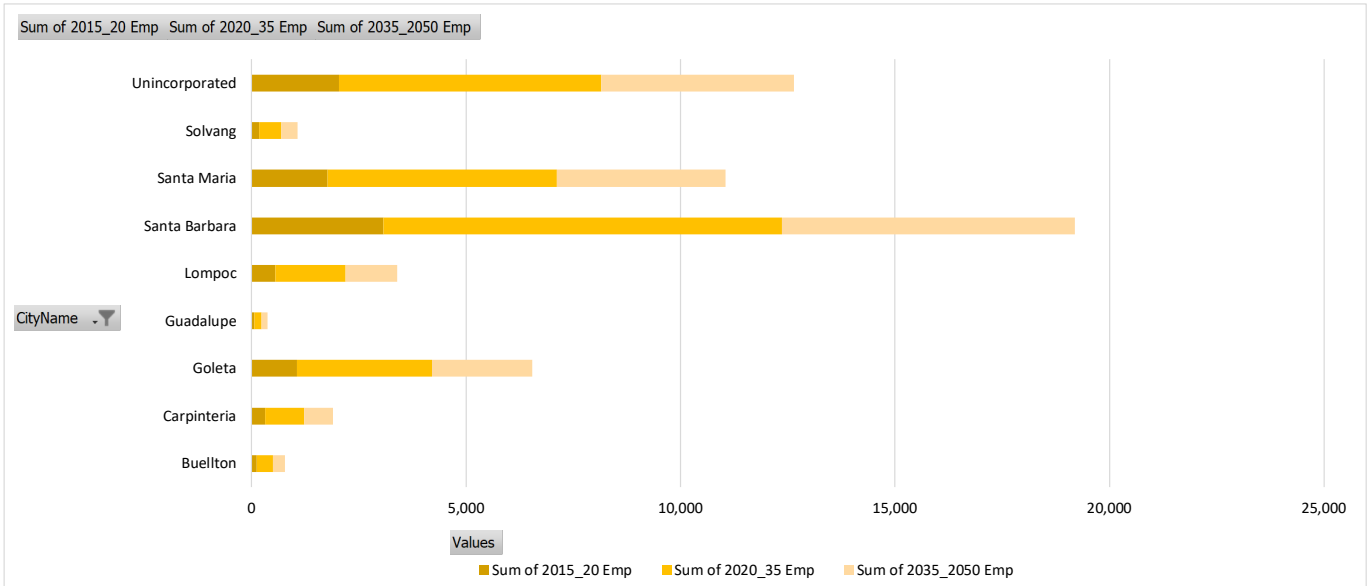


Figure 3-2: Subregional Growth Forecast – Net New Population and Jobs





Sub-regional Forecast

Over the 2017 to 2050 forecast horizon the sub-county population growth for the City of Santa Maria is the highest with 34,600 persons or 32 percent. The Cities of Buellton and Guadalupe are forecast to increase by 24 and 20- percent respectively. The South Coast Cities of Carpinteria, Santa Barbara, and Goleta are forecast to increase by less than 9 percent. Job growth for the City of Santa Barbara is forecast to increase by 18,980 jobs. The City of Santa Maria is forecast to have a job increase of 10,900 jobs. For all jurisdictions the sub-county allocation method for job growth is proportional, resulting in a percentage increase of 23 percent. The sub-regional forecasts, by jurisdiction, are shown in Figure 3-2.

Regional Housing Needs Allocation

Based on the California State Department of Finance population forecasts and other factors, the State Department of Housing and Community Development (HCD) is required by law to make an official determination of housing need through the Regional Housing Needs Allocation (RHNA) process.[2] Pursuant to this process, in January 2021, HCD provided SBCAG with its determination of regional housing need for the 8.75-year projection period of 24,856 housing units. In this 6th RHNA cycle the determination was heavily impacted by the implementation of SB 828 (2018) and included adjustment factors for overcrowding and cost burden. Additionally, the vacancy rate adjustment was changed to accommodate a five percent vacancy for both owner-occupied and rental housing. Prior to SB 828 the adjustment was based on a two percent vacancy rate for owner-occupied units. The adjustments associated with SB 828 added approximately 16,000 housing units to SBCAG's RHNA determination in the 6th cycle.

The SBCAG region is unique that it benefits from Measure A – a ½ cent sales tax funding transportation maintenance and improvements. When the voters of Santa Barbara County approved Measure A in 2008 they approved a series of capital investments, most of which are only partially funded by Measure A. Therefore, in order to satisfy the will of the 78 percent of the voters that supported taxing themselves to maintain and improve the transportation network, the vast majority of discretionary funding available to the region is needed to fully fund the Measure A projects.

The situation created by Measure A, in turn, necessitates the need to more heavily rely on land use satisfy the requirements of SB 375. However, the fundamental transportation challenge facing Santa Barbara County is a disconnection between where people live and where they work. Southern Santa Barbara County is home to approximately 60 percent of the region's employment opportunities. In addition, geographic challenges preclude suburban rings surrounding the south coast job market. The result is an abundance of long-distance commuting to the south coast from portions of Santa Barbara and Ventura counties that have more affordable housing. In summary, no level of transportation investment directed at sustainable transportation options will enable the SBCAG region to satisfy the greenhouse gas reductions called for by SB 375. Land use must be the primary component in a sustainable communities strategy; specifically, promoting new housing opportunity in southern Santa Barbara County and more economic opportunity in the north county. This is the bulk of SBCAG's sustainable communities

[2] See Gov. C. §65584 et seq.

strategy and the RHNA process lends itself to implementing the change necessary to achieve what SB 375 requires.

Through a public process conducted in parallel with the RTP-SCS scenario development, SBCAG developed a methodology for allocating this regional housing need among the nine SBCAG member jurisdictions, based on statutorily defined factors and relevant information provided by SBCAG member jurisdictions.[3] The SBCAG Board adopted this RHNA methodology in March 2021 and subsequently adopted a RHNA Plan in July 2021 following this methodology. The RHNA process occurs every eight years and directly impacts every other RTP-SCS, including Connected 2050.

The adopted RHNA methodology allocates identified housing need to SBCAG member jurisdictions in a two-step process:
In the first step, housing need is allocated to the housing market area level (North County and the South Coast), employing a formula based on a 60% weighting to existing jobs (InfoUSA, 2017) and a 40% weighting to 2020-2030 forecasted jobs (Regional Growth Forecast, 2019). In the second step, housing need is allocated from the market area level to the jurisdiction level based on two of the factors represented by SB 828, overcrowding and cost burden, using equal 50% weights.

By heavily weighting existing jobs, this RHNA methodology focuses on the existing jobs/housing imbalance and favors a housing allocation to the South Coast market area, where approximately 60 percent of existing jobs in the region are located. SBCAG is required to assign the allocations to each jurisdiction according to four household income levels (very low, low, moderate and above moderate). Distribution of units by income level adjusts the proportion of low and very-low income groups in each jurisdiction so that every jurisdiction is allocated its fair share of affordable housing. The table below shows the resulting housing needs allocation.

[3] See Gov. C. §§65584.04(d),(e); 65584.04(b)(1).

Table 3-3: RHNA Allocations

Jurisdiction	Total RHNA Allocation	Very-Low Income Allocation	Low-Income Allocation	Moderate Income Allocation	Above Moderate Income Allocation
Buellton	**165**	55	37	30	43
Carpinteria	**901**	286	132	135	348
Goleta	**1,837**	682	324	370	461
Guadalupe	**431**	3	24	77	327
Lompoc	**2,248**	166	262	311	1,509
Santa Barbara	**8,001**	2,147	1,381	1,441	3,032
Santa Maria	**5,418**	1,032	536	731	3,119
Solvang	**191**	55	39	22	75
County	**5,664**	1,373	1,200	1,280	1,811
Uninc. South Coast	**4,142**	809	957	1,051	1,325
Uninc. Santa Maria Valley	**721**	262	118	118	223
Uninc. Santa Ynez Valley	**280**	93	53	57	77
Uninc. Lompoc Valley	**521**	209	72	54	186
Total Region	**24,856**	5,799	3,935	4,397	10,725

Though SB 375 explicitly states that there is no requirement of consistency between the Sustainable Communities Strategy and local plans, there is a requirement that the Sustainable Communities Strategy is based on forecasted growth patterns, and thereby creates an informal requirement of consistency between RHNA and the Sustainable Communities Strategy. The allocation of housing unit through the RHNA process, and the allocation of population growth for the Sustainable Communities Strategy needs to be, and is, consistent. This is codified as a statutory objective of the RHNA process and subject to review by HCD.

SB 375 requires the SCS to "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."[4]

The SCS preferred scenario meets this requirement and supplies enough residential housing capacity by jurisdiction to accommodate the eight-year housing need of 24,856 units projected for the 2023-2031 period for the SBCAG region. Available housing capacity in each SBCAG member jurisdiction in the SCS preferred scenario appears to be adequate to accommodate each jurisdiction's respective share of housing need as allocated by SBCAG's adopted RHNA methodology. Available residential capacity in each jurisdiction is thus sufficient to accommodate, at minimum, that jurisdiction's share of the regional housing need and SBCAG's RHNA allocation plan allocates housing units within the region consistent with the development pattern of the RTP-SCS.

[4] Gov. C. § 65080(b)(2)(B)(iii).

The UPlan land use capacities shown in the following table 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. The capacities shown do not necessarily reflect actual available capacity in adopted local General Plans. Adopted General Plans, not the RTP-SCS, determine allowable land uses and actual available land use capacity in each jurisdiction.

SB 828 changed the RHNA process by incorporating cost burden and overcrowding as determination adjustment factors. Overcrowding presents a unique circumstance causing, assuming the adjustment satisfies its objective, housing growth outpacing population growth. This condition has been considered in the assessment of the consistency between RHNA and the SCS.

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.

SBCAG's adopted RHNA methodology was explicitly crafted to address the State's housing objectives. Because the SCS is consistent with the allocation of housing units under the RHNA plan, the SCS also meets the State housing objectives articulated in State housing law.

Table 3-4: UPlan LU Capacities

Jurisdiction	UPlan Land Use Capacity: Total Units	RGF 2017-2050: Total Household Demand	Total UPlan Land Use Capacity minus RGF
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**

Land Use Strategies and Policies

Strategies

Connected 2050 starts with land uses allowed by existing, adopted local General Plans. The preferred scenario then proposes selective intensification of residential and commercial land uses in urban areas proximate to existing transit. Within the preferred scenario, forecast population growth is distributed consistent with the assumed pattern of allowable land uses.

The preferred scenario is a Transit-Oriented Development (TOD)/Infill plan in that it strives to accommodate future growth within existing urban areas along transit corridors. The intent of these proposed changes is to shorten trip distances and reduce vehicle miles traveled and emissions by:

directly addressing regional jobs/housing imbalance by providing more housing on the jobs-rich South Coast and more jobs in the North County, and

promoting more trips, both local and inter-city, by alternative transportation modes, including by foot, bike, or transit.

As required by SB 375, allowable land uses in the preferred scenario are adequate to accommodate all forecast population, household and employment growth and to meet identified housing need.

Land use change assumptions shown in this scenario have been made based on the location of existing transit routes and service, as well as SBCAG member agency planning staff input, consistent with local planning updates of government plans. The preferred scenario shifts more housing growth to the South County to rely more heavily on transit and address jobs/housing imbalance in infill areas over time. To a large degree, existing General Plans and the long-range land use planning of SBCAG member jurisdictions are already in line with this regional vision for growth. In that sense, Connected 2050 is the beneficiary of a considerable body of far-sighted planning work at the local level. As local agencies update housing elements to comply with the 6th RHNA cycle, the RHNA process will advance the SCS's growth patterns.

Policies

Policies within Connected 2050 are intended to support the regional vision outlined in the preferred scenario and the Sustainable Communities Strategy. In particular, RTP *Policy 1.1* emphasizes the coordination of transportation and land use planning and encourages local agencies to:

- Make land use decisions that adequately address regional transportation issues and are consistent with the RTP-SCS.
- Promote better balance of jobs and housing to reduce long-distance commuting by means of traditional land use zoning, infill development, and other, unconventional land use tools, such as employer-sponsored housing programs, economic development programs, commercial growth management ordinances (such as the Santa Barbara's Non-Residential Growth Management Program[5]), average unit size ordinances and parking pricing policies.

5 https://www.santabarbaraca.gov/civicax/filebank/blobdload.aspx?BlobID=17628

- Plan for transit-oriented development consistent with the RTP-SCS by:
  - Concentrating residences and commercial centers in urban areas near rail stations, transit centers and along transit development corridors.
  - Designing and building "complete streets" serving all transportation modes that connect high-usage origins and destinations.
- Preserve open space, agricultural land and sensitive biological areas.
- Identify, minimize, and mitigate adverse environmental impacts and, in particular, require mitigation of traffic impacts of new land development through on-site and related off-site improvements for all modes of transportation, including incentives to encourage the use of alternative transportation modes.

Transit and Land Use

The preferred scenario focuses new growth in an urban infill pattern oriented around transit service. Transit Priority Areas and Transit Priority Projects are two definitions to identify locations for transit-oriented infill projects.

Transit Priority Areas

Transit Priority Areas (TPAs) are defined as the areas within one half-mile of all major transit stops that are existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program or applicable Regional Transportation Plan[6].

A "major transit stop" is defined in relevant part as "a site containing an existing rail or bus rapid transit station, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.[7]

A significant portion of the South Coast of Santa Barbara meets the necessary requirements to qualify as a Transit Priority Area[8]. In other parts of the County Rail Stations and Transit Centers satisfy the requirement. Figure 3-3 identifies the Transit Priority Areas in Santa Barbara County.

Transit Priority Projects

For future development meeting the definition of "transit priority project", Senate Bill 375 (SB 375) contemplates and provides for streamlined environmental review under the California Environmental Quality Act (CEQA). To qualify for this streamlined review, projects must meet minimum net residential density of 20 units per acre and be within one-half mile of a transit stop. Provided they meet all other requirements, projects with the minimum residential densities within these areas can qualify as "transit priority projects" as defined in Public Resources Code Section 21155(b) that would be eligible for streamlined environmental review under CEQA. Figures 3-4 through 3-7 illustrate the Transit Priority Project areas in Santa Barbara County.

[6] California PRC §21009.7
[7] California PRC §21064.3

[8] TPA and TPP areas based on existing transit services prior to the Covid-19 pandemic.

Figure 3-3: Transit Priority Areas

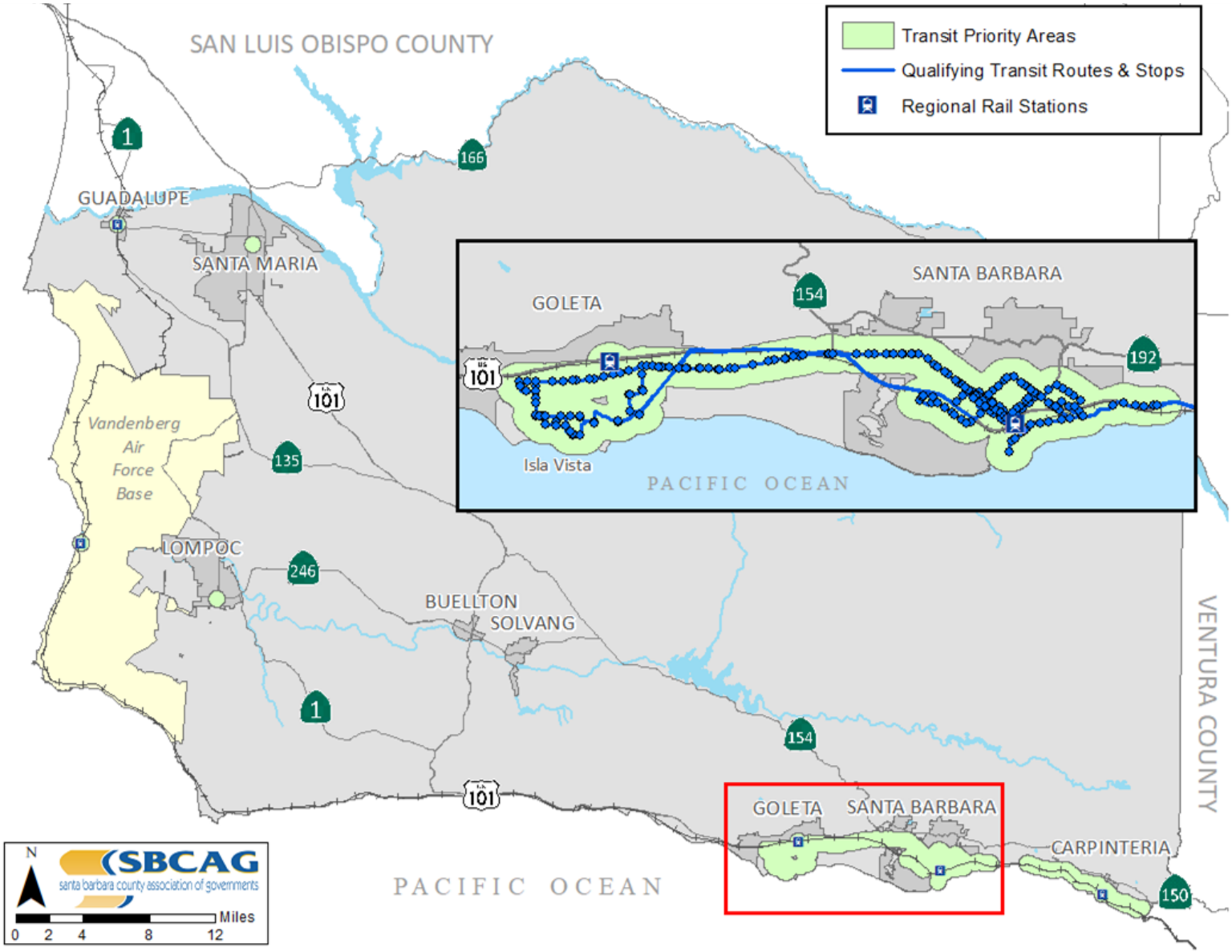


Figure 3-4: Transit Priority Project areas – SBCAG Region

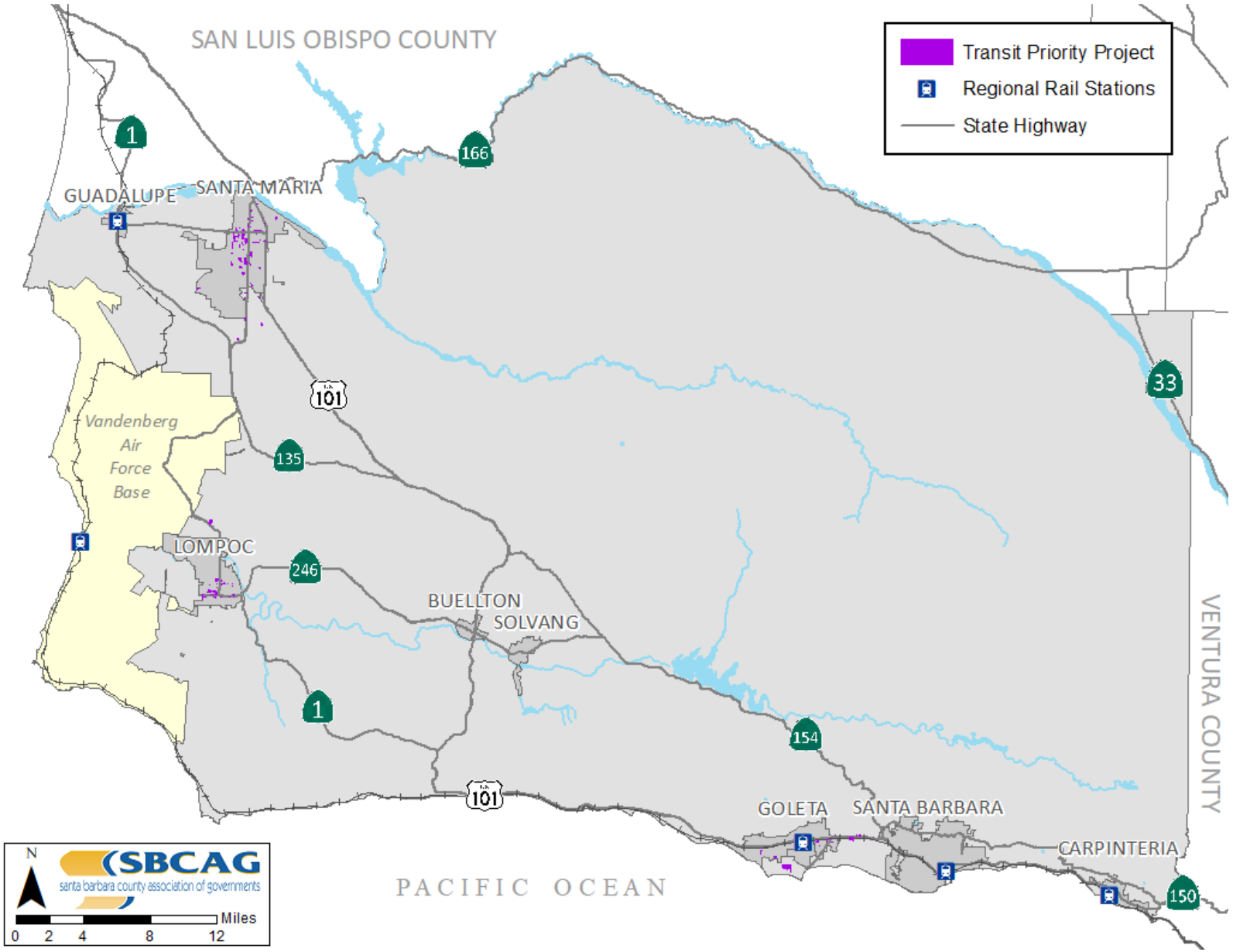


Figure 3-5: Transit Priority Project areas – South Coast Region

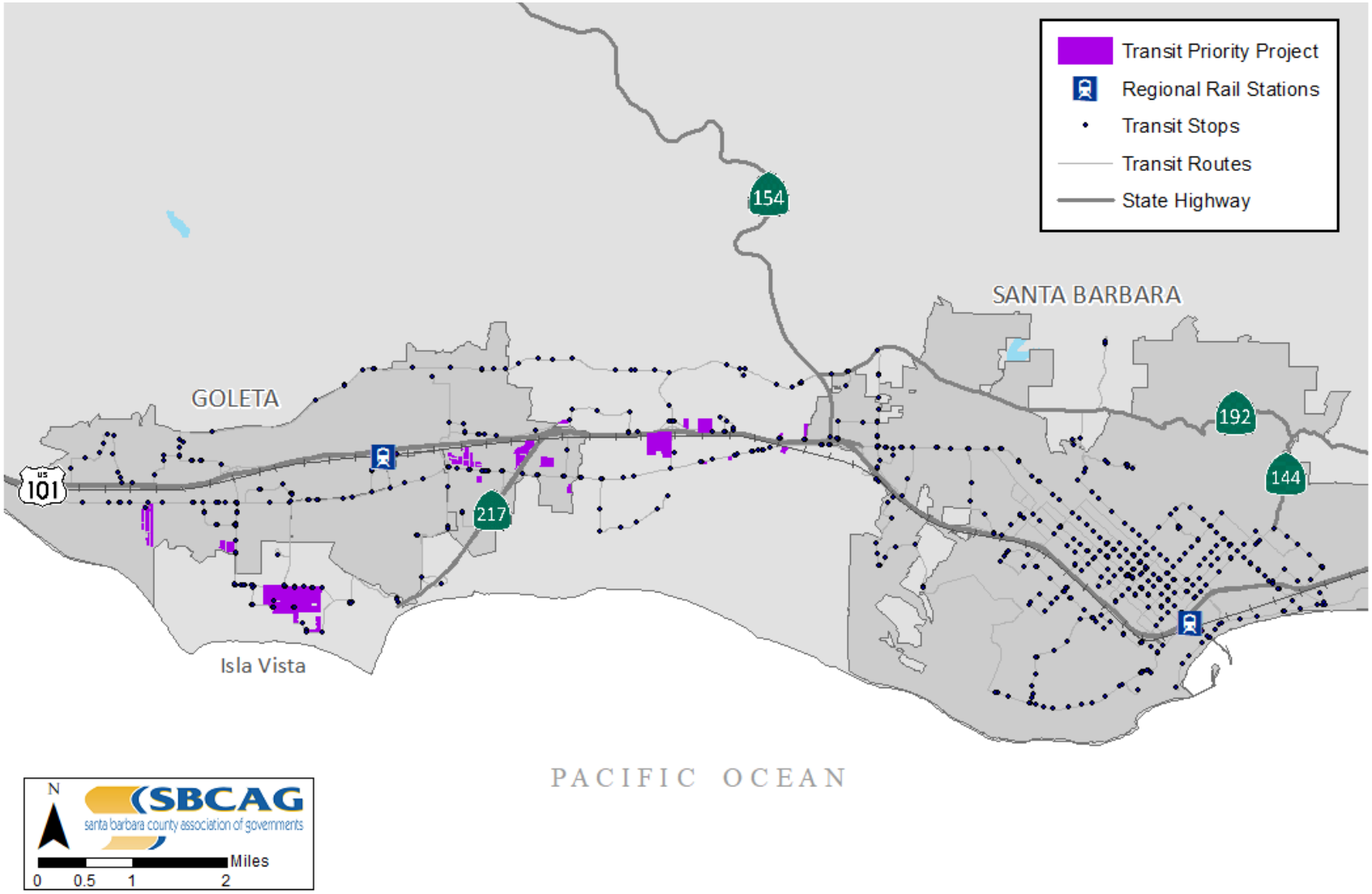


Figure 3-6: Transit Priority Project areas – Santa Maria Region

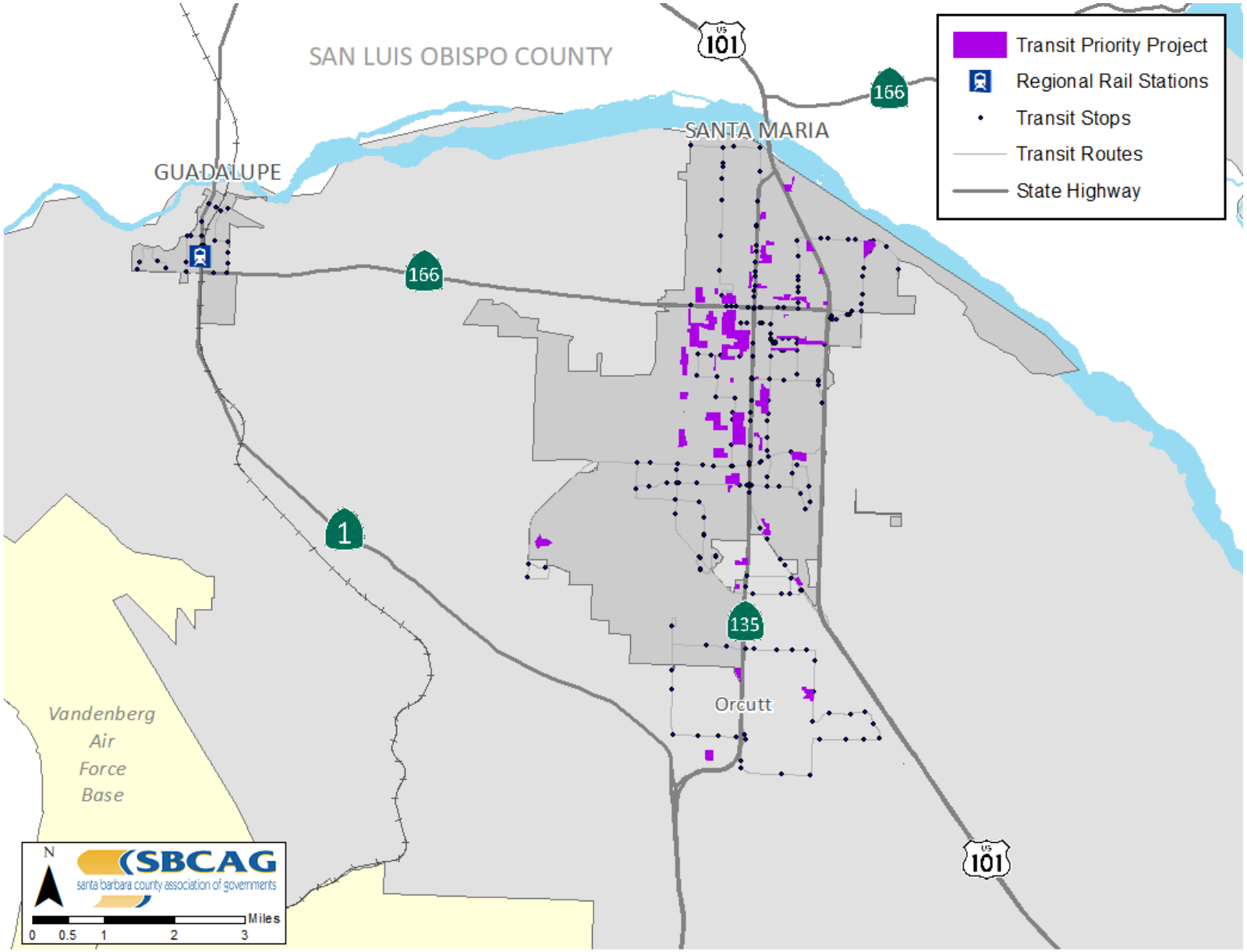
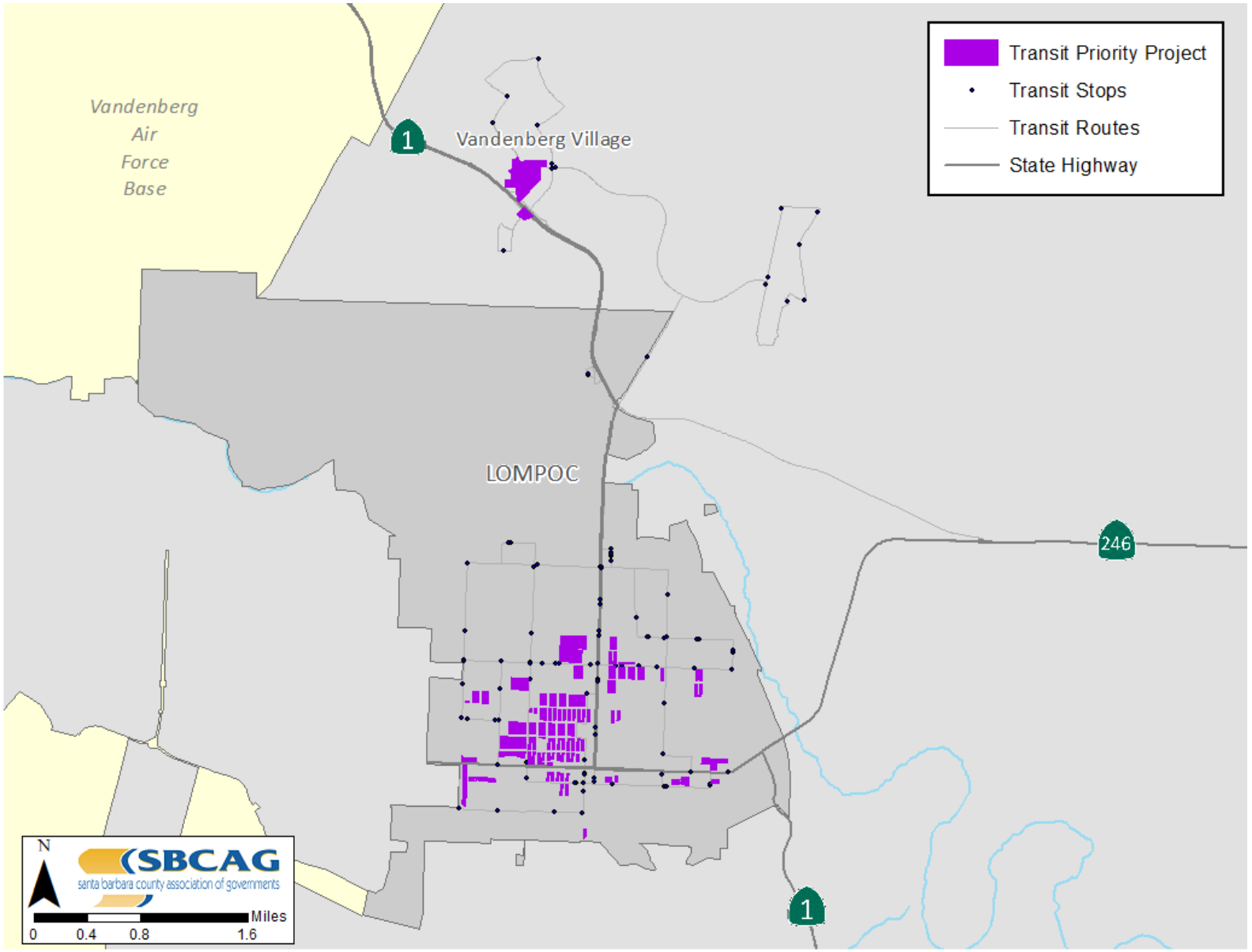


Figure 3-7: Transit Priority Project areas – Lompoc Region



Existing Land Use

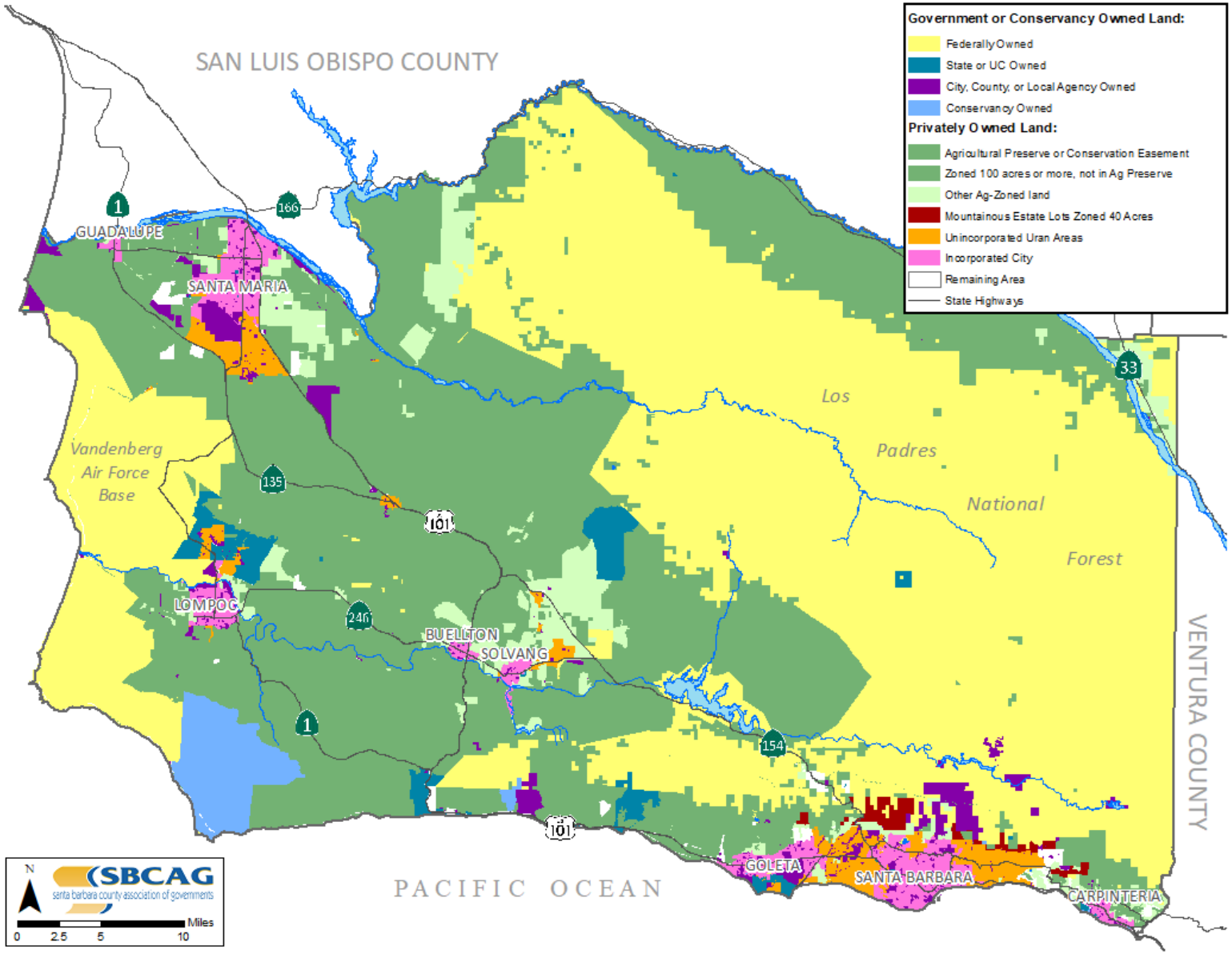
Existing land uses and resource areas were integrated into the RTP-SCS in various forms compiled in geographic data that acted as constraints future growth during SCS scenario development. The SCS preferred scenario focuses new development in existing urbanized infill locations avoiding resource areas identified in a Regional Greenprint. The RTP-SCS accounts for existing county land uses including the significant proportion of its land area that is in undeveloped national forest lands, federally-owned or in agricultural uses. The RTP-SCS accounts for the land uses of the eight incorporated cities, five Supervisorial Districts with their eleven unincorporated area community plans.

Existing Development Patterns

Approximately 50 percent or 820,744 acres of the total 1,633,000 acres countywide is federally owned in the jurisdiction of either the Los Padres National Forest or Vandenberg Air Force Base. State, UC, or local government and conservancy-owned lands constitute approximately 8 percent. Privately owned land represents 50 percent of the total with a significant majority of the privately owned land being some form of agricultural zoning. A number of government agencies are represented in Santa Barbara County on the local government level. Figure 3-8 illustrates the land ownership status throughout Santa Barbara County.

IN 2017, JACK AND LAURA DANGERMOND DONATED $165 MILLION TO THE NATURE CONSERVANCY TO PURCHASE AND PERMANENTLY PROTECT THE 24,000 ACRE BIXBY RANCH ON THE SOUTHWEST CORNER OF SANTA BARBARA COUNTY. FORMERLY BIXBY RANCH, A WORKING CATTLE RANCH, THE JACK AND LAURA DANGERMOND PERSERVE IS AMONG THE NEWEST AND MOST SIGNIFICANT TRACTS OF PROTECTED OPEN SPACE IN THE REGION.

Figure 3-8: Santa Barbara County Land Status



Local Governments

Santa Barbara County is home to eight, incorporated cities (from north to south: Guadalupe, Santa Maria, Lompoc, Buellton, Solvang, Goleta, Santa Barbara and Carpinteria), in addition to the County itself.

As required by law, each city in the Santa Barbara region, as well as the unincorporated County, has a general plan containing at minimum seven statutorily required elements, among them a land use element and housing element that designate appropriate land uses throughout the jurisdiction, accommodate each jurisdiction's share of the regional housing need and define specific goals, policies, and objectives that the local jurisdiction has determined to be important.

A city or county may also provide for land use planning by developing community or specific plans for smaller, more specific areas within its jurisdiction. These more localized plans provide for focused guidance for developing a specific area, with development standards tailored to the area, as well as systematic implementation of the general plan. The County of Santa Barbara, and the Cities of Santa Maria and Santa Barbara have numerous community and sub-regional plans. Santa Barbara County has a total of eleven community plans for areas including Los Alamos, Orcutt, Cuyama, Santa Ynez, Montecito, Summerland, Toro Canyon, Mission Canyon, Isla Vista, Eastern Goleta Valley, and the Gaviota Coast. The County of Santa Barbara unincorporated area is divided into five Supervisorial Districts with similar population sizes of approximately 85,000 persons.

Each incorporated city has both existing city limits and a designated sphere of influence that determines a plan for the probable, future physical boundaries and service area of the local government. It defines the primary area within which urban development is to be encouraged and serves as an essential planning tool to combat urban sprawl and provide well-planned, efficient urban development patterns, giving appropriate consideration to preserving prime agricultural and other open space lands.

Los Padres National Forest

The primary segment of the Los Padres National Forest includes lands within San Luis Obispo, Santa Barbara, Ventura and Kern Counties, with a small extension into Los Angeles County.

Tribal Government

The Santa Barbara County region is home to one Native American reservation for the Santa Ynez Band of Chumash Indians, represented by its tribal government. As land use authorities, tribal governments have sovereignty to determine appropriate land uses on their reservations. The Chumash Reservation is located in the Santa Ynez Valley adjacent to Highway 246.

Vandenberg Air Force Base

Santa Barbara County's location on the Pacific Ocean makes it a strategic location for certain military operations, including missile and rocket launch testing and training. Santa Barbara's military installation, Vandenberg Air Force Base, is one of the region's largest employers and is located in a coastal location near the City of Lompoc. In recent years the base has accommodated private commercial rocket launches.

University of California, Santa Barbara

The main campus of the University of California at Santa Barbara (UCSB) consists of 1,054 acres west of the City of Goleta, located on a coastal bluff overlooking the Pacific Ocean. In addition to the main campus, UCSB has various, extensive property holdings surrounding the community of Isla Vista. As one of the country's premier research and teaching institutions with over 20,000 students and 6,500 degrees conferred each year, UCSB makes a significant

contribution to the cultural and academic life of the region and is also the region's largest employer. The University's approximately $1 billion economic contribution to the regional economy accounts for 5.3 percent of all Santa Barbara County economic activity, making it one of the county's single biggest economic influences.

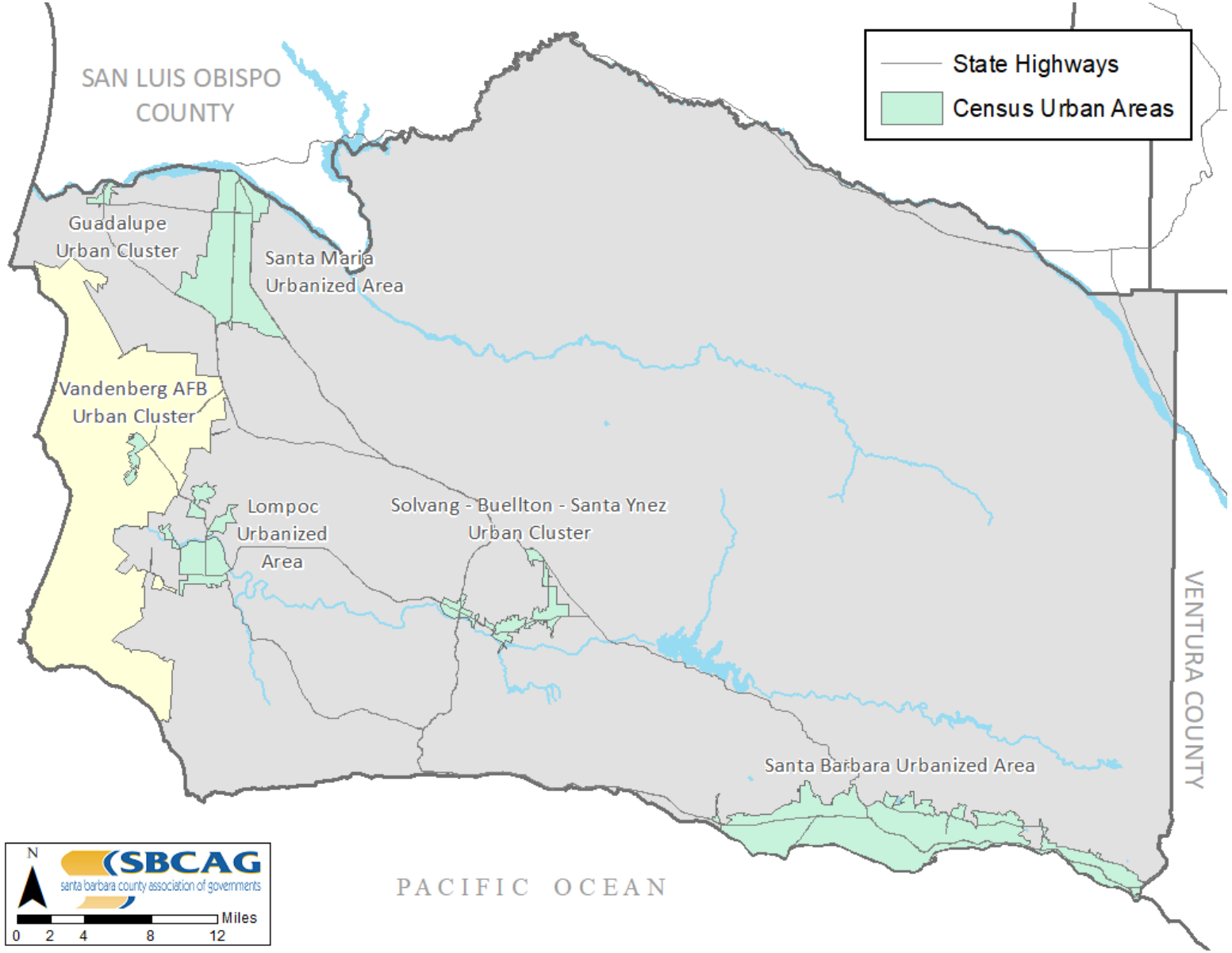
Urbanized Areas-Urban Clusters

The 2010 Census defines urban areas as a densely settled core of census tracts and/or census blocks that meet minimum population density requirements of at least 1,000 people per square mile. The Census Bureau identifies two types of urban areas: Urbanized Areas of 50,000 or more people and Urban Clusters of at least 2,500 and less than 50,000 people. "Rural" encompasses all population, housing, and territory not included within an urban area. Table 3-5 summarizes the urbanized area statistics for the region. Figure 3-9 depicts the boundaries of the urban areas in Santa Barbara County. Note that Census 2020 data was not released in time to be included in Connected 2050.

Table 3-5: 2010 Census Urbanized Area Statistics

Area	Population
Urbanized Areas (UZAs)	
Santa Barbara	195,861
Santa Maria	130,447
Lompoc	51,508
Urban Clusters	
Solvang-Buellton-Santa Ynez	14,862
Guadalupe	7,080
Vandenberg AFB	3,047
Total Urban	402,800
Rural	21,100

Figure 3-9: Santa Barbara County Urban Areas



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 RTP-SCS policies make explicit the commitment to protecting agricultural, open space, and natural resource areas and avoiding the location of future growth in these areas. 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. The Regional Greenprint was completed for the first cycle SCS and the planning assumptions were applied to Connected 2050. More details are included in Appendix I.

SBCAG's Sustainable Communities Strategy

Developing the SCS: Public Involvement

SB 375, as well as good planning in general, requires public involvement throughout the development of a sustainable communities strategy. For Connected 2050, SBCAG's third regional transportation plan including a sustainable communities strategy, SBCAG sought improvements to the public process to provide for more inclusion, particularly among non-English speaking residents of Santa Barbara County.

SBCAG contracted with the Community Environmental Council (CEC) for assistance in carrying out the public process. CEC hired two community ambassadors, one for each of the northern and southern portions of Santa Barbara County. These community ambassadors possessed an insider's knowledge of their communities as well as having established connections with the groups representing their regions. Community ambassadors attempted to engage, and were frequently successful at engaging, everyone from neighbors to well-established special interest groups.

In addition to the work of the community ambassadors, the public process included a website (English and Spanish versions) to explain the planning process and also as a means to solicit input. A marketing effort was employed to drive traffic to the website.

SB 375 requires one or more public workshops, depending on the size of the region, to obtain input on the variety of scenarios considered for the sustainable communities strategy. Though the SBCAG region is required to conduct at least one public workshop, historically SBCAG has conducted two or more to achieve geographic equity. In this update cycle, the COVID-19 public health emergency made it impossible to conduct in-person public workshops. As a result, SBCAG moved to a virtual format for the two workshops. Plus, a GIS-based Story Map was created to complement the workshop process. The Story Map provided an overview of the RTP-SCS and enabled public input to be collected through the platform. All materials, notices, and presentations were made available in both English and Spanish.

As a final requirement of SB 375, the RTP-SCS is required to be subject of two public hearings prior to adoption. These public hearings were conducted in June and August 2021 as a component of regularly-scheduled SBCAG Board of Directors' meetings.

The public process is further documented in Appendix A.

COVID-19

It is important to note that the COVID-19 pandemic impacted the public process for the development of Connected 2050. The peak of the public process coincided with the initial peak of the public health crisis – March – May 2020. What was first envisioned as a public process involving many community and neighborhood meetings, quickly became web-based and telephone consultations. Regardless of extenuating circumstances impacting the public process, SBCAG, working cooperatively with the Community Environmental Council, carried out a meaningful public process that ultimately shaped this plan.

Joint Technical Advisory Committee

As was the previous planning cycle, the process of RTP-SCS development was guided by a Joint Technical Advisory Committee (JTAC), composed of members of the SBCAG Transportation Technical Advisory Committee (TTAC), made up of public works directors or other senior engineering staff from the county, cities, and transit agencies, and the SBCAG Technical Planning Advisory Committee (TPAC), made up of planning directors or other senior planning staff from the county, cities, and transit agencies. This advisory committee provided invaluable input and direction into the formulation of RTP-SCS.

Strategy Alternatives

Development of the Sustainable Communities Strategy involved the study of separate land use and transportation scenarios, each analyzing different combinations of land use and transportation variables. The preferred scenario was selected from these scenario options on the basis of scenario performance as quantified by the adopted performance measures tied to the overall Regional Transportation Plan & Sustainable Communities Strategy (RTP-SCS) goals. All scenarios applied the same region-wide population, employment and housing projections from the 2019 SBCAG Regional Growth Forecast. Sub-regional distribution of forecast population growth varies by scenario consistent with allowable land uses, residential land use capacity and policy assumptions.

Future Baseline

The future baseline scenario shows forecast population growth distributed in accordance with land uses allowed by existing local General Plans, assuming current sub-regional growth trends continue. It includes all programmed and planned Regional Transportation Plan (RTP) transportation projects.

The future baseline scenario is essentially a “business as usual” scenario, which assumes the following:

- Existing, adopted General Plan land uses,
- Construction of programmed and planned RTP projects.

The future baseline uses the UPlan land use model to distribute the regional population, household and jobs projected by the 2019 Regional Growth Forecast (RGF) in 2020, 2035 and 2050 to allowable adopted land uses in all jurisdictions throughout the region. Distribution of population, households, and jobs to the sub-regional level matches the RGF allocation.

The future baseline scenario is the starting point for delineation of other alternative scenarios which are considered in the RTP-SCS and is the primary basis for comparison of other scenarios.

No Project

This scenario is identical to the future baseline, but omits any new RTP projects, except already programmed projects.

No Build

This scenario is identical to the future baseline, but omits any new RTP projects, including programmed projects.

Transit-Oriented Development/Infill + Enhanced Transit Strategy

By selectively increasing residential and commercial land use capacity within existing transit corridors, this scenario tests land use changes that shift a greater share of future growth to these corridors. Land use change assumptions shown were made based on location of existing transit routes and service in consultation with SBCAG member jurisdictions. Assumed changes in land use capacity reflect local planning discussions about possible future land use and General Plan and Community Plan updates presently under

discussion at the local level. Future growth distribution directly addresses the jobs/housing imbalance challenge (see Chapter 2) by emphasizing job growth in the North County and housing growth in the South County. The scenario includes all new programmed and planned RTP projects, including limited new bus transit service, as modeled in the future baseline scenario.

The scenario includes an enhanced transit strategy, which was included in the prior two sustainable communities strategies. The enhanced transit strategy directs any new transit funding made available through the life of the plan to be directed to improvements that complement the land use aspect of the scenario.

North County-Weighted Jobs, South County-Weighted Housing Emphasis

This scenario begins with existing, adopted land uses, but applies model weightings to make specific growth distribution assumptions emphasizing job growth in the North County and housing growth in the South County, within existing available land use capacity. Unlike the future baseline scenario, it does not continue past growth trends. Growth is distributed consistent with land uses designations in adopted General Plans and the distribution places no explicit emphasis on TOD or infill. Infill occurs, but only to the degree that locally adopted land use designations allow.

Alternative Transportation Emphasis Scenario

For land use, the scenario is similar to the future baseline which is consistent with existing, adopted General Plan land uses. It also follows the future baseline scenario regarding the allocation of future population, employment, and household growth. For transportation, this scenario assumes all programmed projects advance as expected. Beyond maintenance of the existing transportation network, planned projects focus entirely on alternative transportation. This includes pedestrian and bicycle network improvements and a variety of transit improvements, including free fares and reduced headway times during peak periods.

Scenarios Summary

Only one scenario, the Transit-Oriented Development/Infill + Enhanced Transit Strategy met the minimum requirements of Senate Bill 375 (SB 375) with respect to greenhouse gas emission targets for target year 2035 and is eligible for consideration as the preferred scenario in the RTP-SCS, assuming that an Alternative Planning Strategy is not considered.

SB 375 GHG Reduction Targets

Connected 2050's forecasted development pattern for the region, when integrated with the transportation network and policies, achieves the California Air Resources Board (ARB) target for reduction of GHG emissions from passenger vehicles for target year 2035. Though 2020 is defined as a target year by SB 375, this plan was adopted in calendar year 2021 and there is nothing this plan can accomplish to satisfy a target year for a date ending prior to this plan's adoption.

Following the adoption of Fast Forward 2040 in 2017, the Air Resources Board reset GHG targets for the Santa Barbara County region to -13 and -17 percent, respectively for target years 2020 and 2035. The targets aligned with the GHG reductions identified in Fast Forward 2040.

Technical Methodology

In the spring of 2019 SBCAG submitted a technical methodology memorandum to the Air Resources Board describing the intended methodology for satisfying the requirements of SB 375. As modeling activities proceeded, it was determined that the submitted technical methodology required amending. A final amended version of the technical methodology was submitted to the Air Resources Board in

December 2020. The final technical methodology is included in Appendix B. In developing and analyzing alternative land use and transportation scenarios, staff followed this technical methodology.

To meet the requirements of Senate Bill 375 (SB 375) to plan and program transportation investments while taking land use and growth into account, SBCAG relied on its multi-modal computer regional travel demand model and an integrated land use modeling capability. Together, the land use and travel models allowed the study and analysis of a range of alternative land use and transportation scenarios to determine transportation system performance for any set of land use and transportation assumptions. Following certain post-processing steps (e.g., base year back-casting and integration of external trip calculations), travel model outputs were further converted into air quality measures using a third model, the California Air Resources Board 2014 Emissions Factors model (EMFAC).

Following definition in the UPlan land use model and analysis using the TransCAD travel demand model and EMFAC air quality model, alternative land use and transportation scenarios were evaluated to determine their performance against the RTP-SCS performance measures discussed in Chapter 2. Since performance measures are tied to the RTP-SCS goals, scenario performance indicates how well given scenarios perform with respect to the RTP-SCS goals and objectives.

To evaluate the scenarios studied, the performance of modeled scenarios for each target year (2020, 2035 and 2050) is compared with the base year and the future baseline year. As a threshold determination, scenarios studied had to meet the SB 375 GHG emission targets in order to be viable as candidates for consideration as the preferred RTP-SCS scenario. To determine compliance with the SB 375 GHG emission targets, per capita GHG passenger vehicle emissions for each scenario and target year were compared with the 2005 base year emissions. Only those scenarios meeting at minimum the SBCAG regional GHG target of -17 percent for target year 2035 qualified for further consideration. Ultimately, with decision-maker input and feedback from public outreach, the preferred scenario was selected by the SBCAG Board from among the range of scenarios meeting the GHG target, taking into account scenario performance across a range of performance measures.

For the first time in quantifying the GHG impacts of a sustainable communities strategy, SBCAG is employing off-model strategies. These three off-model strategies, telecommuting, public electric vehicle charging infrastructure, and vanpools, are highlighted in the technical methodology.

Elements of the Preferred Scenario

The preferred scenario comprises three core, inter-related components: (1) a land use growth strategy, including residential densities and building intensities sufficient to accommodate projected population, household and employment growth; (2) a multi-modal transportation network to serve the region's transportation needs; and (3) a "regional greenprint" cataloguing open space, habitat, farmland and other resource areas as constraints to urban development.

Land Use

Central to the Sustainable Communities Strategy (SCS) is a land use plan identifying the general location of uses, residential densities, and building intensities within the region. Starting with land uses allowed by existing, adopted local General Plans, the land use plan selectively provides for intensification of residential and commercial land uses in urban areas proximate to existing transit, aligning with existing and future transit priority areas (TPAs). The intent of these changes is ultimately 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.

Allowable land uses in the preferred scenario are adequate to accommodate forecast population, household and employment growth and to meet identified housing need. For the preferred scenario, forecast population growth is distributed consistent with this pattern of allowable land uses.

Existing General Plans

The preferred scenario starts with land uses allowable under the adopted General Plans of each SBCAG member jurisdiction. SBCAG used the generalized land use categories of the UPlan model to replicate existing, allowable land uses for all jurisdictions. These existing, allowable land uses are the basis for the future baseline and no project scenarios and the starting point for development of the other scenarios.

Assumed Land Use Changes

The preferred scenario assumes selected changes to the land uses allowable under adopted General Plans to promote infill and transit-oriented development along existing transit routes within certain urbanized areas. These assumed changes were developed in close coordination with the planning staff of affected jurisdictions. In these core areas, residential and/or commercial densities are increased within close proximity to transit in order to facilitate transit, bike and walking trips. Specific sites or areas for suggested intensification were chosen in consultation with local agency planning staff based on plans in process and land use changes that might realistically be contemplated. However, because the SCS is a regional plan, what is important to the functioning of the plan is the overall pattern of land use relative to the transportation system, rather than individual sites. In accommodating future growth, the Connected 2050 preferred scenario is consistent with local agencies' adopted General Plans and relies principally on available land use capacity in these plans. Intensifications of land use along transit corridors are consistent with local draft plan updates currently under discussion and local planning department input.

City of Santa Maria

In the City of Santa Maria, the preferred scenario increases residential densities chiefly along Broadway and Main Street, two key arterials in the city presently served by transit. Existing land uses along these two streets are changed from high density commercial to a mixed use designation that allows for either high density commercial or high density residential use (or both). With this change, residential densities are able to be developed at 20 units per acre (high density residential within UPlan), together with high density commercial uses.

City of Lompoc

The SCS intensifies residential and commercial densities in the City of Lompoc along H Street and Ocean Avenue, two major streets served by transit within the city. Existing land uses along these two streets are changed from medium density residential and high density commercial to a mixed use designation that allows for either high density commercial or high density residential use (or both). With these changes, residential densities increase from 5 units per acre to 20 units per acre, together with high density commercial uses.

South Coast

On the South Coast, selective intensification of land uses is proposed within the City of Goleta and the unincorporated Goleta area at Hollister Avenue intersections with Turnpike, Patterson, and

other select locations. Proposed land use intensification would also occur further east, near the intersection of State Street and Modoc – consistent with current and future transit priority areas.

Accommodating Forecast Growth

In Connected 2050, sufficient land use capacity is made available within the land use model environment to accommodate all growth in population, households and employment projected in the Regional Growth Forecast (RGF). The discussion above describes future growth predicted by the RGF in detail. The preferred scenario identifies areas within the region sufficient to house all the forecast population of the region to the plan horizon year as well as identified housing need.[128] The UPlan land use model distributes RGF County-wide population growth consistent with allowable residential land use capacities, as modified in the SCS. Similarly, the land use model distributes predicted employment growth across the region consistent with commercial land use capacities. The UPlan land use model takes into account all lands within the region, including SBCAG local agencies and other entities outside of SBCAG member agency land use authority, such as UCSB, that provide jobs or housing. Specifically, the UPlan land use model, coupled with special generators input into the RTDM, begin with a starting population of 443,312 in 2015. Based on and consistent with the RGF, it accommodates forecast population growth of 17,488 people to a total population of 460,800 by 2020, 40,700 people (for a population of 501,500) by 2035 and 20,100 people (to a total population of 521,000) by 2050.

Table 3-6 shows the correspondence between modeled land use capacity for the preferred scenario and the forecast population growth.

Table 3-6: RHNA Housing Need vs. UPlan Land Use Capacity – Preferred Scenario (households)

Jurisdiction	UPlan Land Use Capacity	SCS Forecast Household Growth	UPlan Land Use Capacity Minus SCS Household Growth
South County	**29,492**	**25,655**	**4,287**
Carpinteria	410	346	64
Santa Barbara	14,953	12,944	2,009
Unincorporated	7,519	3,268	4,251
Goleta	6,611	9,097	(2,486)
Santa Ynez Valley M.A.	**3,868**	**1,287**	**2,581**
Solvang	1,363	317	1,046
Buellton	1,322	768	554
Unincorporated	1,182	202	980
Lompoc Valley M.A.	**7,643**	**2,192**	**5,451**
Lompoc	6,199	1,882	4,317
Unincorporated	1,444	310	1,134
Santa Maria Valley M.A.	**21,300**	**12,995**	**8,305**
Santa Maria	16,500	11,600	4,900
Guadalupe	1,014	150	864
Unincorporated	3,787	1,245	2,542
Unincorporated Total	**13,932**	**5,447**	**8,485**
County Total	**62,302**	**42,129**	**20,173**

Source: SBCAG 2020 Regional Growth Forecast, UPlan Land Use Model

Distribution of population and employment in the preferred scenario is shown in Table 3-7. This same distribution is displayed graphically as pie charts in Figures 3-10 and 3-11.

Although County-wide growth totals are equal across the preferred scenario, the future baseline and all other scenarios studied, the sub-regional distribution of growth differs between the future baseline, the preferred scenario that forms the basis of the SCS and other scenarios studied according to assumed land use pattern and other assumptions. The SCS seeks to address the jobs/housing balance directly by allotting more jobs to the North County and more housing to the South Coast.

Table 3-7: 2015-2050 Household and Jobs Distribution – Preferred Scenario

Jurisdiction	Households	%	Jobs	%
Buellton	768	1.8%	1,248	2.2%
Carpinteria	346	0.8%	265	0.5%
Goleta	9,097	21.6%	375	0.7%
Guadalupe	150	0.4%	816	1.4%
Lompoc	1,882	4.5%	10,387	18.3%
Santa Barbara	12,994	30.7%	723	1.3%
Santa Maria	11,600	27.5%	34,453	60.6%
Solvang	317	0.8%	18	0.1%
Unincorporated	5,025	11.9%	8,614	15.1%
Total	**42,129**	**100.0%**	**56,900**	**100.0%**

Figure 3-10: 2015-2050 Household Distribution – Preferred Scenario

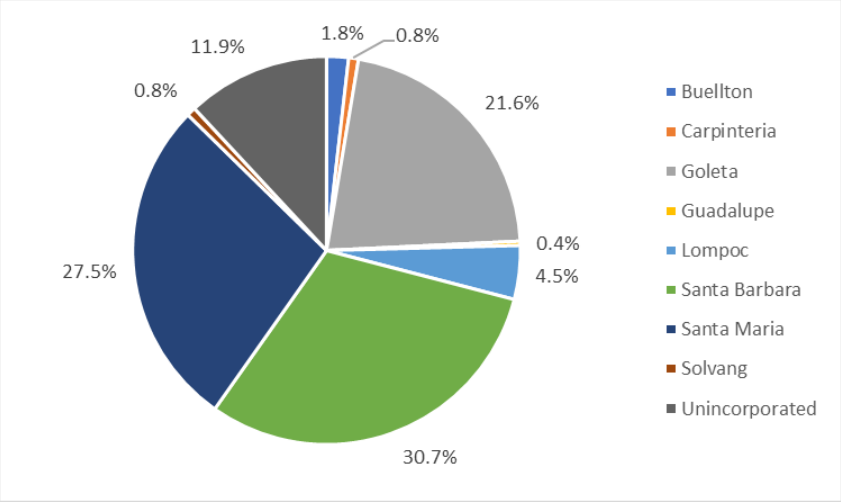
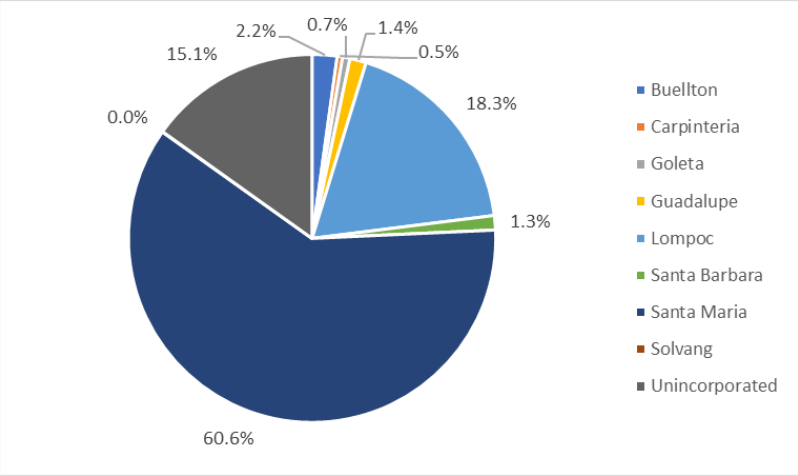


Figure 3-11: 2015-2050 Jobs Distribution – Preferred Scenario



Senate Bill 375 (SB 375) requires SBCAG to identify a transportation network to service the transportation needs of the region.[9] The Connected 2050 preferred scenario models the regional transportation network, including all of the fiscally constrained programmed and planned projects listed and addressed in detail in Chapter 6 and Appendix 3. The SBCAG regional travel model incorporates a truly multi-modal network, including not only roads and highways, but also the transit system and bike routes as well as walking trips.

Connected 2050 takes a performance-based approach to modeling and understanding diverse types of transportation investments. With this focus, a broad range of elements comprise the transportation system and investments in the RTP-SCS:

- maintenance and rehabilitation of existing and future facilities;
- operation, electrification and strategic expansion of public transit;
- strategic road and highway expansion and operational improvements that focus on alleviating major bottlenecks and congestion points;
- bicycle and pedestrian retrofits and new facilities; and
- programs and planning (e.g., programs and transportation system management strategies, including technology and demand management programs, which allow for greater optimization of existing transportation infrastructure).

The specific projects and improvements included in the RTP-SCS are listed and addressed in detail in Chapter 6 and Appendix 3.

Any transportation project not specifically exempted by SB 375 (especially projects programmed on or before December 31, 2011 contained in the State Transportation Implementation Program (STIP) or specifically listed in a local sales tax ballot measure, such as Measure A) may be considered for modification or re-prioritization.[10] Hence, inclusion of all projects on the programmed and planned lists that are not funded by Measure A or the STIP were subject to re-prioritization during the development of the RTP-SCS. However, modeling analysis indicates that individual, non-exempt programmed and planned projects have only minimal effects on scenario performance, except with respect to congestion and delay. Also, as discussed in Chapter 5, limitations on some funding sources restrict how funding may be applied and therefore also limit project re-prioritization to some degree. For example, federal Surface Transportation Program (STP) funds under the FAST Act can be applied to highway and bridge projects on public roads, as well as transit capital projects, but not to transit operation.

Enhanced Transit Strategy

The enhanced transit strategy creates a framework for future transit service expansion at such time as new revenue sources may become available. It would not make a blanket commitment to specific transit enhancements based on speculative future funding. Instead, recognizing the uncertain nature of future, new revenue sources, it takes a targeted, balanced and flexible approach to expanding transit service as needed in the future. Specifically, the enhanced transit strategy included in the preferred scenario commits to transit service expansion as new revenue sources become available (1) when transit enhancements are actually needed (defining quantitative triggers to determine when such need exists) and (2) while protecting existing funding for competing local demands, such as street and road maintenance. Because it is a general strategy, it does not change the list of fiscally constrained, programmed and planned transportation projects. There is, however, roughly $204 million of forecasted revenue over the life of

[9] Gov. C. § 65080(b)(2)(B)(iv).

[10] See Gov. C. § 65080(b)(2)(L).

the plan expected to be available for implementing the enhanced transit strategy. The enhanced strategy is an important component of the SCS and SBCAG will take a proactive approach in its implementation.

Measure A Projects in the SCS

In November 2008 the voters of Santa Barbara County approved Measure A, a 30-year (2010-2040), ½ cent local sales tax for transportation. Measure A will provide approximately $1 billion through its life with $140 million used to leverage other funding for the US 101 HOV and parallel projects, and approximately $455 million for both named and ongoing projects for each northern and southern Santa Barbara County. Following is a summary of Measure A projects and programs.

US 101 High-Occupancy Vehicle Lanes and associated Parallel Projects - $140 million

North County Program - $455 million

- Buellton Circulation Improvements - $3 million
- Carpool and Vanpool Program - $2 million
- Guadalupe Circulation Improvements - $3 million
- US 101 Betteravia Road Interchange - $2 million
- US 101, SR 135 Interchange - $10 million
- US 101 McCoy Interchange - $10 million
- US 101 Santa Maria River Bridge - $10 million (complete)
- US 101 Union Valley Parkway Interchange - $10 million (complete)
- SR 166 Safety Improvements - $3 million
- SR 246 Passing Lanes - $20 million (Phase 1 complete)
- SR 246 Santa Ynez River Bridge - $8 million
- Interregional Transit Program - $22.5 million
- Local Street and Transportation Improvements - $341 million
- Safe Routes to School, Bicycle & Pedestrian Program - $3 million
- Specialized Transit for Elderly and Disabled - $4.5 million
- Solvang Circulation Improvements - $3 million

South Coast Program - $455 million

- Carpinteria Circulation Improvements - $1 million
- Carpool and Vanpool Program - $7 million
- Commuter and Passenger Rail - $25 million
- Goleta Overpass Improvement - $7 million
- Interregional Transit Program $25.35 million
- Local Street and Transportation Improvements - $272.7 million
- Regional Bicycle and Pedestrian Program - $13 million
- Safe Routes to School Program - $13 million
- South Coast Transit Capital Program - $27 million
- South Coast Transit Operations Program - $58 million
- Specialized Transit for Elderly and Disabled - $6 million

Figure 3-12: Measure A Projects – North County

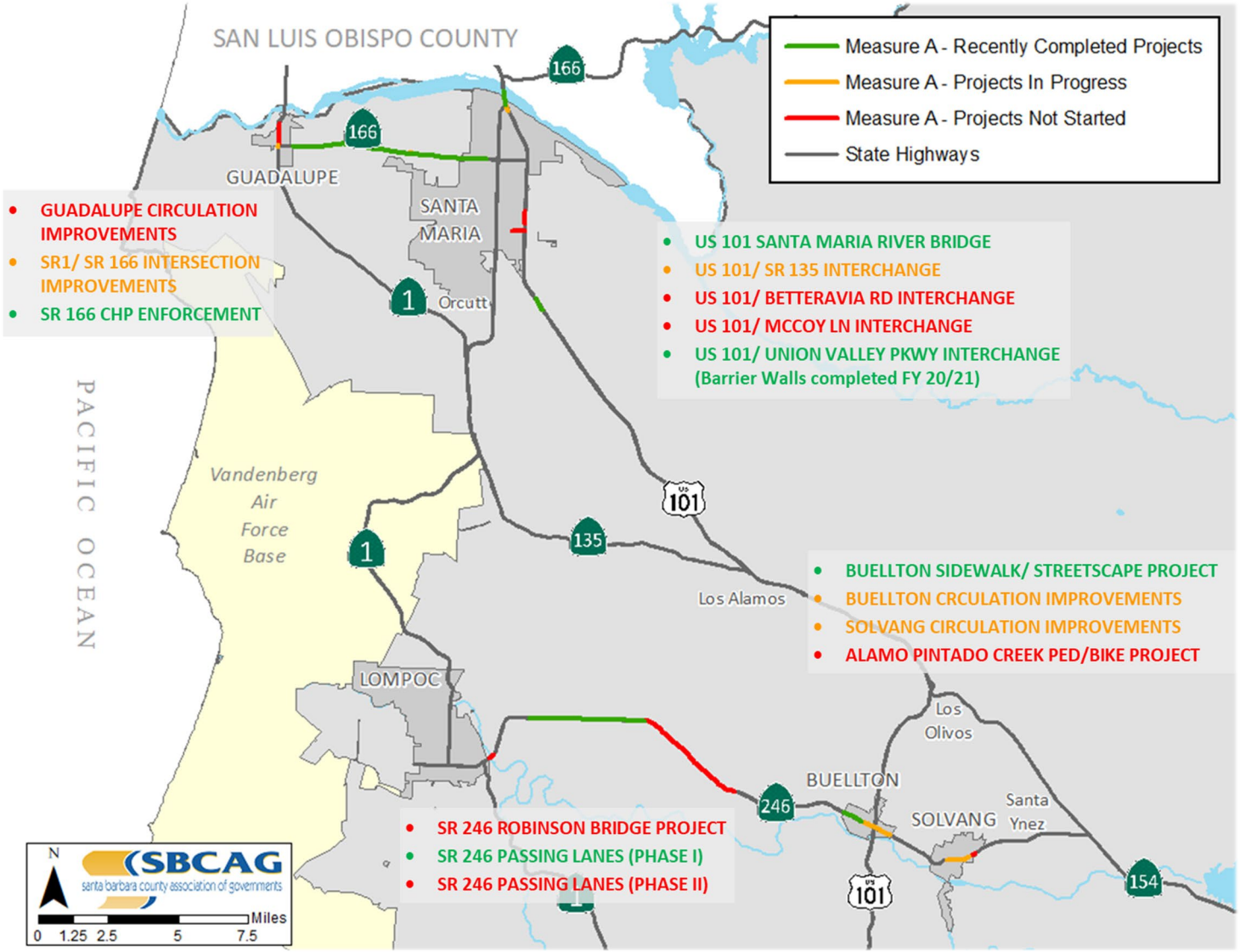
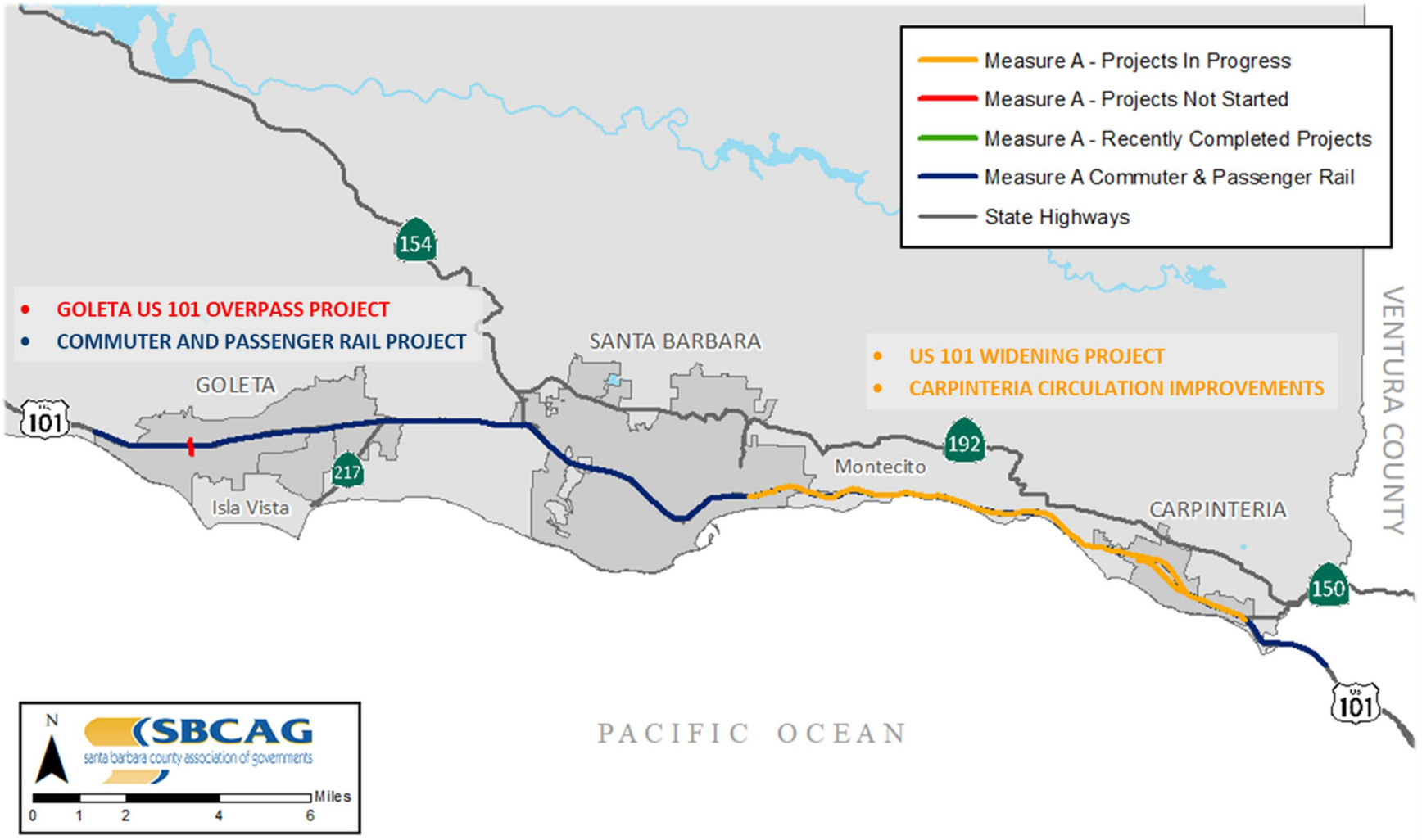


Figure 3-13: Measure A Projects – South Coast



Off Model Strategies

SBCAG completed an analysis of transportation strategies that could be implemented to further reduce vehicle miles traveled. These strategies are not be able to be modeled in the SBCAG regional travel demand model. A summary of the “off-model” strategies are summarized below.

Telecommuting / Remote Work

Many workers have currently been working from home amidst the COVID-19 pandemic. A recent survey conducted by SBCAG's Traffic Solutions division found that over 50% of the region's major employers would look to increase telework and remote work options for their employees after the pandemic. In order to estimate potential VMT reductions for this strategy, SBCAG staff looked at employment sectors eligible to work from home, assumed a range of potential participants in telework programs, and a range of days per week that employees would work from home.

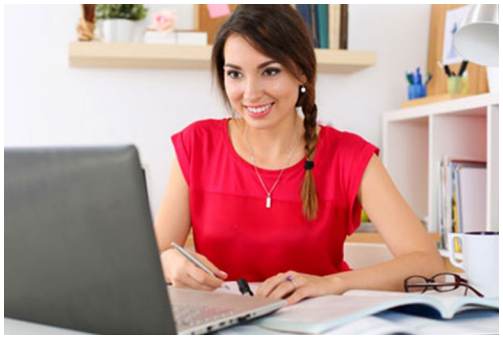
Our analysis assumes that, for those eligible to work remotely, approximately 50-80% would enroll in a telecommute program. From there, we assume that these telecommute employees would work remotely 2-4 days per week. This results in a VMT reduction of between 450,000-750,000 per day.

Vanpools

There are existing commuter and agricultural vanpool programs in the region that are expected to see increased riders and utilization in the future. Growth trends for these programs were tied to specific employment sector growth trends in the SBCAG Regional Growth Forecast.

Electric Vehicle Charging

Our region was awarded grant funding through the California Energy Commission’s California Electric Vehicle Infrastructure Project (CALeVIP), which provides incentives for the purchase and installation of level 2 and DC fast charging at publicly accessible sites throughout Santa Barbara, San Luis Obispo, and Ventura counties. The South Central Coast Incentive Project will leverage millions of dollars of CEC funds with local partner contributions, which is the mechanism that allows for SBCAG to take credit for the greenhouse gas reductions in this Plan.



Protected Areas

As discussed earlier in this chapter, development of Connected 2050 involved compilation and consideration of information regarding open space, habitat, farmland and other resource areas as defined by Gov. Code Section 65080.1 in a "Regional Greenprint," which act as constraints to development within Connected 2050's land use assumptions.[11] The SCS preferred scenario focuses new development in infill locations in existing urbanized areas, avoiding resource areas identified in the Regional Greenprint.

The RTP-SCS policies (see Chapter 2) make explicit the commitment to protecting these resource areas and avoiding the location of future growth in places that would encroach on them.

Performance of the Preferred Scenario

To evaluate alternative scenarios and guide selection of the preferred Connected 2050 scenario, SBCAG applied performance measures related to the five, adopted goal areas outlined in Chapter 2: environment, mobility and system reliability, equity, health and safety, and a prosperous economy. These performance measures allowed quantification, comparison and evaluation of the effectiveness of the alternative land use and transportation scenario candidates in achieving the plan goals.

The preferred scenario ultimately selected by the SBCAG Board based on this information and public input best achieves the plan goals, performing well against virtually every performance measure in all five goal categories. The preferred scenario also performs substantially better across virtually all performance measures and goal areas than the future baseline scenario, which represents the forecast conditions that would apply if Connected 2050 were not adopted.

lists selected performance results for the preferred scenario for all five goal categories. The discussion below highlights certain of these performance measures for each goal area.[12] Performance results for all of the Connected 2050 scenarios considered (not including those scenarios that did not meet the minimum greenhouse gas reduction requirements of California Senate Bill 375), are included at the end of Appendix D.

Although the preferred scenario would perform better than the future baseline scenario across most goal areas and measures, the preferred scenario still involves trade-offs. In particular, even while congestion improves overall system-wide, local congestion on the South Coast would be worse in 2050 under the preferred scenario than the future baseline scenario. Table 3-10 indicates that daily traffic volumes, VMT, vehicles hours of delay, and vehicle hours traveled are all higher under the preferred scenario than compared with the future baseline in the cities of Santa Barbara and Goleta.

To some degree, increased congestion is inevitable because vehicle trips would increase by approximately 17 percent during the plan period, while road capacity increases only slightly. Total vehicle trips remain roughly constant across scenarios (1,671,923 for the future baseline scenario, 1,662,483 for the preferred scenario) and represent a jump from 2015 trips (1,383,520) [+21/+20 percent]. Meanwhile, the network supply (measured in lane miles) remains constant across scenarios and increases from 2015 by approximately 2 percent.

[11] Gov. C. § 65080(b)(2)(B)(v).

[12] Note that ARB's regional target-setting for SBCAG's GHG emissions under SB 375 used a base year of 2005. For other performance measures not linked to the SB 375 target, a more recent base year of 2015 is shown.

Table 3-8: Performance Results – Preferred Scenario

Goals	Performance Measure	2005	2015	Preferred Scenario					
				2020	2005/2015 to 2020 Difference	2035	2005/2015 to 2035 Difference	2050	2005/2015 to 2050 Difference
Environment	GHG Emissions Per Capita (Lbs. per day)	18.77	--	17.01	-1.76	15.43	-3.34	16.01	-2.76
	Vehicle Miles Traveled Per Capita	--	22.81	21.95	-0.86	21.89	-0.92	22.12	-0.69
	% Alternative Transportation Trips (No School Bus)	--	6.81	6.81	0.0	6.88	0.07	6.89	0.08
	% Alternative Transportation Trips (Includes School Bus)	--	7.99	8.04	0.05	8.12	0.13	8.18	0.19
Mobility & System Reliability	Average Travel Distance (All Trips) [Miles]	--	8.11	7.99	-0.13	7.95	-0.17	7.99	-0.12
	Average Travel Time (All Trips) [Minutes]	--	14.22	14.10	-0.11	14.12	-0.09	14.19	-0.03
	Average Commute Time (Workers) [Minutes]	--	16.0	15.74	-0.23	15.55	-0.42	15.11	-0.86
	Daily Transit Ridership	--	29,472	31,764	2,292	36,404	6,933	38,978	9,506
	Transit Accessibility (% of Jobs Within a High Quality Transit Corridor)	--	15.77	15.2	-0.6	13.56	-2.20	12.55	-3.22
	Transit Accessibility (% of Population Within a High Quality Transit Corridor)	--	12.16	12.45	0.29	12.35	0.19	11.94	-0.21
	% Drive-Alone Mode Share (All Trips)	--	50.21	49.68	-0.53	49.78	-0.43	49.68	-0.53
	% Drive-Alone Mode Share (Workers)	--	86.84	86.59	-0.25	86.24	-0.59	86.21	-0.62
Equity	Transit Accessibility for Low Incomes (% Jobs Within a High Quality Transit Corridor)	--	83.61	83.45	-0.16	79.59	-4.03	78.50	-5.11
	Transit Accessibility for Low Incomes (% of Population Within a High Quality Transit Corridor)	--	83.61	84.29	0.68	83.49	-0.12	84.39	0.78
	Average Peak Trip Time for Low Income Communities (Minutes)	--	15.26	14.61	-0.65	14.22	-1.05	14.43	-0.84
Health & Safety	% Active Transportation Mode Share (Work Trips)	--	5.33	5.43	0.10	5.58	0.25	5.67	0.33
Prosperous Economy	Net Cost Avoided (Dollars) per capita	--	4.52	4.36	-0.17	4.34	-0.18	4.39	-0.13

Source: SBCAG Travel Model

The preferred scenario results in more congestion on the South Coast essentially because, in order to reduce vehicle miles traveled and vehicle emissions region-wide, it distributes more population growth to the South Coast than would occur under the future baseline scenario. (The future baseline scenario, by contrast, continues the trend of the past decade of population growth predominantly in the North County). As a result, the preferred scenario distribution also results in more local South Coast trips. South Coast congestion is an existing issue and would worsen in the future even under the future baseline scenario.

Regardless, because of its important overall benefits, selection of the preferred scenario is justified, even despite increased local congestion in some areas. As a requirement of Senate Bill 375 (SB 375) and a fundamental premise of the plan, the RTP-SCS must accommodate forecast future growth somehow. There is no perfect or easy solution to this challenge. The only viable approach to accommodating growth and simultaneously meeting SB 375 emission targets is an approach that relies on a land use solution that addresses jobs/housing balance using an infill approach within existing urban areas. In accommodating future growth, the RTP-SCS preferred scenario relies to a very large degree on available land use capacity in adopted General Plans and the foresighted, accumulated planning work at the local level. It varies from adopted plans only in ways that are consistent with local draft plans currently under discussion.

Ultimately, the preferred scenario balances competing considerations in a way that maximizes region-wide benefits and minimizes detrimental effects. Compared to the future baseline scenario in 2050, the preferred scenario:

- Reduces overall vehicle miles traveled by 16 percent, vehicle hours traveled by 14 percent, and average daily traffic (ADT) volumes by one percent.
- Reduces overall congestion (as measured by congested vehicle miles traveled) by 32 percent compared to the future baseline scenario.
- Reduces average vehicle trip time by 10 percent and average vehicle commute time for workers by six percent.
- Saves residents and workers nearly $500,000 annually in auto operating costs (a 16 percent reduction).
- Achieves an overall increase in transit accessibility (the percentage of population within a high quality transit corridor[13]) of 10 percent.
- Achieves an increase in transit accessibility for low income populations (the percentage of low income population within a high quality transit corridor) of 33 percent.
- Increases transit ridership by 5 percent (38,980 daily trips for the preferred scenario versus 36,960 for the future baseline), and results in a three percent increase in alternative trip (biking, walking, and transit) mode share.
- A reduction in per capita on-road motor vehicle fuel consumption by approximately 0.5 gallons per day, over 16% from the baseline by 2050.

In addition, the preferred scenario results in:

- A reduction in per capita vehicle greenhouse gas emissions of 9.4 percent in 2020 and 17.8 percent in 2035, compared to the 2005 base year (SB 375).
- A reduction in vehicle emissions of reactive organic gases (ROG) by 8 percent in 2020 and 13 percent in 2035 and oxides of nitrogen (NOx) emissions 7 percent in 2020 and 12 percent by 2035, compared to the baseline scenario.

[13] Defined as a corridor with fixed route bus service with service intervals no longer than 15 minutes per peak commute hour.

The preferred scenario also includes an enhanced transit strategy, which may eventually help to reduce local congestion. At present, average travel time for transit (48 minutes) exceeds average travel time for vehicles (15 minutes) by a wide margin, so there is little incentive to switch to transit use even with doubling frequencies. Additional funding sources are needed to allow greater investment in transit under this strategy.

Environment

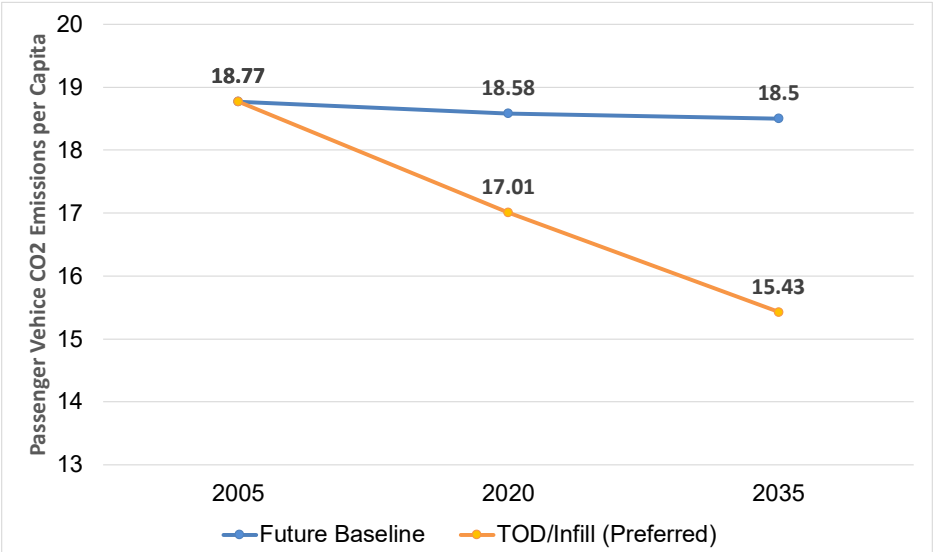
One of the goals set by SBCAG is to foster patterns of growth, development and transportation that protect natural resources and lead to a healthy environment. SBCAG has set various, more specific objectives, such as reducing greenhouse gas (GHG) and criteria pollutant emissions, encouraging affordable and workforce housing and mixed-use development within urban boundaries, and promoting transit use and alternative transportation. It also aims to reduce vehicle miles traveled and preserve open space and agricultural land.

Air Quality, Greenhouse Gas (GHG) Emissions & Related Measures

Senate Bill 375 Greenhouse Gas Targets

As noted above, Connected 2050 meets and exceeds the California Air Resources Board -17 percent per capita growth targets for reduction of GHG emissions from passenger vehicles for target year 2035. If the preferred scenario is implemented, GHG emissions per capita from passenger vehicles are expected to decrease to 15.44 pounds per day in 2035 from 2005 base year per capita emissions of 18.77 pounds per day, a reduction of 17.8 percent in 2035. Figure 3-14 below shows the passenger vehicle carbon dioxide (CO_2) emissions per capita calculated for the future baseline and preferred scenario.

Figure 3-14: Passenger Vehicle CO_2 Emissions per Capita (lb CO2e/day/person)

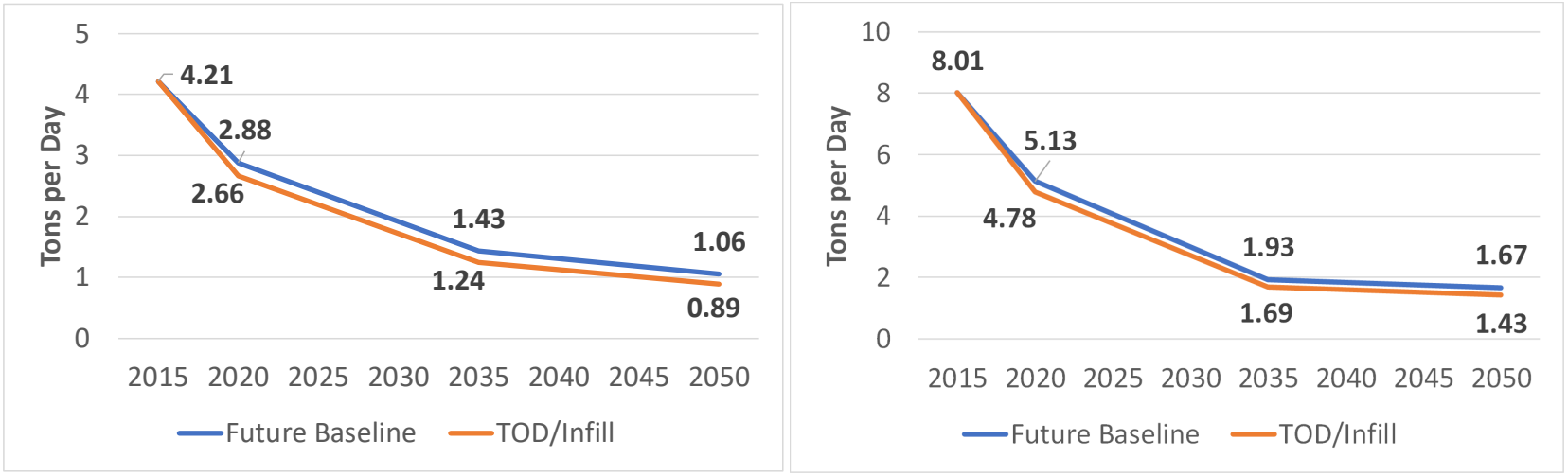


Clean Air Act Section 176 Compliance

Connected 2050 must also comply with Section 176 of the federal Clean Air Act. As described in Chapter 2, the Santa Barbara County region is designated as an attainment/unclassified area for the 8-hour federal ozone standard and is therefore not subject to federal conformity requirements. A summary of criteria pollutants (which contribute to ozone formation) for the future baseline scenario and the preferred scenario is included in this section for reference.

Criteria pollutant emissions are forecast to continue to decline under both scenarios. The reductions primarily result from State and federal controls on light-duty vehicles and heavy-duty diesel emissions, as well as the natural attrition of older vehicles being replaced by newer vehicles (fleet turnover). The figures also show the co-benefits of the implementation of the preferred scenario. Implementation of the preferred scenario would further reduce ROG emissions by 8 percent in 2020 and 13 percent by 2035. The preferred scenario would reduce NOx emissions by 7 percent by 2020 and 12 percent by 2035.

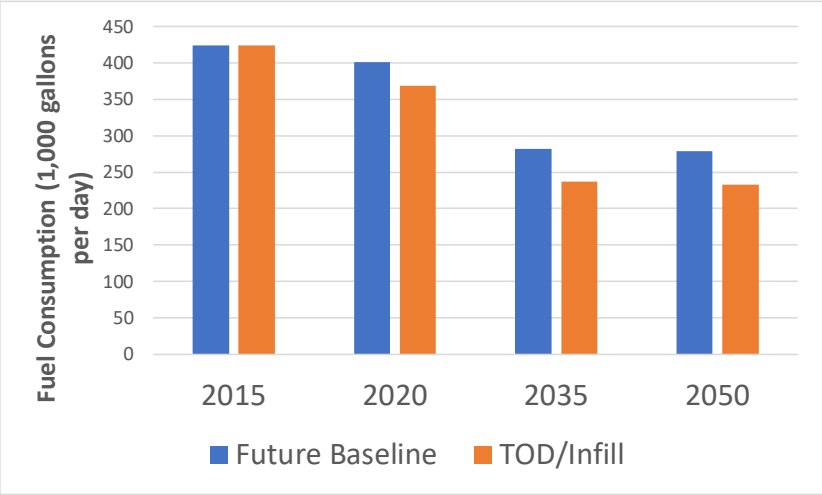
Figure 3-15: On-Road Reactive Organic Gas (ROG) & Oxides of Nitrogen (NOx) Emissions

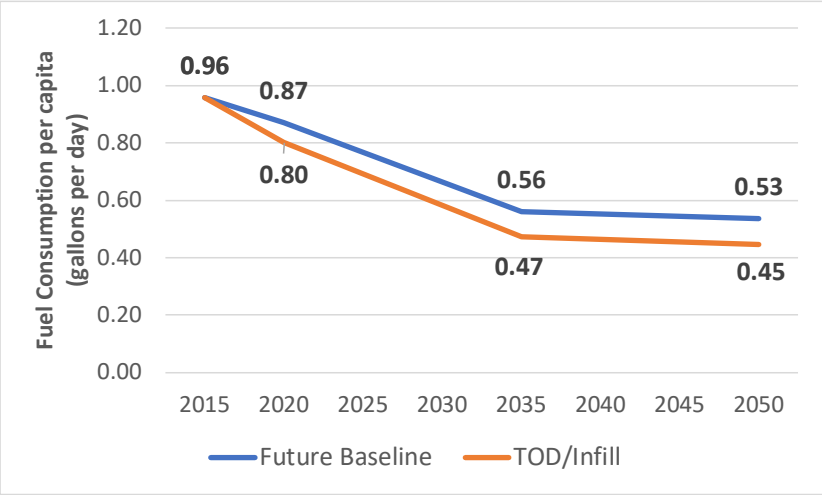


Fuel Consumption

Another performance measure that was identified within the environment category was On-road Fuel Consumption per Capita. Figure 3-16 shows that fuel consumption of gasoline and diesel is forecast to decreases through the year 2050. However, with the implementation of the preferred scenario, fuel consumption would increase at a much lower rate when compared with the future baseline scenario. Figure 3-16 illustrates the on-road fuel consumption per capita for both the future baseline scenario and preferred scenario. When accounting for population changes in the region, implementation of the preferred scenario reduces on-road fuel consumption per capita rates in the future years, both compared with the year 2010 and the future baseline scenario

Figure 3-16: Fuel Consumption and Fuel Consumption per Capita





Other Environmental Measures

SBCAG looked at the total vehicle miles traveled (VMT) per capita as an environmental goal. The preferred scenario decreases per capita VMT, as seen below:

Vehicle Miles Traveled (VMT) Per Capita: In 2015, daily per capita VMT was 22.81. In 2020, 2035, and 2050, daily per capita VMT decreases to 22.0, 21.89, and 22.12. The total decrease is 3 percent from 2015, and a 16 percent decrease from the corresponding 2050 future baseline (26.2).

SBCAG also measured the percentage of alternative transportation trips associated with each scenario. The preferred scenario increases the percentage of alternative transportation trips, as seen below:

% Alternate Mode Share (All Trips): The preferred scenario achieves an increase in alternate modes of transportation, including transit, walk and bike, for all trips. In 2015, these alternate modes of transportation represent 8.0 percent of all trips. In 2020, 2035, and 2050, alternate modes of transportation represent 8.0 percent, 8.1 percent, and 8.2 percent of all trips. The total increase is 2.2 percent from the 2010 percentage, and 2.7 percent from the corresponding 2050 future baseline percentage (8.0 percent).

% Alternate Mode Share (Workers): The preferred scenario also achieves an increase in alternate modes of transportation, including transit, walk and bike, for worker trips. In 2015, these alternate modes of transportation represent 6.0 percent of worker trips. In 2020, 2035, and 2050, alternate modes of transportation represent 6.1 percent, 6.3 percent, and 6.4 percent of worker trips. The total increase is 7.4 percent from the 2015 percentage, and a 6.3 percent increase from the corresponding 2040 future baseline percentage (6.0 percent).

Mobility & System Reliability

In the second goal category, SBCAG focuses on mobility and transportation system reliability. The preferred scenario seeks to optimize the transportation system to improve accessibility to jobs, schools, and services, allowing the unimpeded movement of people and goods, as well as ensuring the reliability of travel by all modes. The objectives are to reduce travel times for all modes and congestion, to increase bike, walk and transit mode share and to employ best available transportation system management (TSM) technologies to make travel reliable and convenient.

Although overall traffic volumes and congestion increase in absolute terms in the preferred scenario due to population increases, they increase substantially less than they would for the future baseline condition and no-build scenario. Thus, the preferred scenario would reduce expected traffic, travel distances and congestion when compared to the expected conditions, were the preferred scenario not implemented.

Local congestion on the South Coast on U.S. 101, an issue recognized by the 101-In–Motion study and past RTPs, remains an issue by 2050. Local conditions in the North County would fare substantially better with the preferred scenario than under the future baseline scenario.

Transit ridership would increase under the preferred scenario by 32 percent from 2015 and 5 percent compared to future baseline conditions, while the percentage of population living within one half mile of transit service would increase substantially. Meanwhile, the share of drive-alone trips would steadily decrease.

System Performance

SBCAG compiled a variety of performance measures to assess transportation system performance. They are presented for an average weekday and are listed below:

Average Daily Traffic (ADT) Volumes: Overall daily traffic volumes in year 2050 within Santa Barbara County would increase in absolute terms from existing conditions; 21 percent for the future baseline scenario and 20 percent for the preferred scenario. The preferred scenario represents a one percent reduction in ADT from the future baseline scenario.

Vehicle Miles Traveled (VMT): VMT in year 2050 within Santa Barbara County would similarly increase in absolute terms from existing conditions; 35 percent for the future baseline scenario and 14 percent for the preferred scenario. The preferred scenario represents a 16 percent reduction in VMT from the future baseline scenario. VMT is computed as a combination of the number of vehicles in the system and their distance traveled.

Vehicle Hours Traveled (VHT): VHT in year 2050 within Santa Barbara County would similarly increase in absolute terms from existing conditions; 32 percent for the future baseline scenario and 14 percent for the preferred scenario. The preferred scenario represents a 16 percent reduction in VHT from the future baseline scenario. VHT is computed as the product of the roadway link volume and the roadway link travel time, summed over all roadway links. "Links" are individual roadway segments within the travel model.

Vehicle Hours of Delay (VHD)[14]: VHD in year 2050 within Santa Barbara County would increase in absolute terms from existing conditions; 111 percent for the future baseline scenario and 69 percent for the preferred scenario. The preferred scenario represents a 20 percent decrease in VHD from the future baseline scenario. VHD is computed as the congested vehicle time minus vehicle free flow time multiplied by vehicle volumes in a typical weekday 24-hour period.

Congested Vehicle Miles Traveled (CVMT): Congested vehicle miles traveled in year 2050 within the Santa Barbara County area would similarly increase in absolute terms from existing conditions; 104 percent for the future baseline scenario and 39 percent for the preferred scenario. The preferred scenario represents a 32 percent reduction in CVMT from the future baseline scenario. Congested VMT (CVMT) is defined as roadways with a volume-to-capacity ratio (V/C) of over 0.9.

The system performance metrics (average daily traffic volumes, vehicle miles traveled, vehicle hours traveled, vehicle hours of delay, and congested vehicle miles traveled) are presented in Table 3-9 for daily regional level performance and Table 3-10 for daily subregional level performance.

[14] Congested vehicle time minus vehicle free flow time multiplied by vehicle volumes in a typical weekday 24-hour period.

Table 3-9: 2015-2050 Regional Level Performance (Daily)

Metric	2015	2050 Future Baseline	% Change – 2015 to 2050	2050 Preferred Scenario	% Change – 2015 to 2050	% Change – Preferred vs. Future Baseline
Average Daily Traffic (ADT) Volumes [Millions]	46.602	58.713	26%	54.749	17%	-7%
Vehicle Miles Traveled (VMT) [Millions]	10.048	13.600	38%	11.466	14%	-16%
Vehicle Hours Traveled (VHT) [Thousands]	213.518	294.104	38%	248.796	17%	-15%
Vehicle Hours of Delay (VHD) [Thousands]	8.245	17.356	110.5%	13.932	69.0%	-19.7%
Congested Vehicle Miles Traveled (CVMT) [Millions]	1.277	2.601	104%	1.768	39%	-32%

Source: SBCAG Travel Model

Table 3-10: 2015-2050 Subregional Level Performance (Daily)

Metric	2015	2050 Future Baseline	% Change – 2015 to 2050	2050 Preferred Scenario	% Change – 2015 to 2050	% Change, Preferred vs. Future Baseline
Santa Barbara						
Average Daily Traffic (ADT) Volumes [Millions]	14.288	16.26	13.8%	17.59	23.1%	8.2%
Vehicle Miles Traveled (VMT) [Millions]	1.955	2.286	16.9%	2.42	23.6%	5.8%
Vehicle Hours Traveled (VHT) [Thousands]	42.679	50.19	17.3%	55.30	29.3%	10.2%
Vehicle Hours of Delay (VHD) [Thousands]	2.326	3.12	34.0%	5.12	120%	64.2%
Congested Vehicle Miles Traveled (CVMT) [Millions]	0.327	0.48	46.6%	0.59	78.7%	22.0%
Goleta						
Average Daily Traffic (ADT) Volumes [Millions]	7.139	8.50	19.0%	8.94	25.3%	5.3%
Vehicle Miles Traveled (VMT) [Millions]	1.386	1.65	19.2%	1.69	21.9%	2.3%
Vehicle Hours Traveled (VHT) [Thousands]	30.755	37.78	22.8%	40.47	31.6%	7.1%
Vehicle Hours of Delay (VHD) [Thousands]	1.924	3.31	71.9%	4.95	157.5%	49.8%
Congested Vehicle Miles Traveled (CVMT) [Millions]	0.232	0.37	58.0%	0.45	94.4%	23.0%
Lompoc						
Average Daily Traffic (ADT) Volumes [Millions]	3.473	4.08	17.5%	3.68	5.8%	-9.9%
Vehicle Miles Traveled (VMT) [Millions]	0.266	0.32	19.9%	0.28	5.8%	-11.7%
Vehicle Hours Traveled (VHT) [Thousands]	6.793	8.30	22.2%	7.23	5.4%	-13.0%
Vehicle Hours of Delay (VHD) [Thousands]	0.181	0.38	107.8%	0.25	36.0%	-34.6%
Congested Vehicle Miles Traveled (CVMT) [Millions]	0.091	0.02	164.1%	0.013	46.2%	-44.6%
Santa Maria						
Average Daily Traffic (ADT) Volumes [Millions]	11.250	14.86	32.1%	13.15	16.9%	-11.5%
Vehicle Miles Traveled (VMT) [Millions]	1.747	2.41	37.9%	2.06	17.7%	-14.6%
Vehicle Hours Traveled (VHT) [Thousands]	39.605	54.60	37.9%	46.93	18.5%	-14.0%
Vehicle Hours of Delay (VHD) [Thousands]	0.331	1.09	228.8%	0.69	108.6%	-36.6%
Congested Vehicle Miles Traveled (CVMT) [Millions]	0.007	0.074	934.9%	0.021	196%	-71.4%
Unincorporated						
Average Daily Traffic (ADT) Volumes [Millions]	10.451	15.01	43.6%	11.38	8.9%	-24.2%
Vehicle Miles Traveled (VMT) [Millions]	4.692	6.93	47.8%	5.02	7.0%	-27.6%
Vehicle Hours Traveled (VHT) [Thousands]	93.594	143.24	53.0%	98.87	5.6%	-31.0%
Vehicle Hours of Delay (VHD) [Thousands]	3.482	9.46	171.8%	2.92	-16.1%	-69.1%
Congested Vehicle Miles Traveled (CVMT) [Millions]	0.701	1.66	136.3%	0.70	-0.5%	-57.9%

Source: SBCAG Travel Model

Average Vehicle Commute Time (Workers): Average one-way vehicle commute time for workers is estimated to be 16.1 minutes in 2015. For the preferred scenario, it decreases to 15.8 minutes in 2020, 15.6 in 2035 and 15.1 in 2050, a six percent reduction from 2015 and an eight percent reduction from the 2050 future baseline scenario (16.5 minutes).

Transit Ridership: The preferred scenario achieves an increase in transit ridership. In 2015, daily transit ridership is approximately 29,470 boardings. Total transit ridership would be approximately 31,760 in 2020, 36,400 in 2035 and 38,980 in 2050. The total increase is 32 percent from 2015 ridership numbers, and a 5 percent increase from the corresponding 2050 future baseline numbers (36,960).

Transit Accessibility (Populations / Jobs): The preferred scenario is only marginally successful in achieving increases to transit accessibility. This is primarily due to a static, fixed route system on the South Coast and no changes assumed in the North County.

Percent Drive-Alone Mode Share (All): Focusing on the percentage of drive-alone mode share for all trips, the preferred scenario decreases the percentage slightly from 49.30 percent in 2015 to 49.28 percent in 2020, 49.28 percent in 2035, and 49.11 percent in 2050. This means that, under the preferred scenario, fewer people overall drive alone and are more likely to use other alternative modes.

Percent Drive-Alone Mode Share (Workers): Focusing on the percentage of drive-alone mode share for worker trips, the preferred scenario decreases the percentage from 85.0 percent in 2015 to 84.86 percent in 2020, 84.67 percent in 2035, and 84.58 percent in 2050. This means that, under the preferred scenario, fewer workers drive alone to their workplace and are more likely to commute using public transportation or other alternative modes.

Equity

Transit Accessibility for Low Incomes: The preferred scenario achieves increases in transit accessibility for low income populations. The overall percentage of low income population within a high quality transit corridor increases, from 8.33 percent in 2010 to estimates of 46.14 percent, 54.78 percent, and 153.86 percent in 2020, 2035 and 2040 respectively. The total increase is 546 percent from 2010 percentages, and an 81 percent increase from the corresponding 2040 future baseline numbers (29.75 percent).

Average Trip Time for Low Income Communities (Minutes): Average one-way vehicle trip time is estimated to be 14.88 minutes in 2015. For the preferred scenario, there are marginal changes; 14.63, 15.01, and 15.17 minutes in 2020, 2035, and 2050 respectively, a two percent increase from 2015 and a full 13 percent reduction from the 2050 future baseline scenario (17.49 minutes).

Health & Safety

Connected 2050 seeks to improve public health and ensure the safety of the regional transportation system. Plan objectives are to reduce the number of accidents, injuries, and fatalities on the transportation system. SBCAG also intends to improve public health by increasing physical fitness by increasing rates of bicycling and walking trips and increase public outreach and education about these health and safety issues.

Active Transportation Mode Share (percent) (All Trips): The preferred scenario does not contribute an overall increase in active transportation (bike and walk) mode share for all trips. The active mode share remains at 5.7 percent from 2015 through 2050. The

preferred scenario results in a three percent increase from the corresponding 2050 future baseline percentage (5.5 percent).

Active Transportation Mode Share (Worker Trips): The preferred scenario also achieves an increase in active transportation (bike and walk) mode share for worker trips. In 2015, bike and walk mode share represented 5.3 percent of worker trips. In 2020, 2035, and 2040, bike and walk mode share represented 5.4 percent, 5.6 percent, and 5.7 percent of worker trips. The total increase is six percent from the 2015 percentage, and a five percent increase from the corresponding 2050 future baseline percentage (5.4 percent).

Prosperous Economy

The fifth goal that SBCAG has set for Fast Forward 2040 concerns a prosperous economy Fast Forward 2040 aims to achieve economically efficient transportation patterns and promote regional prosperity and economic growth. As objectives to reach this goal, Connected 2050 seeks to reduce congestion, optimize the network performance in order to reduce time lost to commuting, reduce commute costs and encourage measures that bring worker housing closer to job sites and promote a mix of land uses responsive to the needs of businesses, including agriculture and tourism.

Net Travel Savings (Time): The preferred scenario achieves greater net reductions in travel time compared to the future baseline. In 2015, average travel time for all trips was 14.22 minutes County-wide. The future baseline increases average travel time to 14.73, 15.35, and 15.72 minutes County-wide for 2020, 2035, and 2050 respectively. The preferred scenario decreases average travel time to 14.10 in 2020, but then increases to 14.12 and 14.19 minutes County-wide for 2035 and 2050 respectively. The total decrease by 2050 for the preferred scenario is less than one percent from 2010, and a 10 percent reduction from the corresponding 2050 future baseline number.

Net Commute Savings (Time): The preferred scenario achieves greater net reductions compared to the future baseline. In 2015, average commute time for workers was 16.10 minutes County-wide. The future baseline increases average commute time to 16.17, 16.52, and 16.47 minutes County-wide for 2020, 2035, and 2050 respectively. The preferred scenario decreases average commute time to 15.76 in 2020, 15.55 in 2035 and 15.01 minutes in 2050 County-wide. The total decrease by 2050 for the preferred scenario is six percent from 2010 minutes, and a five percent reduction from the corresponding 2050 future baseline number.

Net Cost Avoided (Money): The preferred scenario achieves greater cost reductions compared to the future baseline. In 2015, annual auto operating costs, set to 19.3 cents/mile and value of time set to $7.05/hour, cost drivers 2.005 million dollars County-wide. Without any adjustments to the auto operating cost assumptions, the future baseline increases annual auto-related expenditures to 2.174, 2.503, and 2.714 million dollars County-wide for 2020, 2035, and 2050 respectively. Without any adjustments to the auto operating cost assumptions, the preferred scenario increases auto expenditures to 2.006, 2.177, and 2.289 million dollars County-wide for 2020, 2035, and 2050 respectively. The total increase by 2050 for the preferred scenario is 14 percent from 2015, and a 16 percent reduction from the corresponding 2050 future baseline.

Average Vehicle Trip Distance (All Trips and Work Trips): The average one-way vehicle trip distance for all trips was 8.12 miles in 2015. The preferred scenario forecasts a change to 7.99, 7.95, and 7.99 miles in 2020, 2035, and 2050, respectively. By 2050, the preferred scenario achieves a two percent reduction from 2010 and a full 15 percent reduction from the 2050 future baseline scenario (9.37 miles). For work trips only, the average one-way vehicle trip distance was 8.94 miles in 2015. It is expected to decrease to 8.83 miles in 2020 8.51 miles in 2035, and 8.15 miles in 2050. The

preferred scenario would result in a nine percent reduction from 2015 and a six percent reduction from the 2040 future baseline scenario (8.64 miles).

Climate Change Impacts and Adaptation

As noted in Chapter 2, SBCAG acknowledges the challenges related to the future impacts of climate change and the need to adapt. Since the prior RTP-SCS was adopted, SBCAG has received two grants from the State's SB 1 Adaptation Planning program. In 2020, SBCAG worked with the Ventura County Transportation Commission to prepare a Transportation Emergency Preparedness Plan (TEPP). The TEPP provides a multi-county framework for collaboration amongst emergency responders and local government agencies, outlines communication protocols, and identifies transportation vulnerabilities and resources that may be affected during an emergency in Santa Barbara and/or Ventura Counties.[15]

In 2019, SBCAG developed a Vulnerability Assessment and Adaptation Strategy for the region. The study determined that climate change would have adverse effects to the US 101 and Union Pacific rail corridors (particularly in the coastal zone) and the Santa Barbara Airport. The study recommended the following outcomes for the region:

- Safeguard coastal infrastructure from flooding and erosion
- Create a long term plan for the Santa Barbara Airport
- Ensure access and mobility during emergencies
- Targeted hazard analyses of critical threats

There are a number of recommended strategies included in the Regional Climate Adaptation Strategy, but it is not prescriptive. In some cases, adaptation strategies can be expensive, requiring collaboration amongst local, regional, and state agencies to bring projects forward. SBCAG will need to work collaboratively with its partners and the community in the future to implement adaptation strategies.

Considering Public Health in the SCS

Connected 2050 seeks to improve public health and ensure the safety of the regional transportation system. Plan objectives are to reduce the number of accidents, injuries, and fatalities on the transportation system. SBCAG also intends to improve public health by increasing physical fitness by increasing rates of bicycling and walking trips and increase public outreach and education about these health and safety issues. As noted above, the SCS would increase active mode share for all trips and work trips by more than five percent when compared with the future baseline scenario.

In addition to the public health benefits associated with enabling and encouraging travel by human-powered modes, SBCAG is also working to improve safety on the region's transportation network. New federal performance measures assist in quantifying safety. SBCAG had developed a safety summary sheet to assist with the public consumption of safety data.

In addition, traffic safety along SR 154 has been elevated to a chief concern of the public following several fatal incidents. The SBCAG Board of Directors created a Highway 154 Safety Task Force to discuss safety issues and potential solutions along the corridor.

Environmental Mitigation Program

As a regional planning document, Connected 2050 allows for early consideration of broad mitigation strategies. In fact, consistent with

[15] Transportation Emergency Preparedness Plan, SBCAG and VCTC, November 2020.

the *2017 Regional Transportation Plan Guidelines for Metropolitan Planning Organizations* (California Transportation Commission, 2017) Connected 2050 must include a "discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the" plan. "The discussion may focus on policies, programs, or strategies, rather than at the project level." In developing this discussion, SBCAG must "consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of the transportation plan. The consultation shall involve, as appropriate: (1) Comparison of transportation plans with State conservation plans or maps, if available; or (2) Comparison of transportation plans to inventories of natural or historic resources, if available." Comparison of the Regional Transportation Plan (RTP) to maps and inventories can help identify the most appropriate areas for mitigation such that it is conducted in a regional, rather than piecemeal, fashion. The RTP Guidelines further state that SBCAG should "make a concerted effort to ensure any actions in the RTP do not conflict with conservation strategies and goals of the resource agencies."

The Program Environmental Impact Report (PEIR) associated with this plan serves as the first tier of environmental review for identified transportation improvement projects and programmatically evaluates the environmental impacts for Connected 2050. The PEIR identifies mitigation measures that programmatically apply to individual transportation projects based on a review of general project parameters and locations for all potentially significant environmental impacts of Connected 2050. Transportation project sponsors are responsible for more in-depth, project-level environmental analysis and mitigation to more precisely to quantify impacts and specify mitigation measures based on project-level design details and site-specific review. However, where applicable, the RTP-SCS can provide a framework for mitigation at a regional level.

The PEIR contains a Mitigation Monitoring and Reporting Program (MMRP) that is intended to ensure that the mitigation measures identified in the PEIR are effectively implemented by the applicable jurisdictions. The applicable jurisdictions with projects contained in Connected 2050 are encouraged to adopt the Mitigation Monitoring and Reporting Program or an adaptation of it specific to its independent discretion and/or special expertise.

For specific information regarding mitigation for the Connected 2050 RTP-SCS see the Connected 2050 PEIR (SBCAG, August 2021).

Chapter 4

Social Equity – Title VI and Environmental Justice

Federal regulations require that regional transportation planning meets the spirit and intent of Title VI of the 1964 Civil Rights Act. The Federal Highway Administration (FHWA) requires that all federally funded transportation planning and actions involve an assessment of environmental justice issues and consider effects on minority and low-income populations. In keeping with these requirements, the Connected 2050 Plan strives to assure that all socio-economic groups are adequately served and that no group or community bears a disproportionate amount of the costs or impacts of transportation investments. State law also requires similar evaluation for use of state funds in transportation planning. For the purpose of new general plan guidelines, the Office of Planning and Research identifies disadvantaged communities as an area identified by the California Environmental Protection Agency (EPA) or a low-income area that is disproportionately affected by environmental pollution. In addition, some grant programs allow for applicants to reference a regional definition of disadvantaged communities, such as the Active Transportation Program.

A requirement of the RTP is to address environmental justice by identifying communities of minority and low-income populations to ensure that these communities are not negatively impacted by future transportation projects and provide benefits to all socioeconomic groups.

Environmental Justice Communities Definition

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

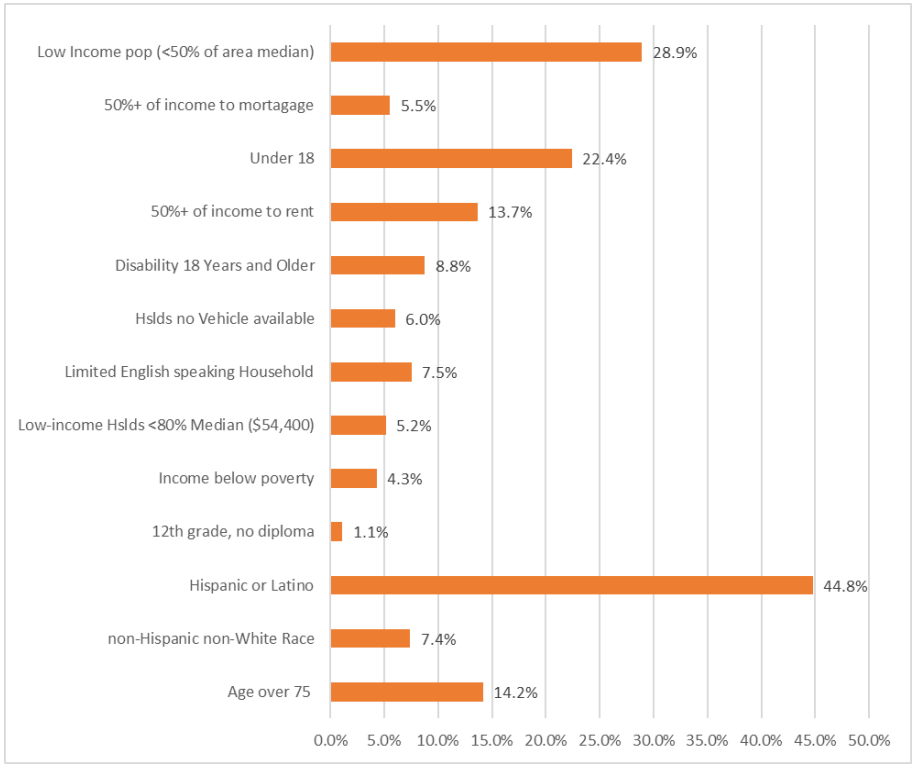
advantaged area may cross a threshold for one indicator due to a large retiree or student population, but other areas with a significantly more disadvantaged community will satisfy the thresholds for a number of indicators. The approach uses a percentage of the population (or households) so that the 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 4-1: 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

Figure 4-1 illustrates the countywide proportions of the indicators used to determine EJ communities. The largest countywide proportions are the Hispanic Origin population with 45 percent and households with an income less than 50 percent of the county median with 29 percent. Approximately 14 percent of households pay over 50 percent of their income to rent and four percent of the population have an income below poverty.

Figure 4-1: Indicator Percent of Countywide Total Population or Households



The EJ Communities capture a large percentage of the countywide total indicator values. Figures 4-2 and 4-3 compare the indicator totals captured within the EJ Communities and the countywide total. In the EJ Communities each of the following indicators have over 50 percent of the countywide total: Low-income population, 50 percent income to rent, Vehicle availability, Limited English speaking, and Income below poverty.

Figure 4-2: EJ Community Indicator Total Compared to Countywide Indictor Total

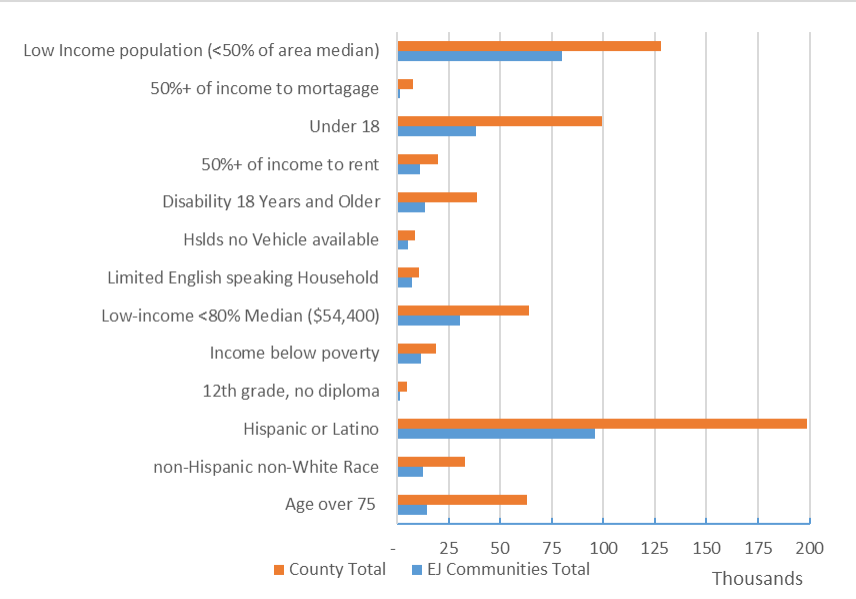
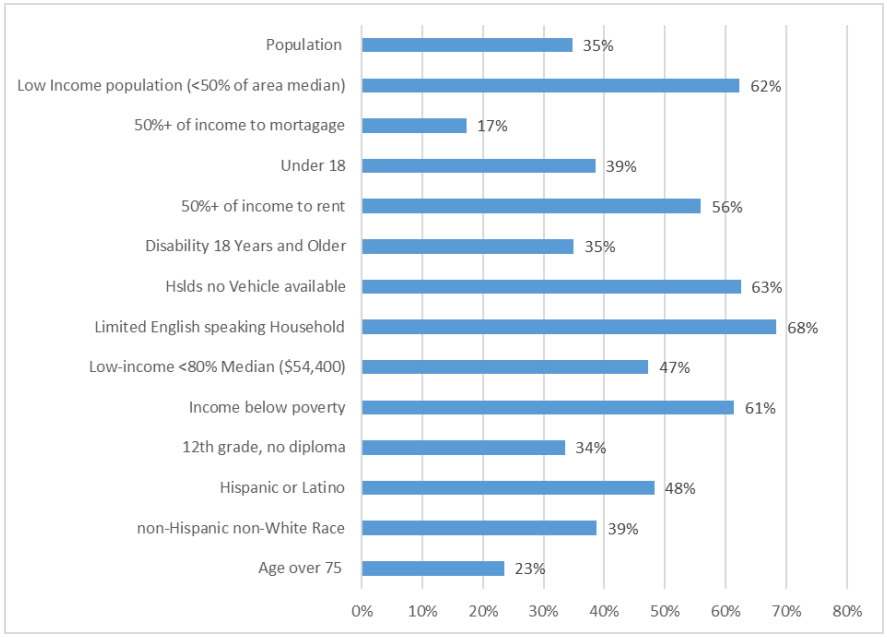


Figure 4-3: EJ Community Indicator Percent of Countywide Indicator Total



Minority Populations

Concentrations of minority persons (Hispanic Origin and minority races) in Santa Barbara County include locations in the Old Town Goleta area, the lower east and west side of the City of Santa Barbara, and in the northwest of the City of Carpinteria. The University of California has one of the most significant proportions of racial groups other than white or Hispanic. Concentrations are present throughout the City of Lompoc, including the Lompoc Federal Penitentiary and Vandenberg Air Force Base. The Chumash Indian Reservation also contains a significant concentration. Concentrations are also indicated in the northern portion of the City of Santa Maria City and in the City of Guadalupe.

The region's Environmental Justice Communities are comprised of the following minority populations:

- Approximately 7.4 percent of the non-White non-Hispanic Black, Asian, American Indian and other racial groups of Santa Barbara County or 32,800 persons.
- Approximately 39 percent of the countywide non-White non-Hispanic Black, Asian, American Indian and other race population or 12,700 persons.
- Approximately 48 percent of the countywide Hispanic Origin population or 95,800 persons reside in EJ Communities.

Low Income and Poverty Populations

Concentrations of households living below the poverty level as well as low-income populations are in the community of Isla Vista near the University of California Santa Barbara and the lower west and east-sides of the City of Santa Barbara. Additional locations of note include the areas adjacent to Highway 154 and US 101 that are represented by mobile home communities and assisted living facilities and within downtown of the City of Carpinteria. The City of Lompoc in its central core and the northern portions of the City of Santa Maria and downtown City of Guadalupe also contain significant concentrations of low income and impoverished persons.

The percentage of households countywide that live below the poverty level is 4.3 percent, or 19,000 households in comparison to the 2.6 percent of the countywide total or 11,700 households that reside within the EJ communities.

The percentage of households countywide with incomes < 80 percent of median ($54,000 per year) is 14.5 percent or 64,000 households compared to with seven percent of the countywide total or 30,400 households that reside within EJ Communities.

The Census Bureau uses a set of money income thresholds that vary by family size and composition to determine who is "in poverty." If a family's total income is less than the family's threshold, then that family and every individual in it is considered in poverty. The following table shows the census poverty thresholds for 2018.

Table 4-2: Poverty Thresholds in 2018 by Family Size and Number of Related Children Under 18 Years

Size of family unit	Weighted average thresholds	Related children under 18 years								
		None	One	Two	Three	Four	Five	Six	Seven	Eight or more
One person (unrelated individual):	12,784									
Under age 65.....	13,064	13,064								
Aged 65 and older.....	12,043	12,043								
Two people:	16,247									
Householder under age 65.....	16,889	16,815	17,308							
Householder aged 65 and older	15,193	15,178	17,242							
Three people.....	19,985	19,642	20,212	20,231						
Four people.....	25,701	25,900	26,324	25,465	25,554					
Five people.....	30,459	31,234	31,689	30,718	29,967	29,509				
Six people.....	34,533	35,925	36,068	35,324	34,612	33,553	32,925			
Seven people.....	39,194	41,336	41,594	40,705	40,085	38,929	37,581	36,102		
Eight people.....	43,602	46,231	46,640	45,800	45,064	44,021	42,696	41,317	40,967	
Nine people or more.....	51,393	55,613	55,883	55,140	54,516	53,491	52,082	50,807	50,491	48,546

Source: U.S. Census, 2018

Low Mobility Populations

Concentrations of persons with low mobility as determined by the availability of a vehicle are in downtown City of Santa Barbara, Old Town Goleta, the unincorporated area between the Cities of Buellton and Solvang, central City of Lompoc and northern City of Santa Maria. The percentage of households countywide that do not have access to a vehicle is six percent or 8,600 households in comparison to the 3.8 percent of the countywide total or 5,400 households that reside within the EJ communities.

Concentrations of persons with low mobility as determined by age over 75 years old are in various unincorporated areas of the county, such as Montecito and Hope Ranch in the South Coast and Santa Ynez and Vandenberg Village in the North County and may be associated with senior care facilities. The percentage of the population countywide aged 75 or older is 14.2 percent or 62,800 persons in comparison to the 3.3 percent of the countywide total or 14,700 persons that reside within EJ Communities.

Concentrations of persons with low mobility as determined by disability are located in downtown City of Santa Barbara, adjacent to Highway 154 and US 101, the Cities of Buellton and Solvang, and northern City of Santa Maria. The percentage of the population countywide with a disability is 8.8 percent or 38,900 persons in

comparison to the 3.1 percent of the countywide total or 14,700 persons that reside within EJ Communities.

Concentrations of persons with low mobility as determined by youth less than 18 years of age are located in the Orcutt and City of Santa Maria areas. The percentage of the population countywide aged 18 years or less is 22.4 percent or 99.000 persons in comparison to the 8.6 percent of the countywide total or 38.300 persons that reside within EJ Communities.

Low Community Engagement Populations

Concentrations of persons with low community engagement based on the ability to speak English are in northwest City of Santa Maria and Guadalupe as well as the westside in the City of Santa Barbara. The percentage of the population countywide limited English speaking is 7.5 percent or 10,900 persons in comparison to the 5.2 percent of the countywide total or 7,500 persons that reside within EJ Communities.

Concentrations of the persons with low community engagement lacking a high school diploma are concentrated in the north west portion of the City of Carpinteria, Old Town Goleta, northern City of Lompoc (penitentiary) and unincorporated Lompoc Valley, and the northern western portion of the City of Santa Maria. The percentage of the population countywide without a high school diploma is 1.1 percent or 4,880 persons in comparison to the 0.4 percent of the countywide total, or 1,640 persons that reside within EJ Communities.

High Housing Cost Populations

Households with housing costs exceeding 50 percent of income are indicated primarily by rental costs as mortgage costs are less of an indicator. The households are concentrated in Isla Vista, the west side of the City of Carpinteria, the City of Lompoc and mid-western area of the City of Santa Maria. The percentage of the households countywide with high housing costs (rent and mortgage combined) is 19 percent or 27,600 households in comparison to the 8.6 percent of the countywide total or 12,400 households within EJ Communities.

EJ Community Identification

The highest EJ Community scores (stratified into the top five to 25 percent) include all the indicators combined into one score and identify the EJ Communities. The indicators include: minority persons (Hispanic Origin and minority races), households with 80 percent of county median income ($54,000), households with 50 percent of county median (HUD very-low, $34,000), poverty (Federal definition based on household size and income), households with no vehicle, elderly (> 75), disabled, youth (< 18), limited English, no high school diploma, and rent or mortgage over 50 percent of income.

The region's EJ Communities are shown in Figures 4-4 through 4-7. On the South Coast, EJ Communities are located in Old Town Goleta, the lower east and west side of the City of Santa Barbara, and in the western area of the City of Carpinteria (Figure 4-5). The University of California and Isla Vista have some communities that score in the highest five percent. In the Santa Ynez and Lompoc Valleys, EJ Communities are located throughout various areas, including the City of Lompoc and the Santa Ynez Valley notably the Chumash Indian Reservation (Figures 4-6 and 4-7). In the Santa Maria Valley, EJ Communities are located in the northwestern area of the City of Santa Maria and the City of Guadalupe (Figure 4-7).

Additional indicator maps and a transportation analysis of how the Connected 2050 RTP affects to the EJ communities is contained in Appendix G.

Figure 4-4: SBCAG Region Environmental Justice Communities

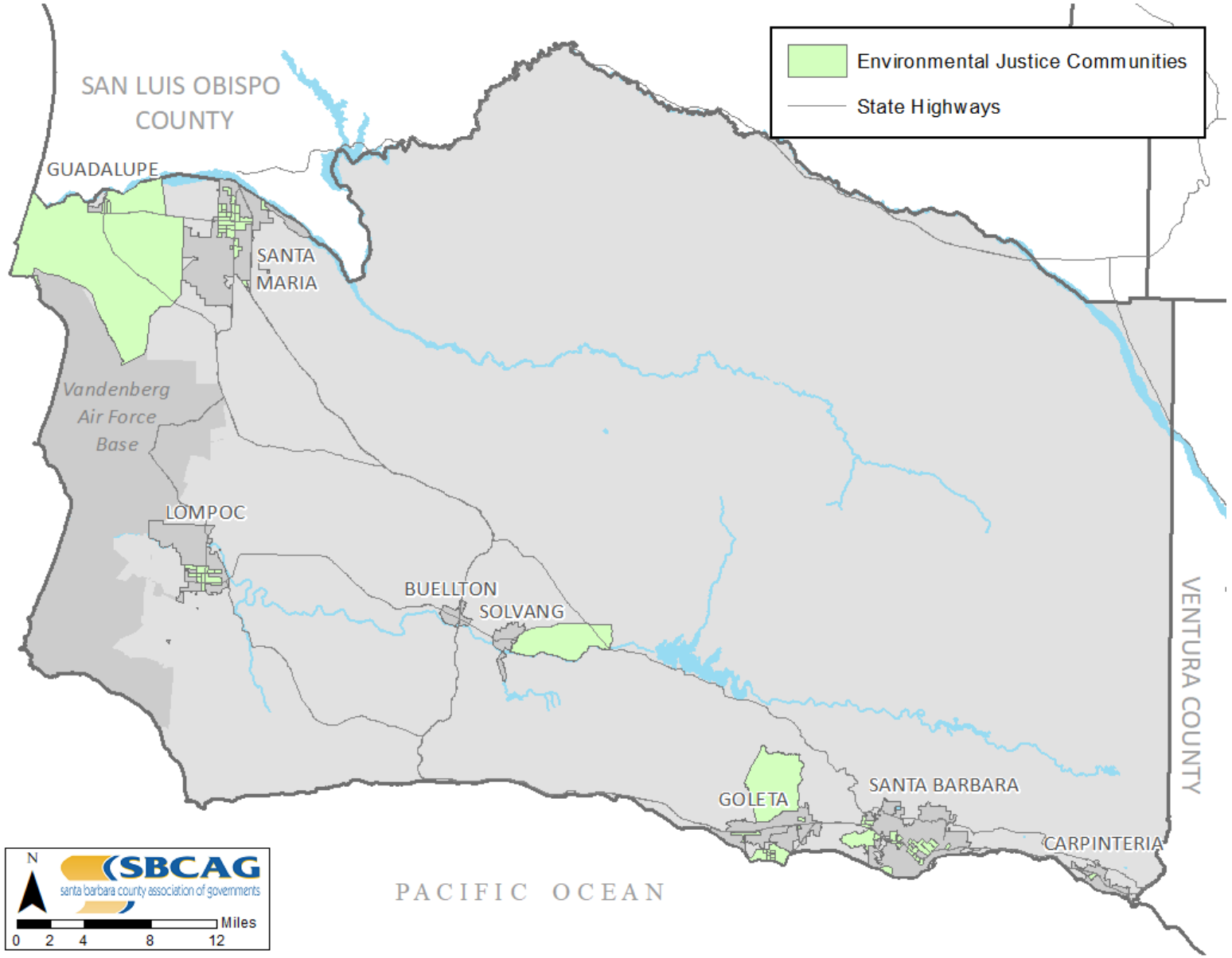


Figure 4-5: Santa Barbara South Coast EJ Communities

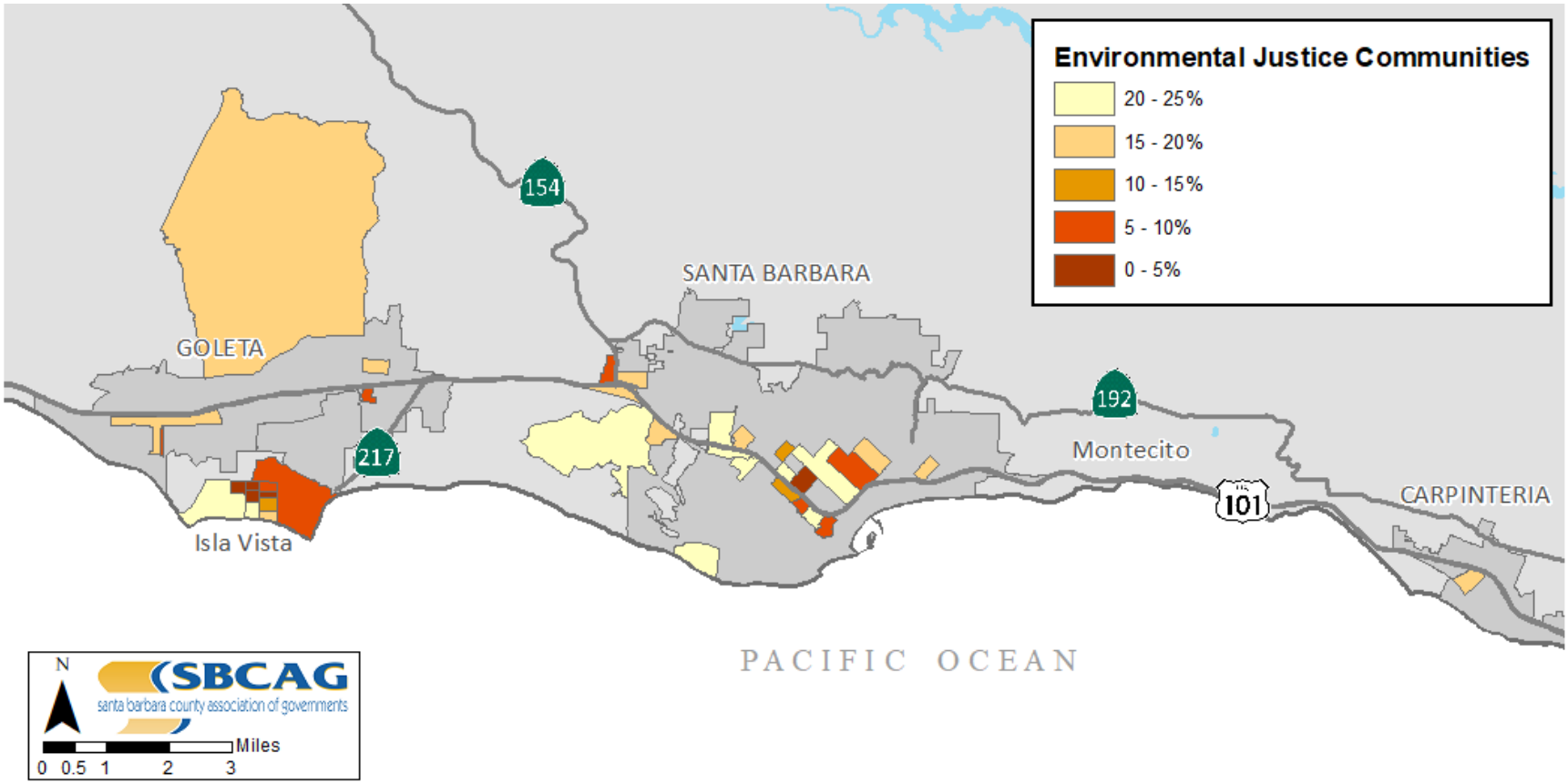


Figure 4-6: Santa Ynez Valley EJ Communities

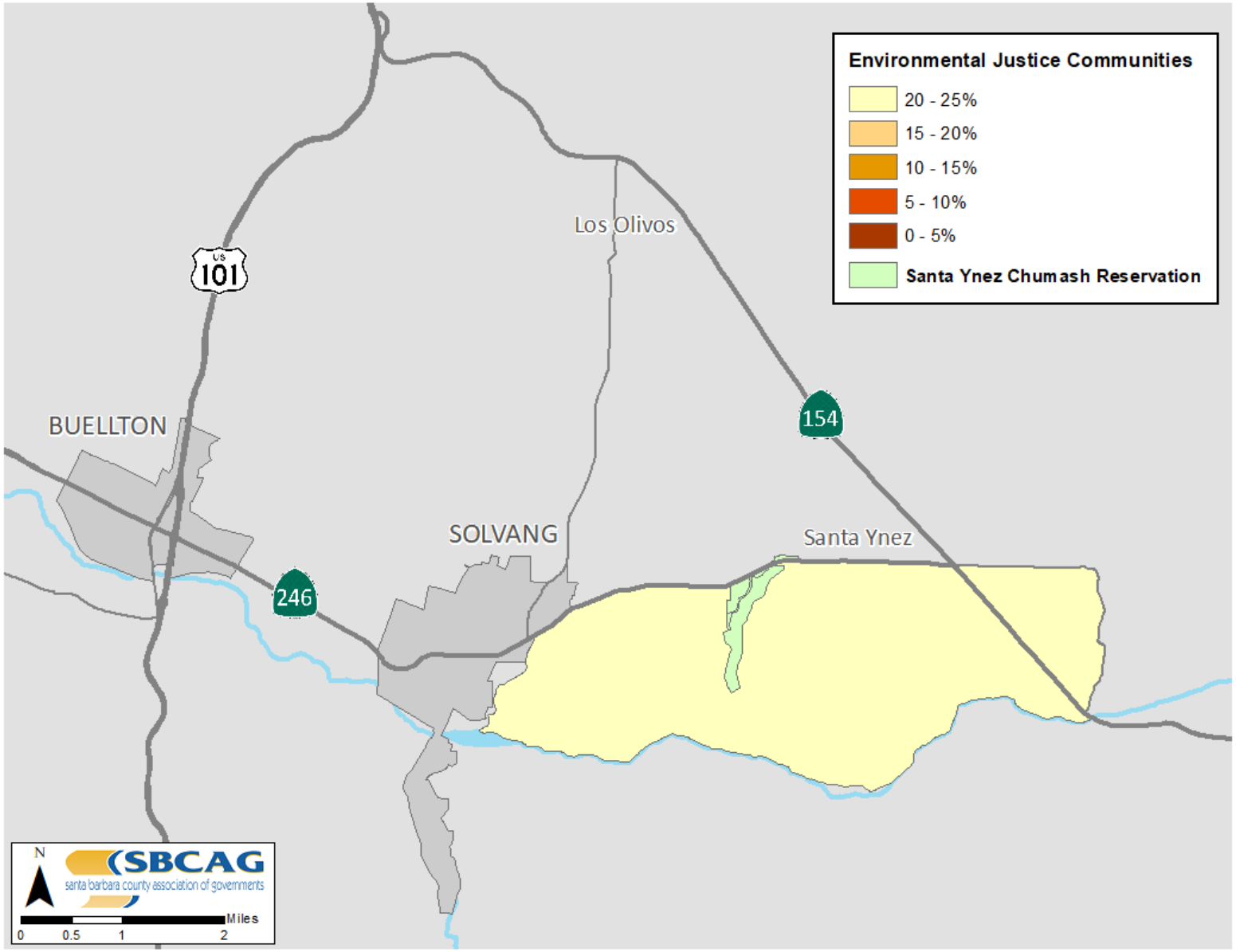


Figure 4-7: Lompoc Valley EJ Communities

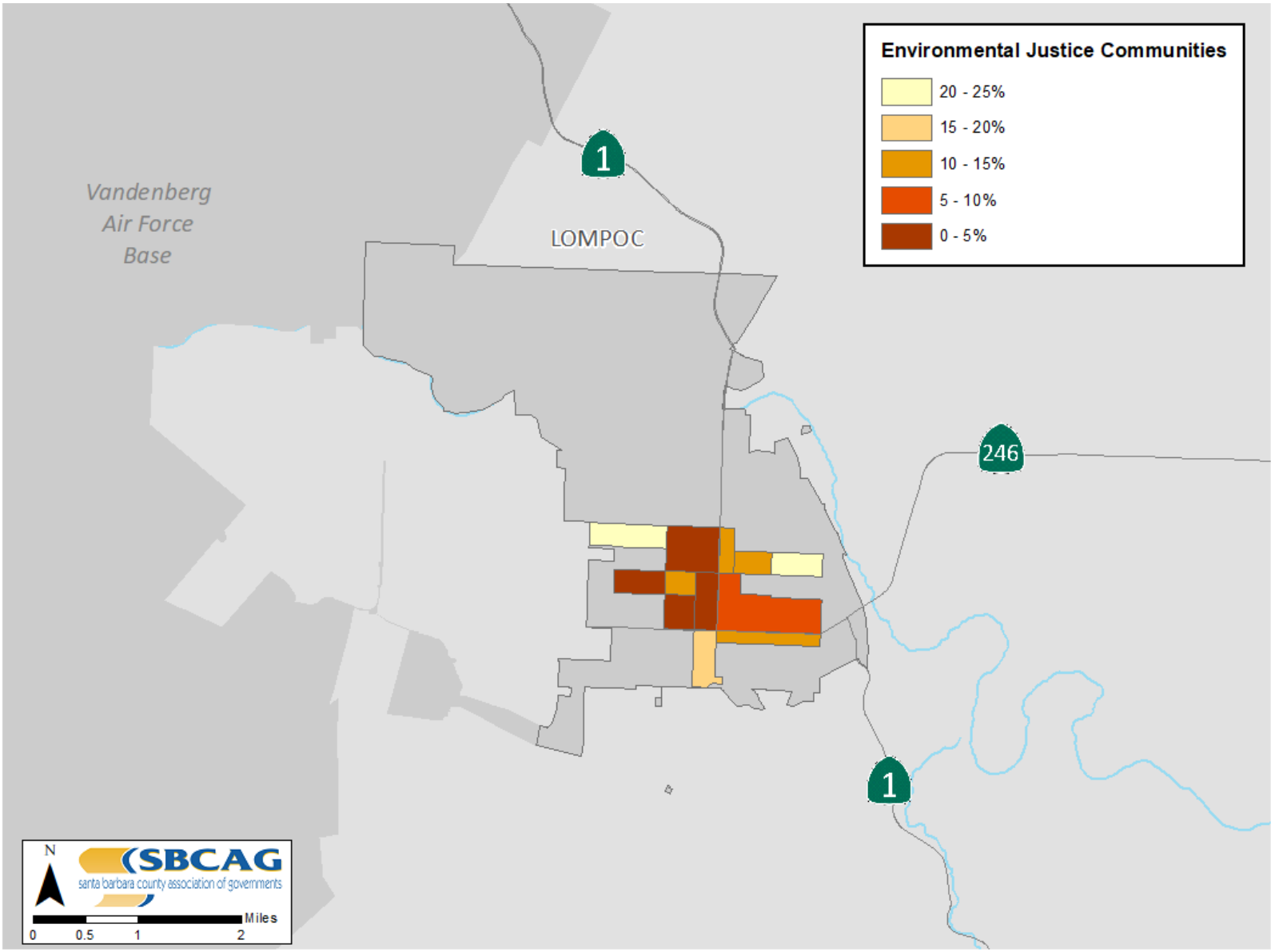
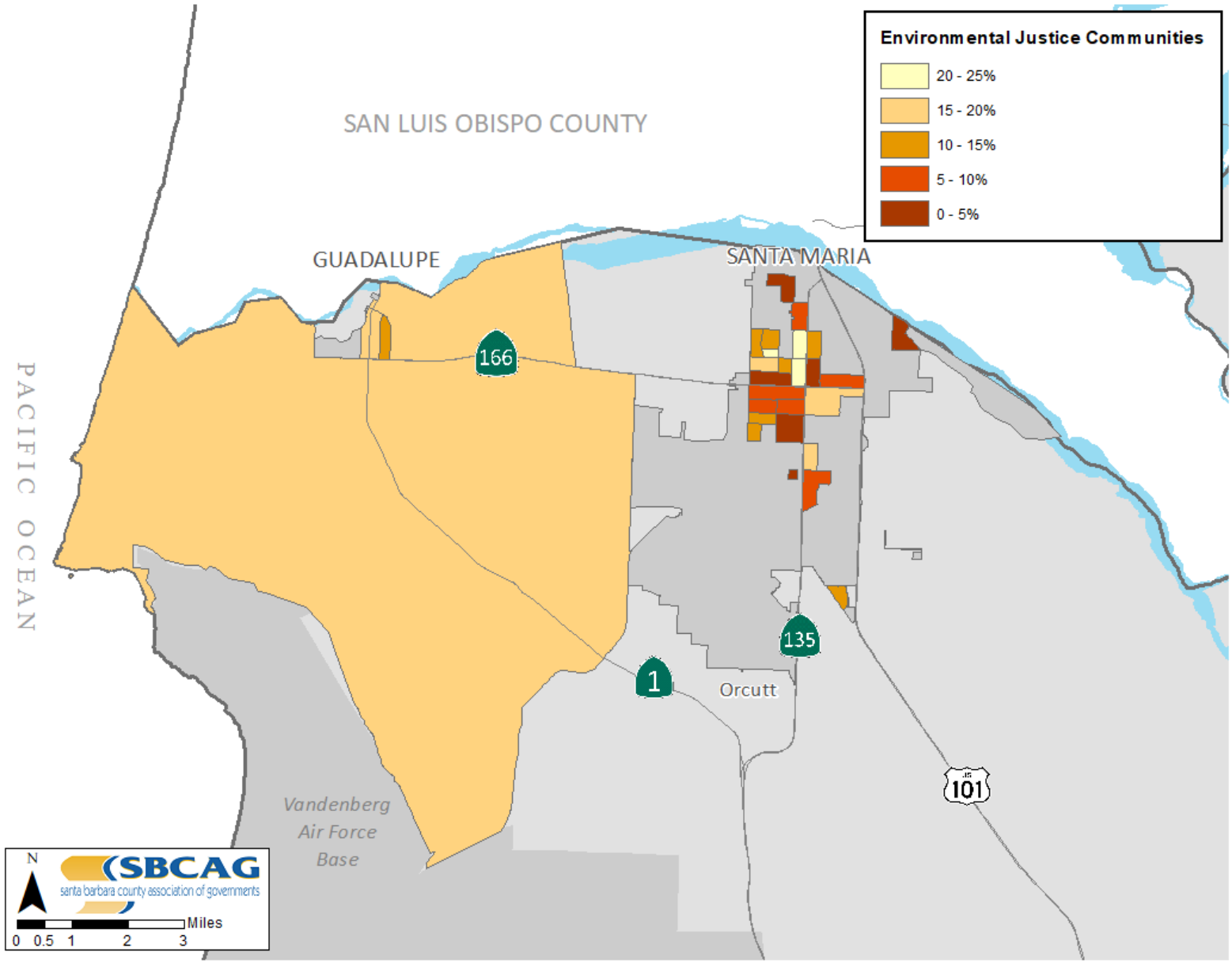


Figure 4-8: Santa Maria Valley EJ Communities



Conclusion

A variety of established tools for identifying disadvantaged communities are available. These include: CalEnviroScreen and California Department of Water Resources, and others. While other platforms serve a purpose, it is appropriate for a regional analysis of disadvantaged communities. The benefit of a region-specific definition is it allows for an analysis that has thresholds specific to the SBCAG region. Otherwise, some other platforms may not fully capture the unique circumstances of the SBCAG region.

Chapter 5

Financial Element

The financial element analyzes the cost of implementing the projects identified in the action element (discussed in Chapter 6 and listed in Appendix C). It also provides a realistic forecast of available revenues, showing that the projects can be implemented using "committed, available, or reasonably available revenue sources."[1] The financial element demonstrates that Connected 2050 is fiscally constrained.

The total amount of revenue anticipated from federal, state, regional, and local sources over the life of Connected 2050 is approximately $11.3 billion. Measure A, the local transportation sales tax measure, accounts for 14.3 percent of anticipated revenues.

The total cost of the projects in Connected 2050 is approximately $8.3 billion:

- $3.1 billion for highway and streets/roads projects,
- $2.6 billion for transit projects,
- $1.7 billion for bicycle and pedestrian projects,
- $81 million for rail projects,
- $700 million for various/ other project types.

Connected 2050 revenue forecasts are largely conservative and are based on historical data. With the passage of California's Senate Bill 1 (SB 1, Beall, 2017), SBCAG does not consider any speculative funding sources with the exception of the renewal of the local sales tax measure in 2040.

Purpose

The financial element is an integral part of Connected 2050. It is used to forecast revenues available over the life of the plan (2020-2050) and the selection of projects that will implement the plan. Projects included in the plan must be fiscally constrained, i.e., sufficient revenue is forecasted for each project's construction or implementation. The plan also includes a list of financially unconstrained projects that may be drawn from if revenues beyond those forecasted are realized. All projects are listed in Appendix C.

Requirements

The 2010 RTP Guidelines list the six components of the financial element:

- Summary of costs to operate and maintain the current transportation system;
- Estimate of costs and revenues to implement the projects identified in the Action Plan;
- Inventory of existing and potential transportation funding sources;
- List of candidate projects if funding becomes available;
- Potential funding shortfalls; and,
- Identification of alternative policy directions that affect the funding of projects.

Several requirements to support the six components are also listed:

- Ensure consistency between the plan's policies, action element, financial element, and sustainable communities strategy;
- Project available funding, including the use of an inflationary factor;
- Project the costs to implement the plan, including the use of a cost escalation factor;
- Demonstrate fiscal constraint; and
- Proposals to fill revenue shortfalls, if any.

[1] 23 C.F.R. §450.104. The financial element is required by California Government Code §65080(b)(4) and 23 U.S.C. §134(i)(2)(E).

Assumptions

Development of a financial element requires the acceptance of numerous assumptions. For example, revenue growth is assumed to correspond with assumed inflationary growth factors to year 2050 with the acknowledgement that a lot of externalities can occur in the interim. For Measure A revenues it is assumed that Measure A is renewed beyond 2040. For competitive grant programs, such as the Active Transportation Program, cap and trade programs, and others, it is assumed that over time the region will receive a share relative to the region's population as compared to the statewide population—roughly 1.15 percent. While numerous assumptions are made, each was carefully considered and discussed by SBCAG staff and the project advisory committee.

Funding assumptions are based on extrapolation of past revenues, anticipated revenues as discussed in the previous paragraph, and growth factors as discussed in the next section. The passage of SB 1 restored State support for transportation in excess of pre-recessionary levels and removed the need to make a speculative assumption related to state gas taxes.

Two specific sets of assumptions are discussed in the coming sections.

Revenue Growth

SBCAG benefits from Measure A, the local sales tax initiative for transportation. The Measure A ordinance includes a variety of specifically named projects and most of these projects are expected to be partially funded by Measure A revenues. Some of the projects are not planned to be constructed or implemented until the latter years of the measure, near 2040. Therefore, the Measure A Strategic Plan considers revenue growth out to 2040 for both Measure revenues and the other sources of revenue used to supplement the funding of the listed projects. To remain internally consistent, Connected 2050 relies largely on the revenue growth factors included in the Measure A Strategic Plan. The factors range between 2.0 and 2.5 percent depending on the source. There were several exceptions to the use of Measure A Strategic Plan revenue growth factors:

- The SAFE and FSP program funds are assumed to grow at one percent annually. This is based on historical growth patterns. These programs are funded by fees added to vehicle registrations.
- The MTD-UCSB Mitigation Agreement is assumed to grow at 2.5 percent annually. This assumption is based on the actual agreement. The program funds transit services serving the UCSB campus community.
- Transit passenger fares are assumed to grow at two percent annually based on historical growth patterns. These funds subsidize transit services throughout the region.
- The FAST Act highlights growth of the FTA 5339 program at 2.00 percent.

The revenue growth factor for each revenue source is shown on Table 5-1.

Cost Escalation

Like revenue growth, the cost escalation of many projects listed in Connected 2050 is per the Measure A Strategic Plan. This is an acceptable method due to nearly all regionally significant projects being funded at least partially by Measure A revenues. The Measure A Strategic Plan escalates costs at 2.0 percent, largely in-line with revenue growth.

Connected 2050 goes beyond the requirement of listing regionally significant projects by also including projects significant to member

jurisdictions. Details for these projects were supplied by the staffs of SBCAG's member jurisdictions with the explicit instruction that costs reflect the year of expenditure values, thereby being given with appropriate factors applied. In summary, regionally significant project costs are escalated per the Measure A Strategic Plan rate and locally significant project costs have been escalated by each sponsoring agency.

SBCAG's Financial Projections

SBCAG takes a conservative approach to developing financial projections for Connected 2050. The financial projections consider all funding sources: Federal, State, and local. Included in the local funding is a variety of unique revenue sources, such as utility users' taxes, impact fees, and others. All of the revenue sources used to develop the financial projects are described in Appendix E. The projections are presented by five-year increments in Table 5-1. In addition to the revenues shown in Table 5-1, Connected 2050 also relies on $1.3 billion in prior year funds to complete projects being constructed as this plan was being developed. Prior year revenues are not otherwise considered as forecasted revenue. Projects relying on prior year funding are noted as such in Appendix 2.

Funding by Mode and Purpose

Most funding sources have limitations regarding the type of projects each can fund. For instance, transit funding programs for the most part cannot fund bicycle projects. Considering the primary purpose of each source, Figure 5-1 provides the modal breakdown of the projects proposed for funding by Connected 2050. A comparison of the modal breakdown for the previous iteration of the RTP-SCS is also provided (Figure 5-2).

Figure 5-1: Connected 2050 Funding by Mode

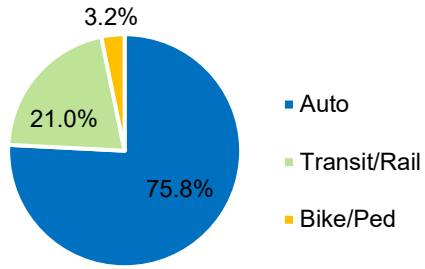
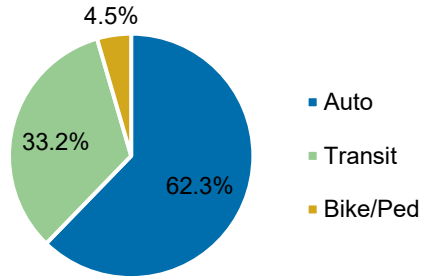


Figure 5-2: Previous RTP-SCS Funding by Mode



Determining funding by mode is an exercise built on many assumptions. Some funding programs are clear in what they fund, with FTA transit programs as an example without any flexibility in crossing modes. Funding programs which may be viewed as focused on the auto mode provide the most ambiguity. Many auto-oriented projects include bicycle or pedestrian components that are not fully captured in the above graphs. As projects are further defined the modal split will become clearer.

Table 5-1: Connected 2050 Revenue Projections

All figures are presented as thousands (1,000's)

Funding Program	Growth Rate	Prior	FY 20/21 - 24/25	FY 25/26 - 29/30	FY 30/31 - 34/35	FY 35/36 - 39/40	FY 40/41 – 44/45	FY 45/46 – 49/50	FY 20/21 – 49/50
Measure A									
Measure A	2.00%	355,402	204,265	218,378	244,948	254,911	288,929	319,001	1,554,078
Bond Proceeds	N/A		72,000						72,000
Category Total		355,402	276,265	218,378	244,948	268,519	288,929	319,001	1,616,078
Highway/Streets and Roads Programs									
Regional Surface Transportation Program (RSTP)	2.00%	16,120	18,999	20,976	23,159	25,570	28,231	31,169	148,104
Local Surface Transportation Program (LSTP)	N/A	9,365	9,365	9,365	9,365	9,365	9,365	9,365	56,190
State Transportation Improvement Program (STIP)	2.00%		8,650	26,020	28,728	31,718	35,2020	38,665	168,801
State Highway Operations and Protection Program (SHOPP)	2.00%	436,099	619,311	383,440	428,928	473,631	522,927	577,353	3,005,644
Highway Safety Improvement Program (HSIP)	2.00%	6,780	9,005	9,632	10,635	11,742	12,964	14,313	68,292
SAFE and FSP	1.00%	2,869	2,731	2,871	3,017	3,171	3,333	3,503	18,625
Highway Bridge Program (HBP)	2.00%	34,126	79,655	75,409	83,258	91,923	101,491	112,054	543,790
Local Fuel Tax Subventions	2.00%	30,035	8,650	26,020	28,728	31,718	35,020	38,665	168,801
Local Funding Sources	2.00%	89,645	98,975	109,277	120,650	133,207	147,072	162,379	771,560
Category Total		595,004	855,341	663,010	736,523	812,046	895,422	987,466	4,949,808

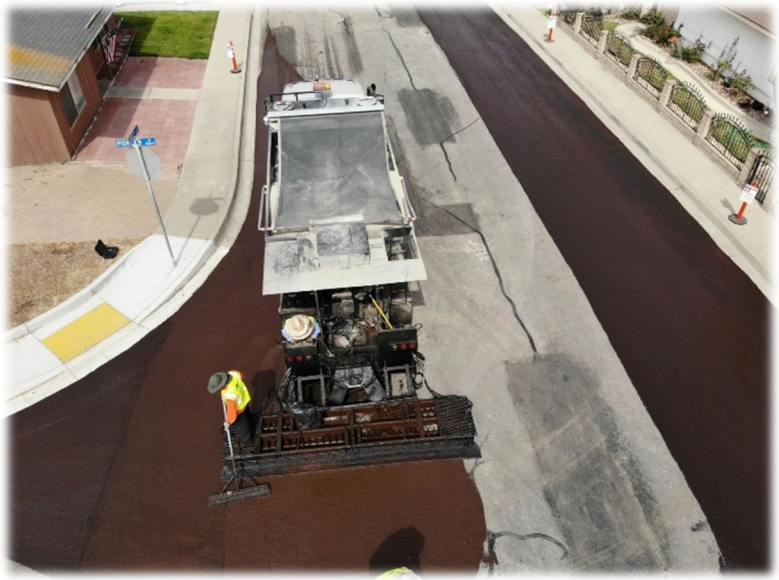
Funding Program	Growth Rate	Prior	FY 20/21 - 24/25	FY 25/26 - 29/30	FY 30/31 - 34/35	FY 35/36 - 39/40	FY 40/41 – 44/45	FY 45/46 – 49/50	FY 20/21 – 49/50
Transit Programs									
Local Transportation Fund (LTF)			98,818	110,973	128,648	149,139	172,893	200,430	860,900
State Transit Assistance Fund (STA)			26,781	27,896	27,896	27,896	27,896	27,896	166,260
FTA 5307	2.00%		53,893	59,503	65,696	72,533	80,083	88,418	420,125
FTA 5310	2.00%		1,805	1,993	2,200	2,429	2,682	2,961	14,069
FTA 5311	2.00%		1,486	1,641	1,812	2,000	2,209	2,438	11,586
FTA 5311f	2.00%		494	545	602	664	734	810	3,848
FTA 5339a	2.00%		2,781	3,071	3,391	3,743	4,133	4,563	21,683
State of Good Repair Program			3,038	3,123	3,199	3,274	3,352	3,449	19,435
Transit & Intercity Rail Capital Program (TIRCP)		22,000							
Low Carbon Transit Operations Program (LCTOP)	2.00%		5,632	6,218	6,865	7,580	8,369	9,240	43,904
MTD-UCSB Mitigation Agreement	2.50%		8,362	9,461	10,704	12,110	13,702	15,502	69,840
Passenger Fares	2.00%		60,714	67,033	74,010	81,713	90,218	99,608	473,298
Category Total			263,804	291,456	325,023	363,083	406,269	455,315	2,104,950
Senate Bill 1 (SB1) Programs									
Local Streets and Roads Program – Highway Users Tax	2.00%	32,456	97,276	107,400	118,579	130,921	144,547	159,591	758,314
Local Streets and Roads Program - SB1	2.00%	57,258	161,612	178,433	197,005	217,509	240,147	265,142	1,259,848
Local Partnership Program - Formula	2.00%	3,894	6,214	6,782	7,488	8,267	9,127	10,077	47,955
Local Partnership Program - Competitive	N/A	-	39,920	15,000	10,000	15,000	10,000	15,000	104,920
Solutions for Congested Corridors Program	N/A	104,000	184,000						184,000
Trade Corridor Enhancement Program	N/A	51,000	10,000						10,000
Category Total		248,608	499,022	307,615	333,071	371,696	403,822	449,811	2,365,038

Funding Program	Growth Rate	Prior	FY 20/21 - 24/25	FY 25/26 - 29/30	FY 30/31 - 34/35	FY 35/36 - 39/40	FY 40/41 – 44/45	FY 45/46 – 49/50	FY 20/21 – 49/50
Bicycle and Pedestrian Programs									
Active Transportation Program (ATP)	2.00%	38,427	43,427	32,486	35,867	39,600	43,721	48,272	243,373
Affordable Housing Sustainable Communities (ICP)	2.00%	1,368							
Category Total		39,795	43,427	32,486	35,867	39,600	43,721	48,272	243,373
Total Revenues			1,937,860	1,512,945	1,675,468	1,854,944	2,038,163	2,259,865	**11,279,246**
Total Cost of Projects			3,613,535	1,379,668	846,769	675,839	671,716	977,998	**8,172,824***

*Total Cost of Projects includes projects which have yet to be assigned a year. Illustrative projects are not included in Total Cost of Projects and are estimated to cost $2.4 billion. Project costs and programmed year are subject to change, as of July 2021 this figure has changed to **8,336,814**.

Ongoing Maintenance and Operations

Connected 2050 dedicates significant portions of its forecasted revenues to the ongoing maintenance and operations of the region's highways, streets and roads, and transit services. Bicycle and pedestrian infrastructure maintenance typically lacks a dedicated funding source, though the region's agencies utilize Measure A Local Streets and Transportation Improvements program funding to maintain bicycle and pedestrian infrastructure.



The addition of capacity to the highway and streets and roads networks accounts for roughly 11 percent of the funding applied to those categories ($950 million of $8.5 billion)[2]. For transit projects, nearly all funding is obligated to maintenance and operations, with only low levels of funding allocated to the expansion necessary to accommodate a growing population and to implement the Sustainable Communities Strategy. In summary, Connected 2050 recognizes the region's transportation network is largely mature and allocates funding accordingly. Several capacity-adding projects are included to satisfy growing demand and improve on existing deficiencies.

Fiscal Constraint

Following the completion of revenue projections, SBCAG worked with member agencies and stakeholders to determine which projects should be included in the plan's fiscally-constrained project lists, the timing of those projects, and the sources of funds to be used for each. In the end, it was found that the estimated project costs are within revenue projections and the plan is fiscally constrained.

Demonstration of Fiscal Constraint

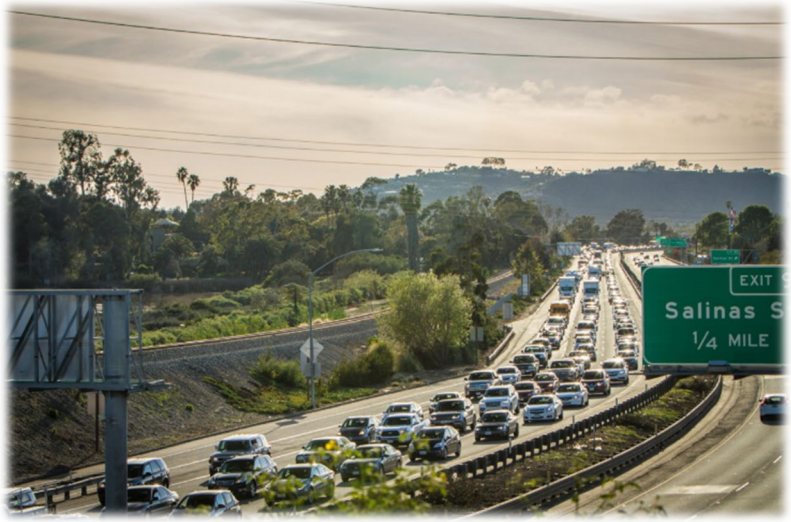
- Total estimated cost of Connected 2050 projects = $8.3 billion[3]
- Total projected revenues for implementing Connected 2050 = $11.3 billion

[2] The $950 million figure includes Programmed and Planned components of the US 101 South Coast Widening and SR 246 Passing Lanes projects.

[3] Includes Programmed and Planned projects only. Illustrative projects are not included in total cost of projects and are an estimated $2.4 billion.

All projects, their estimated costs, and the construction/implementation timeframe are listed in Appendix C.

SBCAG does not rely on speculative or new funding sources to achieve fiscal constraint. As demand for transportation continues to grow, SBCAG and the region's jurisdictions should consider exploring other, potential new funding sources. Such potential new sources may include, but are not limited to, local sales tax initiatives, local or regional development impact fees, VMT mitigation fees, etc.



A PORTION OF FORECASTED REVENUES REMAIN UNALLOCATED IN CONNECTED 2050. THIS DOES NOT SIGNIFY AN EXCESS OF TRANSPORTATION FUNDING, RATHER IT HIGHLIGHTS THAT TRANSPORTATION NEEDS ARE DYNAMIC AND LONG-RANGE PRIORITIES ARE NOT YET ENTIRELY CLEAR.

Consistency with Transportation Improvement Programs

As the designated MPO for Santa Barbara County, SBCAG biennially adopts a four-year program of projects called the Federal Transportation Improvement Program (FTIP). It identifies the transportation projects in the County that receive federal funding. The projects in the Regional Transportation Plan (RTP) are consistent with the projects in the FTIP. As mentioned above, SBCAG, as the designated Regional Transportation Planning Agency (RTPA) for Santa Barbara County, also biennially adopts a five-year program of projects called the Regional Transportation Improvement Program (RTIP). The RTIP is based on an estimate of revenues that will be available for the State Transportation Improvement Program (STIP). (Caltrans publishes the STIP Fund Estimate every two years.) After acceptance by the California Transportation Commission (CTC), the RTIP, together with Caltrans' Interregional Transportation Improvement Program (ITIP), make up the STIP. The CTC adopts a new STIP every two years. The fund estimate in the RTP is consistent with the four-year STIP fund estimate. Connected 2050 uses reasonable assumptions to project STIP revenues over the planning horizon, consistent with past funding levels. The projects in Connected 2050 are also consistent with the projects in the STIP.

Per SBCAG Board Policy, State Transportation Improvement Program (STIP) Regional funds are reserved for the Highway 101 Widening: Carpinteria to Santa Barbara Project until completion. Any STIP Regional funds for remaining named projects will be available starting in Fiscal Year 27/28 at an estimated amount of $5 million per year.

Transportation Control Measures from State Implementation Plan

Federal regulation requires that, in non-attainment and maintenance areas, the financial plan address the financial strategies required to ensure the implementation of transportation control measures (TCMs) in the applicable State Implementation Plan (SIP).[4] SBCAG is currently in an attainment area and is not subject to this requirement.

Corridor System Management Plans

The 2010 RTP Guidelines state that the "financial element of the RTP should identify funding by corridor to implement the CSMP (corridor system management plans)."[5]

CSMPs are required by the CTC for all corridors receiving Corridor Mobility Improvement Account (CMIA) funds from Proposition 1B. Caltrans has approved two CSMPs in Santa Barbara County, both on U.S. 101. The Santa Barbara/Ventura Corridor CSMP[6] was approved in November 2010. It covers 50 miles of U.S. 101 from the Rice Avenue interchange in Ventura County to Winchester Canyon Drive in Santa Barbara County. The Santa Maria to Arroyo Grande CSMP[7] was approved in June 2012. It covers 22 miles of U.S. 101 from the Clark Avenue interchange just south of the City of Santa Maria to the Grand Avenue interchange in the City of Arroyo Grande.

Proposition 1B no longer funds projects through the CMIA program. Several projects were included in the previous iteration of this plan; three have been completed and the fourth is under construction. These projects include:

- U.S. 101 Santa Maria River Bridge widening project (complete)
- Highway 135 Union Valley Parkway Interchange project (complete)
- U.S. 101 widening project from Mussel Shoals/Mobile Pier Road in Ventura County to Casitas Pass Road in Santa Barbara County (complete), and the Linden Avenue and Casitas Pass interchanges in the City of Carpinteria (complete)

Need vs. Availability of Funding

There are limits to the number of projects that can be funded via forecasted revenues. Caltrans and the region's jurisdictions all have projects that are planned yet do not have a known source of funding for their construction or implementation. These projects are included in Appendix 2 on the Illustrative Projects list. Illustrative projects represent the unfunded portion or the region's transportation improvement priorities. Should funding beyond what is forecasted become available, projects from this list could move to one of the two programmed projects lists or the planned projects list through an amendment of this document. Though costs are estimated, the Illustrative Projects list contains roughly $2.4 billion of unfunded projects.

[4] 23 C.F.R. §450.322(f)(10)(vi).
[5] 2010 RTP Guidelines, 123.
[6] Caltrans District 7. *Corridor System Management Plan: U.S. 101 – Santa Barbara/Ventura Corridor*. *http://www.dot.ca.gov/hq/tpp/corridor-mobility/CSMPs/d7_CSMPs/US%20101/d7_csmp_us101.html.*
[7] Caltrans District 5. *Corridor System Management Plan: U.S. 101 – Santa Maria to Arroyo Grande*. *http://www.dot.ca.gov/hq/tpp/corridor-mobility/d5-page.html.*

Chapter 6

Action Element – Regional Priorities through 2050

A Performance-Based Approach

President Obama signed the Moving Ahead for Progress in the 21st Century Act (MAP-21) into law on July 6, 2012. This law placed a greater emphasis on a performance-based approach to metropolitan planning. The Fixing America's Surface Transportation (FAST) Act, passed by Congress on December 3, 2015 and signed into law on December 4, 2015, continued this emphasis.

As required by MAP-21 and the FAST Act, SBCAG now follows a performance-based approach to transportation decision-making in support of the national and regional goals. SBCAG is required to establish or agree to support Caltrans' quantifiable performance measures and targets to use in tracking progress towards attaining these planning goals. The establishment of performance measures and targets must happen in coordination with both State transportation plans and providers of public transportation to ensure consistency to the maximum extent practicable.

Consistent with this mandate, SBCAG has organized Connected 2050 to fit the RTP-SCS goal framework and crafted objective, quantifiable performance measures that are keyed to the five plan goals: (1) the environment, (2) mobility and system reliability, (3) safety and public health, (4) social equity, and (5) a prosperous economy. The goal framework and the performance measures are based on Caltrans' Smart Mobility framework and in synchrony with the performance-based approach required by federal law. The preferred future scenario in the Sustainable Communities Strategy was developed and selected based on how well the scenario is expected to achieve the five plan goals and meet the region's transportation needs, applying the performance measures.

Improving the System: Transportation Projects

This section outlines regional transportation projects. The next section discusses programs and strategies. Combined, the two sections form the Regional Transportation Action Element. This strategy contains the Regional Transportation Plan components required by federal law:[1] operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods, capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs, and proposed transportation and transit enhancement activities. Fiscally constrained projects and programs in this implementation strategy collectively form the transportation component of the Sustainable Communities Strategy (SCS).

The transportation projects are divided into three project lists—Programmed, Planned, and Illustrative—based on the status of funding (Appendix C).

- The Programmed Projects List includes projects that are funded. For the purposes of this list, "funded" means that money is programmed for funding, including (for construction projects) money for at least a portion of the construction phase. Also, although future programming action may be required, there is a plan in place to secure the funding. Most programmed projects are short-range (through 2025) projects.

[1] 23 U.S.C. §134(i)(2)(F), (G), and (H).

- The Planned Projects List includes projects that have little or no money programmed for funding. Funding sources have, however, been identified and the projects are expected to receive funding within the timeframe of Connected 2050. Most planned projects are long-range projects.
- The Illustrative Projects List includes additional projects for which sufficient funding is not anticipated within the timeframe of Connected 2050, though they seek to address a known transportation need.

Together, the programmed and planned projects constitute the fiscally constrained list of projects. Projects in the lists include highway, streets and roads, bicycle and pedestrian, transit, rail, and aviation projects, as well as intelligent transportation systems (ITS) and transportation demand management (TDM) projects. Primarily for informational purposes, Appendix C also includes a list of airport projects.

The Action Element contains regional, long- and short-range, transportation programs and strategies related to intermodal connectivity, goods movement, coordinated public transit – human services transportation, safety and security, and environmental mitigation. It also includes an airport ground access improvement program and an enhanced transit strategy.

Since Santa Barbara County is an attainment/unclassifiable area for the federal 8-hour ozone standard, SBCAG's Regional Transportation Plan is not required to demonstrate transportation conformity with the State Implementation Plan (SIP). SBCAG does, however, develop transportation control measures (TCMs) for the Santa Barbara County Air Pollution Control District's Ozone Plan, which is the region's contribution to the State Implementation Plan.

Table 6-1: Major Projects Completed Since the Previous RTP Update

Project	Description	Jurisdiction
Linden and Casitas Pass Interchanges	Replace two US 101 overcrossings, Linden and Casitas Pass, and complete a variety of local streets improvements.	Caltrans, Carpinteria
SR 246 Passing Lanes	Widen SR 246 between Buellton and Solvang to add passing lanes.	Caltrans
Montecito Bridges	Emergency project to replace numerous bridges damaged or destroyed by the 2018 mudslide event. Most bridges (5) were located on SR 192 though several (3) were in the County's jurisdiction.	Caltrans, County
SBMTD Transit Center	Complete renovation and ADA compliance improvements	SBMTD
COLT Transit Center	Complete City of Lompoc Transit transfer center	Lompoc
Commuter Rail Implementation	Provide commuter rail service to southern Santa Barbara County via re-timed and subsidized Pacific Surfliner Service. Note the project was temporarily suspended during the pandemic.	SBCAG

Additionally, as this plan was under development several other major projects were under construction, including: US 101 HOV lanes project between Carpinteria and Montecito and Modoc/Las Positas Class 1 Bike Path.

Coastal Act Section 30251 states that the scenic and visual qualities of coastal areas should be considered and protected as a resource of public importance. Care should be taken to comply with the Coastal Act when implementing applicable projects. Additionally, US 101 along the Gaviota Coast was recently designated as a State Scenic Highway and a high level of consideration should be taken to maintain the corridor's aesthetic values.

Investing in the Future

At its core, the RTP-SCS identifies how the region will invest available transportation revenues in the maintenance and improvement of the transportation network. The projects that will define the future of transportation in Santa Barbara County are listed in Appendix C. Figures 6-1 and 6-2 highlight some of the more significant projects included in Connected 2050, though the figures do not provide a comprehensive account due to many projects being either minor in nature or do lend themselves to simplified mapping. Following are discussions of projects by category.

Highways

The California Department of Transportation (Caltrans) provided the majority of the highway projects listed in Appendix C. Caltrans is the owner and operator of the State Highway System (SHS) and is responsible for planning, designing, building, operating and maintaining the SHS.

SBCAG and Caltrans work together to identify deficiencies of the system, establish priorities, and work to secure funding to meet the greatest needs. Caltrans identifies needs and deficiencies in several ways, such as system plans (route or transportation concept reports, corridor system management plans, the Interregional Transportation Strategic Plan, etc.) and the 10-Year State Highway Operations and Protection Program (SHOPP) Plan.

The purpose of the SHOPP is to operate, maintain, and preserve the SHS. The 10-Year SHOPP Plan identifies needs and is updated every other year. Capital improvements programmed in the SHOPP are limited to maintenance, safety, and rehabilitation of the transportation infrastructure; the SHOPP is not used to expand capacity. Caltrans nominates projects to be funded with SHOPP funds and local agencies have an opportunity to comment on the SHOPP.

The State Transportation Improvement Program (STIP) is a five-year capital improvement program of transportation projects both on and off the SHS. Caltrans receives funds for administration and continued maintenance, rehabilitation, and operation of the SHS first. Then Caltrans and Regional Transportation Planning Agencies (RTPAs), such as SBCAG, establish priorities and nominate projects in coordination with one another in order to prepare transportation improvement plans (TIPs) to use the remaining funds for expansion of the system. RTPAs prepare Regional Transportation Improvement Plans (RTIPs), which receive 75 percent of the STIP, and Caltrans prepares an Interregional Transportation Improvement Plan (ITIP), which receives 25 percent of the STIP. The California Transportation Commission (CTC) adopts the ITIP. The CTC relies heavily on projects listed in the RTP for programming.

Major Highway projects included in Connected 2050 include (not exhaustive):

- South Coast 101 Project (US 101 HOV)
- SR 246 Passing Lanes, Phase II
- Santa Ynez River (Robinson) Bridge Replacement (SR 246)
- Refugio Bridge Replacement (US 101)

The full list of regionally-significant highway projects with project descriptions are included in Appendix C. Each project indicates the estimated "year operational," making it easy to distinguish the short-range and long-range actions.

Streets and Roads

The County of Santa Barbara and the incorporated cities within the County provided the majority of the streets and roads projects in the Connected 2050 project lists in Appendix C. The projects include regionally significant projects, community plans and circulation elements, Environmental Impact Report (EIR) documents, corridor studies, etc.

Major Streets and Roads projects included in Connected 2050 include (not exhaustive):

- Street Maintenance (all)
- Fowler & Ekwill Road Extensions (Goleta)
- Stowell/College Intersection Improvements (Santa Maria)

Figure 6-1: Major Regional Projects – South

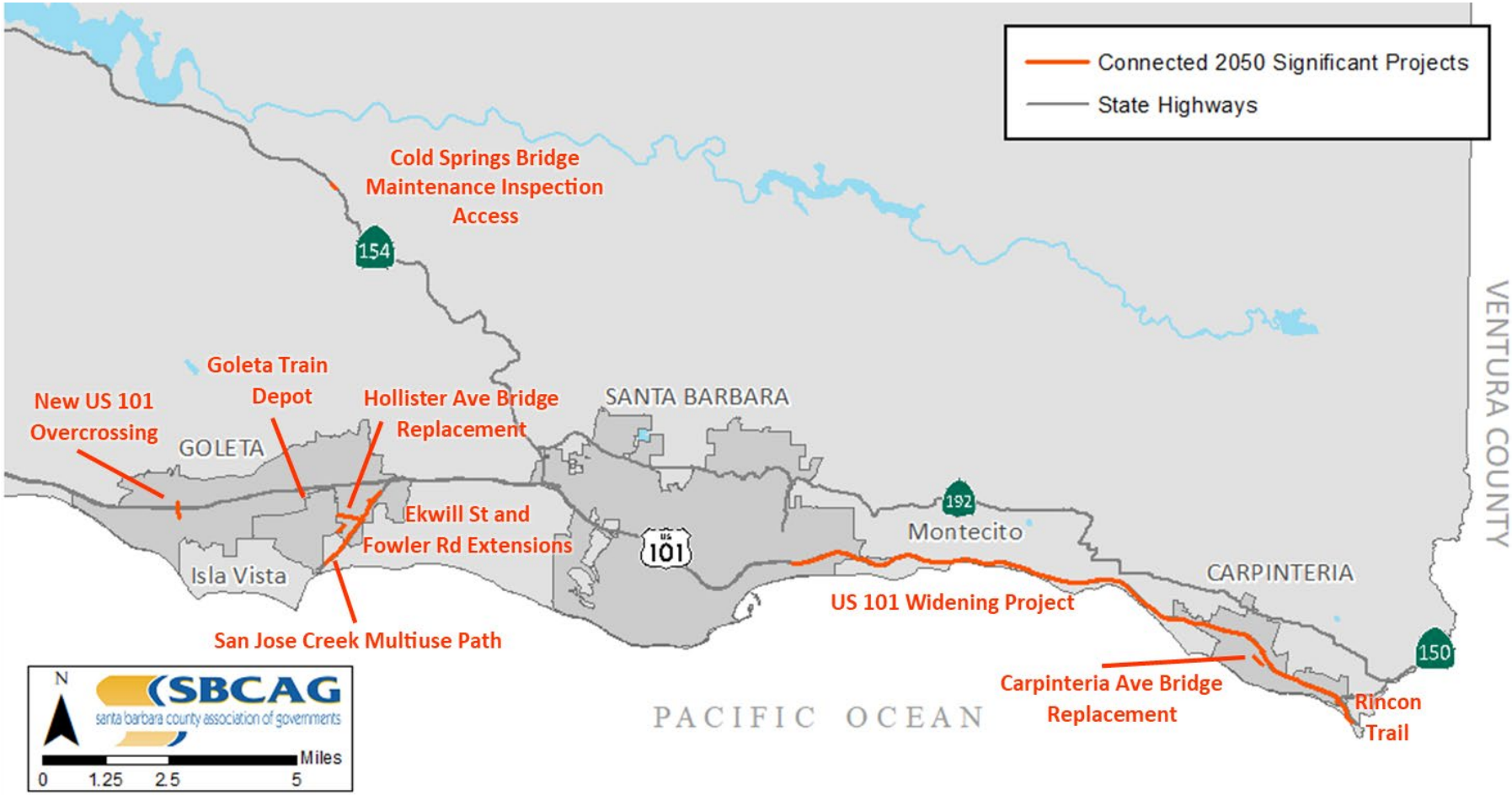
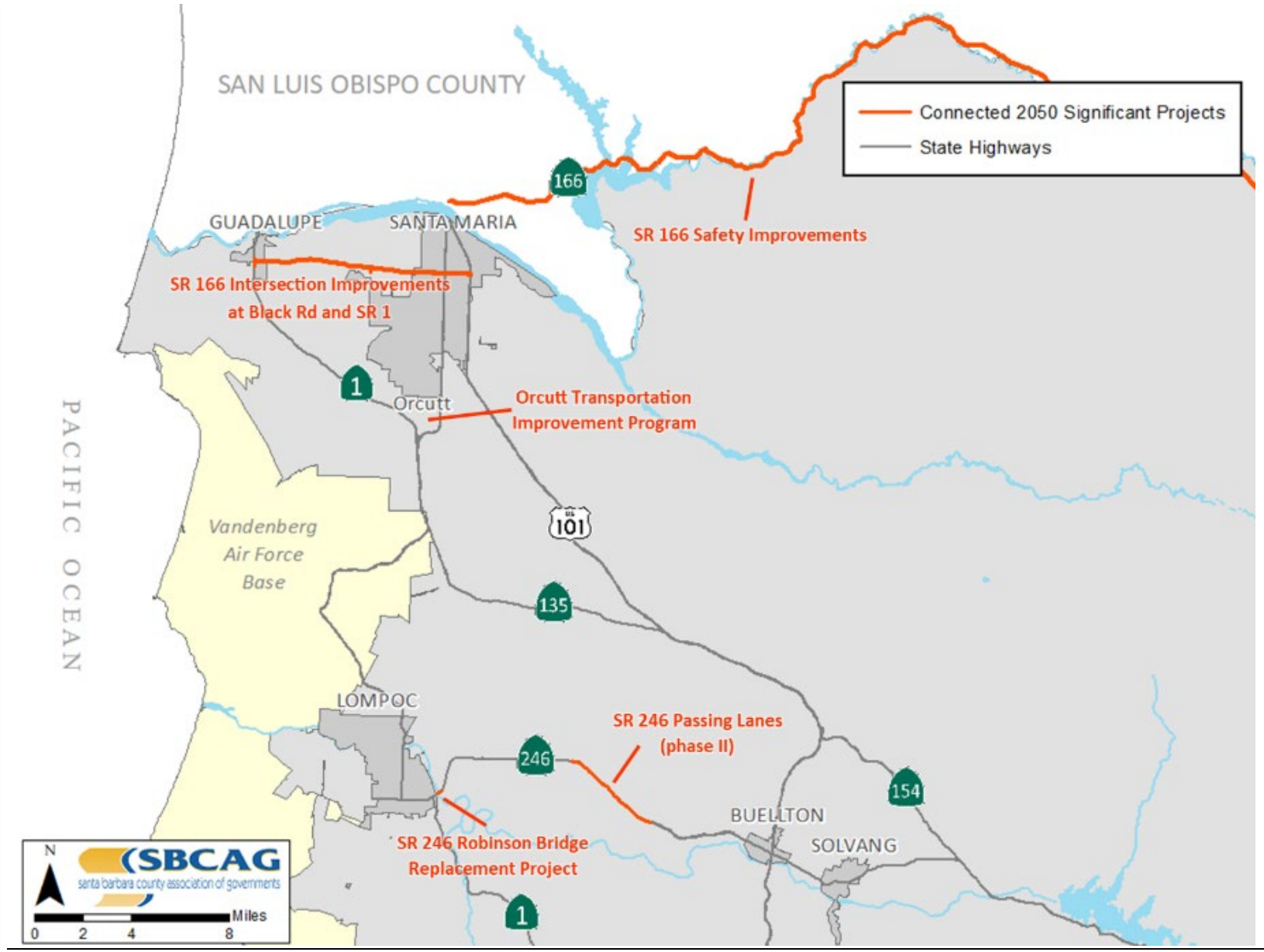


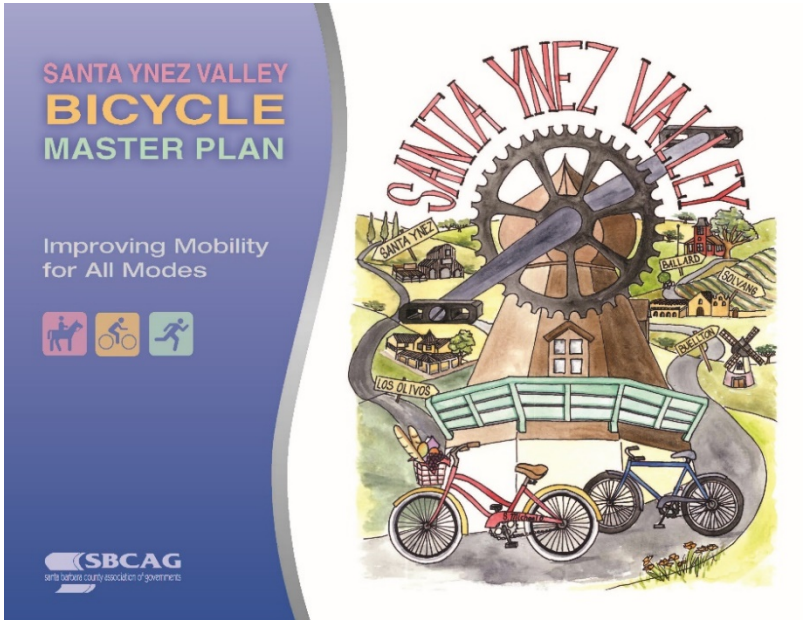
Figure 6-2: Major Regional Projects – North



Streets and roads projects in Connected 2050 include bridge replacements, roundabouts, full- and turning-lane additions, intersection improvements, road extensions, road widenings, maintenance and rehabilitation projects, etc. See the full list of projects with project descriptions in Appendix C.

Bicycle and Pedestrian

The County of Santa Barbara and the incorporated cities within the County provided the majority of the bicycle and pedestrian projects in Connected 2050 (Appendix C). The projects include both named projects as well as the implementation of various plans, with specific projects identified as determined by successful grant applications. The recently adopted *Toward an Active California* (Caltrans, 2017) features policies and actions guiding Caltrans accommodation of the active modes on the state highway system.



Since the creation of the State's Active Transportation Program in 2013, most of the region's jurisdictions have created Active Transportation Plans, as has SBCAG. SBCAG, in partnership with Santa Ynez Valley local agencies, also developed the Santa Ynez Valley Bicycle Master Plan which contains a variety of planned bicycle improvements in the sub region. These plans include locally and regionally important bicycle and pedestrian projects. Many projects identified in these plans are included in the programmed and planned project lists. Each jurisdiction is working to implement the plans and construct the balance of the projects as funding becomes available.

The project lists also include many bicycle and pedestrian projects integrated within street or highway projects. Class II bike lanes, for example, are striped lanes for one-way bike travel on a street or highway; they are often constructed as part of other street or

highway improvements. Sidewalks are also often constructed as part of streets and roads projects. To facilitate bike trips and intermodal connectivity, SBCAG encourages transit operators and Amtrak to provide bicycle racks or other, appropriate bike storage on buses and Pacific Surfliner trains. Since the adoption of Fast Forward 2040, bicycle storage lockers have been installed at South Coast Amtrak Stations.

Safe routes to school are also an important component of bicycle and pedestrian projects. A combination of Measure A funding and Active Transportation Program grants have enabled the inclusion of numerous Safe Routes to School projects. Measure A provides a local source of funding for safe routes to school projects.

Major Bicycle and Pedestrian projects included in Connected 2050 include (not exhaustive):

- Rincon Trail (Carpinteria)
- San Jose Creek Bikeway (Goleta)
- Cliff Drive Multiuse Path and Crossing Enhancements (Santa Barbara)
- East End Bikeway Improvements (Solvang)
- Santa Maria Levee Trail (County)

Trails and Bikeways of Significance

In the Santa Barbara County region, there are long-distance trail corridors that are essential facilities for active transportation that enhance connectivity to the countywide transportation network.

They include two national trails (Juan Bautista de Anza National Historic Trail and the U.S. Bike Route 95), three statewide trails (California Coastal Trail, California Missions Trail, and Pacific Coast Bike Route), and two regionally recognized cycling trails, including the Coast Route through the South County and the Foxen Canyon Wine Trail through the North County (Figure 6-3).

These trails promote public health and economic growth by permitting residents and visitors to recreate and attract visitors who support local businesses (e.g., bike shops, sports stores, restaurants, hotels), providing jobs, and contributing to life quality. Although trips covering the corridors' entire length may be a small percentage of active transportation travel, the corridors provide a backbone for shorter trips, similar to how people use the state and interstate highway systems to bypass short trips from one on-ramp to the next off-ramp.

California Coastal Trail

The 1,200-mile California Coastal Trail (CCT) extends the length of California and passes through 15 counties. In Santa Barbara County (see Figure 6-3), the trail runs from the Guadalupe-Nipomo Dunes in the north, with few developed trail segments as it heads south. It ends at Rincon State Park at the Santa Barbara-Ventura county line. The CCT is best developed in the South County, with several major off-road segments in the City of Carpinteria (e.g., Carpinteria Bluffs, Tar Pits Park), the City of Santa Barbara (e.g., waterfront bike path), and in the Goleta Valley (Obern Bike Trail). Several segments are also in the planning stages along the eastern Gaviota Coast. However, the North County lacks developed trail segments of the CCT. It has only five coastal access points along over 60 miles of shoreline, although as discussed below, several short trail segments are in the planning stages.

The Coastal Conservancy's *Completing the California Coastal Trail* states that the trail should be within the ocean's sight and sound, reflecting several existing trail segments in Carpinteria and the City of Santa Barbara, as well as bluff-top segments on the Ellwood Mesa in Goleta. In the North County, Rancho Guadalupe Dunes County Park provides about two miles of CCT access along the beach before being interrupted by private property at Mussel Rock. Challenges to completing a nearshore alignment of the California Coastal Trail include land ownership and technical issues such as safe access across or along US Highway 101 and the Union Pacific Railroad (UPRR). Over 60 miles of North County shoreline lack developed CCT segments or public coastal access within Vandenberg Air Force Base, at the Nature Conservancy's Dangermond Preserve, and within Hollister Ranch. Access along high speed reaches of US Highway 101 requires safe trail design, and the UPRR creates significant barriers to trail completion along the Gaviota Coast and areas of Carpinteria.

On the Gaviota Coast. 2.5 miles of developed bluff top bike path link Refugio State Beach and El Capitán State Beach, with further off-road trail segments within El Capitan State Beach[2]. The Gaviota Coast balance is private property with several miles of coastal trail easements pending or dedicated. The exception is Las Varas Ranch, with over a mile of shoreline, which was donated to the University of California Santa Barbara a few years ago. However, public access is currently not permitted.

Between Goleta and Carpinteria, the California Coastal Trail segments combine routes that connect open space, multi-use trails, dirt tracks, sidewalks, and on-road cycling routes. Significant trail components include Ellwood Mesa, Obern Multi-use Trail, Chase Palm Park Multi-use Trail, Shoreline/Channel Drive Trail in Montecito, Tar Pits Park, and the Carpinteria Bluffs in the City of Carpinteria. Segments of the California Coastal Trail alignment are in various stages of development. See the list below.

The California Coastal Trail has the support of the Santa Barbara Trails Council and other non-profit organizations. The California Coastal Trail is eligible to receive funding from the California Coastal Conservancy for planning and construction projects along the corridor.

Projects on the Corridor

In collaboration with the California Coastal Conservancy and Caltrans, SBCAG completed an interim or secondary coastal trail study for the Northern Santa Barbara County trail corridor between the City of Guadalupe and Gaviota State Park in 2020. The trail study identifies potential on-road and off-road trail alignments, trailheads, existing amenities and provides a feasibility study to guide government agencies' actions in the future. *See Figure 6-3*.

The California Coastal Trail's proposed segments follow existing informal offroad trail segments for over five miles through the County of Santa Barbara owned Point Sal Reserve and are under review for full development as part of a Countywide Recreation Master Plan. A more than ½ mile-long trail segment between Ocean Beach County

[2] A short segment of this trail has been damaged by coastal erosion and closed to through use. California State Parks have advanced no plans for repair

Park and Surf Beach in the Lompoc Valley has been opened by VAFB and may be developed as a boardwalk.

The County is proposing a more than ½ mile-long bluff top California Coastal Trail in Jalama Beach County Park. A new coastal access trail is part of a Draft Countywide Recreation Master Plan.

The 8.5-mile-long Hollister Ranch coastline is part of a planning process initiated by Assembly Bill (AB) 1680 requiring public access to beaches and conforming to all state laws, including the provision of the California Coastal Trail, in 2022.

In 2007, California State Parks completed planning for a 2.5 mile long California Coastal Trail segment across Gaviota State Park's bluff-tops, although the trail has yet to be developed.

The former Gaviota Marine Terminal, a half-mile stretch of the California coastline, is in the final stages of environmental remediation and restoration. The property has an existing easement for the California Coastal Trail.

Planning is underway for a 1-mile long segment of the California Coastal Trail on the Paradiso del Mare property located ½ mile west of the Bacara Resort and Spa just beyond the western edge of the City of Goleta. The County accepted the developer's offer to dedicate trail easements for a trail, parking lot, and bridge over the railroad to provide coastal access.

In 2019, the City of Goleta received a coastal development permit from the California Coastal Commission to restore mile-long segments of the California Coastal Trail and a separate mile-long part of the Juan Bautista de Anza National Historic Trail. The project will begin when funds are available.

Construction began on the Las Positas Modoc Road Bicycle & Pedestrian Path in 2020. The project is a 2.6 mile-long separated pathway for bicyclists, runners, and pedestrians along Las Positas and Modoc Roads. This route takes the coastal trail around the private property in Hope Ranch and provides a connection from the Obern Trail to the ocean, connecting to the Coast Bike Route and a coastal trail segment through Douglas Family Preserve. The County of Santa Barbara has also received funding to complete this trail through its jurisdiction along Modoc Road from the city limit to the existing Obern Trail.

The Carpinteria-Rincon Trail will extend from Carpinteria Avenue's eastern end, in the City of Carpinteria, to Rincon Beach County Park, in unincorporated Santa Barbara County. The new, shared-use trail will connect to over two miles of existing trail segments in the Carpinteria Bluffs, Tar Pits Park, and Carpinteria State Beach and the planned the Coastal Vista Trail (a California Coastal Trail segment) that will connect Padaro Lane to the west and Rincon Beach County Park to the east upon completion. Completion of the trail will also fill in a long-standing gap in the statewide California Coastal Trail.

Juan Bautista de Anza National Historic Trail Corridor

The 1,200-mile Juan Bautista de Anza National Historic Trail (Anza Trail) is part of the National Parks System. It begins in Nogales, Arizona, and terminates in San Francisco, California. The Anza Trail through Santa Barbara County includes an autoroute, a historic route along the coast, and a recreational trail route.

The autoroute is long-established and follows Highway 1 and Highway 101 through the county. The Anza Expedition followed the coastline and the historical path is often on private land or Vandenberg Air Force Base property that is off-limits to the general public. An off-freeway and sometimes off-road Anza Trail recreational trail route is in various stages of planning and certification.

Community organizations and government agencies are working with the National Park Service to install interpretive panels and sign the recreational trail route for the Anza Trail. From the City of Guadalupe to the City of Carpinteria, the trail segments scheduled to be certified have the same footprint as the California Coastal Trail. *See Figure 6-3.*

While there are no specific funding sources available for Anza Trail projects, the National Parks Service does certify segments of trail that meet the Anza Trail requirements and has a cost-sharing program that will provide a 50 percent match up to $30,000 per project.[3] Certified Anza Trail segments can use the Anza Trail emblem and may have interpretive signs about the trail.

California Missions Trail

The California Missions Trail is an 800-mile walking and cycling route that connects the 21 Missions from Sonoma to San Diego. The 100-mile-long walking and cycling route through Santa Barbara County is one of the most scenic sections of the trail with three missions to visit. In its own way, each reach of the trail celebrates the beauty of the California landscape, increases visitor awareness of American Indian and Spanish Colonial history and culture, and promotes tourism-based economic development.

The mission-to-mission route is in active use and increasing in popularity due to the Camino Santiago's fame in Spain and other long-distance village-to-village trails in Europe. The route is currently not signed, and those who wish to journey between missions rely on their navigational tools or anecdotes from previous travelers. *See Figure 6-3.*

While there are no specific funding sources available for California Missions Trail projects, the California Missions Trail Alliance (CMTA), a cross-boundary, multi-county coalition, is working with a grant from the National Park Service to lay the groundwork for a sustainable heritage trail that captures the present-day enthusiasm for walking and cycling holidays, as well as being complementary to the motorized route made popular at the dawn of the automobile age.

Pacific Coast Bike Route

Caltrans manages the State's transportation infrastructure, including its highways and freeways. Caltrans also works with local agencies to coordinate, fund, improve and designate pedestrian and bicycle facilities and routes. One of the most important bicycle routes designated by Caltrans in the State is the Pacific Coast Bike Route, which extends along California's coast from the California-Oregon border to San Diego. Within the County, the Pacific Coast Bike Route follows Highway 1 road shoulder from the Santa Barbara-San Luis Obispo County border to US 101 at the Gaviota Pass. The Pacific Coast Bike Route then follows US 101 south along the

[3] Santa Barbara County has received a $11,000 grant from the National Park Service for signing and interpretive panels to be placed along the Anza Trail in Santa Barbara County.

Gaviota Coast and through Goleta, Santa Barbara, and Carpinteria to the Santa Barbara-Ventura County border. *See Figure 6-3.*

U.S. Bike Route 95 (Draft)

Draft United States Bike Route (USBR) 95 route is based on the Pacific Coast Route with numerous changes suggested by local agencies. Section 4 of the Adventure Cycling Association, Pacific Coast Route, includes Santa Barbara County. The defined route includes Highway 1 from the Santa Barbara/San Luis Obispo county line through the City of Guadalupe to Highway 135. The way proceeds to Lompoc via Harris Grade Road, then connects back to Highway 1 and continues onto US 101 to Gaviota. From Gaviota, it follows US 101 to the Hollister Road exit in Goleta. The route continues east on Hollister Avenue to Los Carneros Road, turning right towards the ocean where the trail cuts through the University of California Santa Barbara and picks up the Obern Trail just east of Goleta Beach County Park. The route connects Modoc Road to Mission Street, where it cuts under US 101 and turns right on Castillo Street to the Ocean, where it picks up the multi-use trail along the waterfront. From the eastern edge of the City of Santa Barbara, the route follows the general direction of Highway 101 but stays off the Highway and uses frontage roads until reaching Carpinteria and taking Santa Ynez Ave over US 101 to continue east along Carpinteria Avenue. At the county line, the route continues on the Class 1 Bike Path in Ventura County. *See Figure 6-3.*

Foxen Canyon Wine Trail through the North County

The Foxen Canyon Wine Trail is a conceptual 30-mile walking and cycling route that would connect the Santa Maria Valley, Sisquoc River Valley, and the Santa Ynez Valley. The route would pass numerous wineries along the Foxen Canyon corridor. This active transportation route would wind from Los Olivos to the Santa Maria Valley. Scenic vista, vineyards, and rolling hills would add to the Foxen Canyon Wine Trail experience. The potential future trail could be a combination of on- and off-road routes to provide safe pedestrian, cycling, and even equestrian access through this famous wine tasting region currently served by a rural road. *See Figure 6-3.*

Santa Ynez River Trail

Over four miles in length, this planned trail corridor would link Solvang and Buellton, supporting both recreation and commuter uses. Several corridors are under consideration by coordinating agencies, including an on-road link along Highway 246 and off-road links along the Santa Ynez River. *See Figure 6-3.*

Los Olivos to Los Alamos Trail

First identified in the Santa Ynez Bicycle Master Plan, this conceptual trail would generally follow the alignment of a historic railroad for approximately six miles to link the towns of Los Olivos and Los Alamos. Eventual trail alignment and design would need to respect private property and protect agricultural operations but could serve to boost agritourism in the Santa Ynez Valley. *See Figure 6-3.*

Trails and Bikeways of Significance Conclusion

Most communities in the United States would be happy to have a fraction of the trail network listed above. The collection of long-distance trails and the County's year-round mild climate make for an exceptional combination that is an uncommon benefit for residents and tourists who travel great distances to experience all that is available in Santa Barbara County.

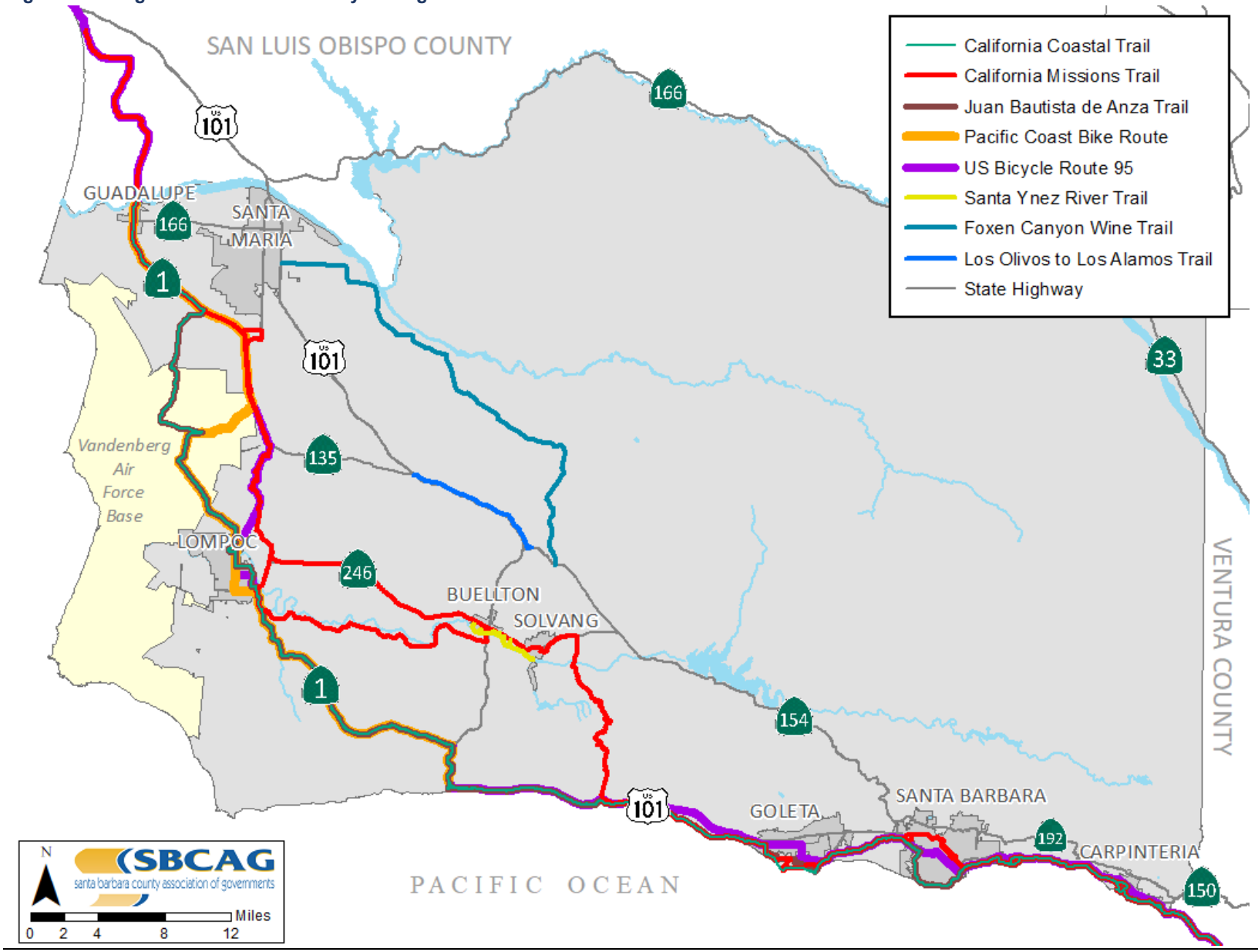
It is easy to see that the blend of trails and routes form an active transportation-centric Heritage Trail Corridor with a glance at the map. The corridor includes a wealth of urban and rural trails with a prominent set based on the historical Chumash trading routes. These include the Juan Bautista de Anza National Historic Trail, the California Coastal Trail, and the California Missions Trail that cross multiple communities and span Santa Barbara County's length.

With the growing importance of self-propelled, human-powered modes of transportation, such as walking or bicycling, there is a need to take a broad look at the role of on-road and off-road trails for the following reasons.

- Improve users' health and wellness by providing a transportation option that increases recreation, physical activity, and time spent outdoors and in nature.
- Links communities and destinations together with routes accessible to a variety of trail users.
- Support economic development by promoting trails recognized by local and national governmental agencies that invite tourism, creates an opportunity for appropriate action within the trail corridor, increases property values, and connect various destinations.
- Create additional transportation options that provide choices for residents of Santa Barbara County, reduce traffic congestion, and improve air quality.

The Heritage Trail Corridor traces the footsteps of the past and provides an exceptional cultural and recreational experience that connects the region, celebrates local history, recognizes cultural diversity, and capitalizes on the extraordinary beauty of Santa Barbara County. Furthermore, the initiative envisions an active transportation system that supports healthy living and active communities where bicycling and walking are viable and popular travel choices in a comprehensive, safe, and convenient network.

Figure 6-3: Regional Trails and Bikeways of Significance



Transit

The County of Santa Barbara and the cities within the County, along with the Santa Barbara Metropolitan Transit District, provided the majority of the transit projects in Connected 2050 (Appendix C). Projects for the Consolidated Transportation Services Agencies Easy Lift and SMOOTH (Santa Maria Organization of Transportation Helpers) are also included. The projects include regionally-significant projects from Measure A, 101-In-Motion, the North County Transit Plan, short range transit plans (SRTPs), etc.

Most of the projects—more than 80 percent of the total cost of transit projects—are for transit operations. Most of the capital projects are for bus replacements, as well as bus acquisition in anticipation of long-term increases in service demand. There are some transit facility capital improvement projects that are nearing completion, such as Lompoc's Transit Operations Center and SBMTD's transit center remodel.

Measure A transit projects include the North County and South Coast Specialized Transit for Elderly and Disabled Programs, which help reduce fares charged to the elderly and the disabled by funding the operating expenses of specialized transit service providers. Other Measure A projects include the North County and South Coast Interregional Transit Programs, which will help maintain and expand bus service between North County and South Coast regions and between Santa Barbara County and adjoining counties.

Major Transit projects included in Connected 2050 include (not exhaustive).

- Goleta Microtransit Pilot Project (SBMTD)
- South Coast Regional Transit Operations and Maintenance Facility (SBCAG)
- Photovoltaic System for Bus Charging (SBMTD)

See full list of regionally-significant transit projects with project descriptions in Appendix C.

Enhanced Transit Strategy

A cornerstone of SBCAG's Sustainable Communities Strategy (SCS) is an enhanced transit strategy. The enhanced transit strategy provides that new funding capacity for transit be applied where transit demand is greatest and be used in ways consistent with the underlying land use assumptions which also contribute to the overall SCS, i.e., to support transit-oriented development. Connected 2050 contains roughly $2.6 billion worth of transit enhancement projects, all of which are expected to be funded.

Rail

Caltrans and SBCAG provided the rail projects in the Connected 2050 project lists in Appendix C. SBCAG remains committed to implementing commuter rail options consistent with 101-In-Motion and Coastal Act requirements. Commuter rail service was implemented in 2018 as a pilot project. Restrictions associated with COVID-19 required suspension of the service though SBCAG will work to revive the service when possible. The service included AM and PM peak period trains to serve the commuter market.

The City of Goleta was awarded Transit and Intercity Rail Capital Program funds to construct a new station which will better serve the travelling public, including commuters. The new station is expected to be constructed in the coming years.

Most of the other rail projects in Connected 2050 are sidings, which would facilitate all types of rail service. Connected 2050 is also consistent with the LOSSAN (Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency) Strategic Plan. Many of the LOSSAN

projects, however, are on the Illustrative list due to the limited availability of State funds to implement the projects.

Major Rail projects included in Connected 2050 include (not exhaustive).

- South Coast Commuter/Passenger Rail Program (SBCAG)
- Goleta Train Depot (Goleta)
- US 101 Union Pacific Rail Bridge Replacement (Santa Barbara)

See full list of regionally-significant rail projects with project descriptions in Appendix C.

Aviation

The focus of this section is on ground traffic to and from regional airports and the associated impacts to the transportation network. There are two primary carrier airports within Santa Barbara County; Santa Barbara Municipal Airport and Santa Maria Public Airport[4]. The existence of primary carrier airports requires SBCAG's RTP to include an airport ground access improvement program[5].

Airport Ground Access Improvement Program

The purpose of airport ground access projects is to optimize ground transportation to and from airports. Ground access to airports includes improvements to off-airport roadways, highways, public transit systems, passenger shuttle systems, parking lots, and other transportation-related modes and facilities. Enhancements to these facilities seek to provide more convenient and predictable access for passengers, employees, air cargo traffic, and general aviation users.[6]

Santa Barbara Municipal Airport (SBA)

The Santa Barbara Municipal Airport (SBA) is owned and operated by the City of Santa Barbara. The airport is located on the South Coast of Santa Barbara County, and is surrounded by the City of Goleta, the University of California Santa Barbara, and unincorporated Santa Barbara County. The airport offers 40 daily non-stop flights to destinations including; Los Angeles, San Francisco, Oakland, Seattle, Portland, Denver, Phoenix, Dallas, Las Vegas, Sacramento, and Salt Lake City. In 2018, Santa Barbara Airport experienced over 400,000 enplanements, making it the 140th busiest airport in the Country[7].

Santa Barbara Municipal Airport can be accessed by a variety of means. The airport is served by Santa Barbara Metropolitan Transit District (MTD) and is located approximately 1.8 miles from the Goleta train station.

The various planned improvements for Santa Barbara Municipal Airport are identified in the airport's most recent Master Plan[8]. Multiple projects have been identified in *Connected 2050* to improve ground access to Santa Barbara Municipal Airport by all modes:

[4] A "primary air carrier airport" is defined by the FAA as an airport having at least 10,000 annual scheduled passenger boardings.
[5] Gov. Code §65081.1(a).
[6] Caltrans Division of Aeronautics. August 2015. *California Aviation System Plan Capital Improvement Plan 2016-2025*, 3. http://www.dot.ca.gov/hq/planning/aeronaut/.

[7] Source Federal Aviation Administration: https://www.faa.gov/airports/planning_capacity/passenger_allcargo_stats/passenger/media/cy18-all-enplanements.pdf
[8] The Santa Barbara Airport Master Plan 2014 https://www.santabarbaraca.gov/services/planning/erd/airport.asp

James Fowler Road and Ekwill Street Extensions: City of Goleta local road improvements and interchange modifications at Ekwill Street and James Fowler Road. This project will construct new east-west roadways to extend James Fowler Road from Fairview Avenue in the west to Technology Drive in the east; and Ekwill Street from Fairview Avenue in the west to Kellogg Avenue in the east. These modifications, programmed for 2023, will allow for greater ground access to Santa Barbara Municipal Airport.

Goleta Train Depot: Construct a new multi-modal train station at the location of existing Amtrak platform to improve services and facilities and accommodate increase in ridership. This project includes expanding parking, bus facilities, and bicycle and pedestrian improvements to South La Patera Lane. This project is programmed for 2025.

Bicycle and Pedestrian Improvements on Fairview: The Goleta Bicycle and Pedestrian Master Plan has indicated plans to construct Class II bike lanes and make sidewalk improvements on Fairview Avenue. [9]

Increased Parking on south-end of SBA Passenger Terminal. The SBA Master Plan identified future automobile parking south of the passenger terminal. Increasing parking capacity in this location is anticipated to increase ground access via SR 217 rather than Fairview Avenue.

Project details are included in the Project Lists found in the Appendix of the *Connected 2050* document.

Santa Maria Public Airport (SMX)

The Santa Maria Public Airport (SMX) is owned and operated by the Santa Maria Public Airport District. The airport is in the southwestern portion of the City of Santa Maria in northern Santa Barbara County. Santa Maria Public Airport offers 3-4 weekly departures with direct flights to Las Vegas. Direct flights to Denver and San Francisco are planned to commence in 2021. In 2018, Santa Maria Public Airport experienced just over 23,000 enplanements, making it the 341st busiest airport in the Country[4].

The Santa Maria Public Airport is served by Santa Maria Area Transit (SMAT). Ground access to the airport is along Skyway Drive - a four lane, divided road that connects to SR 135 and Betteravia Road.

The Santa Maria Airport Master Plan[10] highlights the projects planned to improve roadway access, curb access, and parking within the airport. The plan finds current roadway access, curb access, and parking to be substantial in meeting current and long-term passenger demand forecasts for Santa Maria Public Airport. There are no projects identified in *Connected 2050* that directly relate to increasing ground access to Santa Maria Public Airport.

Maritime

The Santa Barbara Harbor accommodates a variety of commercial and recreational use. The harbor was created by the construction of a breakwater in the 1920s. The harbor breakwater was expanded in the 1980s to create the current harbor facility. Due to the design of the breakwater, and littoral drift of sand and sediment, the harbor requires frequent dredging. In 1972, the City of Santa Barbara and the US Army Corps of Engineers came to an agreement on harbor dredging. The US Army Corps of Engineers is responsible for the navigation channel and the City is responsible for the remainder of

[9] Goleta Bicycle and Pedestrian Master Plan 2018 https://www.cityofgoleta.org/projects-programs/bicycle-projects/bicycle-pedestrian-master-plan-project

[10] Santa Maria Public Airport Master Plan 2019 http://santamaria.airportstudy.com/

the harbor. In 2016, the US Army Corps completed a Draft Environmental Assessment for the maintenance dredging program.[11] A total of 600,000 cubic yards of materials are permitted to be dredged through semiannual dredging operations. The materials are pumped via a temporary pipeline to East Beach to replenish the sand lost by the interrupted littoral drift caused by the harbor facility.

Improving the System: Transportation Programs and Strategies

This section discusses programs and strategies. The previous section outlines a regional transportation implementation strategy for transportation projects. Combined, they form the regional transportation implementation strategy that is required by federal law:[12]

Intelligent Transportation Systems

Regional Snapshot

Intelligent Transportation Systems (ITS) is the application of telecommunications technology to improve the information flow to transportation users. Examples include changeable message signs posting alerts of road closures, internet-accessible maps showing congested areas or streaming video of traffic flow, highway call boxes to report emergencies, traffic signal synchronization systems, next bus arrival announcements, and vehicle locator devices.

There are a number of ITS programs and projects in Santa Barbara County. SBCAG developed and manages a system of call boxes along State Routes 1, 101, 154, and 166. The County and the Cities of Santa Barbara and Santa Maria have utilized the synchronization of existing traffic signals along major urban arterials to facilitate the flow of traffic. Caltrans and the County are using closed circuit television (CCTV) for freeway and intersection monitoring purposes. ITS transit projects, such as signal priority, have been developed in the upper State Street corridor in Santa Barbara.

SBCAG participated in a collaborative effort with Caltrans and the Federal Highway Administration (FHWA), along with the Metropolitan Planning Organizations (MPOs), RTPAs, and public transit operators on the Central Coast region of California (Counties of Monterey, San Benito, San Luis Obispo, Santa Barbara, and Santa Cruz) to identify and implement ITS projects and strategies to improve the efficiency of the transportation system on the Central Coast. The process resulted in the Central Coast ITS (CCITS) Implementation Plan, which was completed in 2007.[13] The CCITS Implementation Plan addressed the use of telecommunications and defined technology-based opportunities to enhance the operation and management of all modes of travel on the Central Coast.

The CCITS Implementation Plan included an overview of existing and planned ITS projects on the Central Coast, a “road map” for ITS project development using FHWA’s principles of systems engineering and the regional architecture, an overview of federal funding requirements, identification of potential funding sources, and recommended strategies for ITS project procurement methods, and recommended ITS program management principles. The Plan resulted in a tri-County regional ITS architecture and a Santa Barbara County ITS architecture for which future ITS projects could

[11] http://www.spl.usace.army.mil/Portals/17/docs/publicnotices/santa_barbara_dredging_ea.pdf

[12] 23 U.S.C. §134(i)(2)(F), (G), and (H).

[13] Central Coast ITS Implementation Plan, Association of Monterey Bay Area Governments & TransCore, 2007.

be designed from, utilizing principles of systems engineering. One of the main benefits of a regional architecture is that it encourages more efficient integration among systems. For example, if an agency wants to develop a traveler information website and post real-time traffic data from existing CCTV cameras, the project manager can review the CCITS Implementation Plan and the regional architecture to determine which agencies are providing this service, what the cameras are capable of providing, where the visual data is being transmitted to, and if any other agencies have entered into any cooperative or data sharing agreements for these CCTV images. To date, all projects in Santa Barbara County that have utilized federal funds for ITS projects have utilized the regional architecture developed by the CCITS Implementation Plan.

Some of the projects recommended in the CCITS Implementation Plan have been completed, as mentioned above. Appendix C shows the ITS projects included in this RTP-SCS. Each project indicates the estimated "year operational," making it easy to distinguish the short-range and long-range actions.

Opportunities and Challenges

New emerging technologies are developing that have the potential to fundamentally alter travel patterns and how goods and services are delivered.[14] In 2015, the FHWA prepared an ITS Strategic Plan to focus implementation on two core areas: 1) implementation of connected vehicles, which refers to vehicle-to-vehicle (V2V) and vehicle to infrastructure (V2I) wireless communication, and 2) advancing vehicle automation. Automated vehicles are those in which at least some aspect of a safety-critical control function (e.g., steering, throttle, or braking) occurs without direct driver input. Automated vehicles may be autonomous (i.e., use only vehicle sensors) or may be connected (i.e., use communications systems such as connected vehicle technology, in which cars and roadside infrastructure communicate wirelessly).[15] These emerging technologies have the potential to make the transportation system safer, more efficient and reliable, and to reduce criteria pollutant and greenhouse gas emissions. The challenge for SBCAG is to determine its role and responsibility in this emerging field and to keep member agencies and decision-makers informed of these emerging technologies and how they affect the regional transportation system and influence local communities. While these technologies may increase efficiency and reliability, it is not clear that they will reduce the number of vehicles on the road or vehicle miles travelled.

SBCAG is closely monitoring developments in emerging transportation technologies, including autonomous and connected vehicles, alternative fuels, ride-sharing and automated mobility services. This field is evolving quickly and SBCAG intends to seek funding to update the CCITS Implementation Plan as the rate, scope and effect of the adoption of these new technologies become clearer.

Transportation Demand Management

SBCAG provided the majority of the transportation demand management (TDM) projects in the RTP-SCS project lists. SBCAG's Traffic Solutions division is devoted to promoting and encouraging alternatives to driving alone, with the goals of reducing traffic congestion, air pollution, and vehicle miles driven, as well as

[14] Beyond Traffic 2045, U.S. Department of Transportation. https://www.transportation.gov/sites/dot.gov/files/docs/BeyondTraffic_tagged_508_final.pdf. Accessed January 10, 2017.

[15] U.S. Department of Transportation ITS Joint Program Office, Automated Vehicle Research Office, http://www.its.dot.gov/automated_vehicle/index.htm. Accessed January 10, 2017.

improving the quality of life for employees, visitors, and residents of Santa Barbara County. Traffic Solutions' objectives are:

- To provide a county-wide TDM program and ridesharing information.
- To develop programs benefiting the public and to provide information about transportation choices through education, outreach and public participation.
- To promote cooperative relationships with local businesses, government agencies, and community groups and individuals to expand participation in commuter programs.

Traffic Solutions provides information, assistance, and referrals to people looking for an alternative to driving alone. Traffic Solutions manages the Smart Ride portal, which is a "one-stop shop" on-line webpage that provides commuter matching for carpools and vanpools; a transit trip planning tool; a commuter savings calculator; and a platform for employer commuter benefits programs. Traffic Solutions also manages the FlexWork Santa Barbara program and organizes CycleMAYnia, a month-long celebration which promotes a wide range of bicycle events to highlight the utility of bicycles for both commuting and recreation. Traffic Solutions receives funding from sources such as Measure A and various State and federal grant programs. See Appendix C for TDM projects included in the RTP-SCS. Each project indicates the estimated "year operational," making it easy to distinguish the short-range and long-range actions.

ZEV Readiness

SBCAG has supported the Santa Barbara County Air Pollution Control District's (APCD) efforts in taking the lead on ensuring that our region is "ZEV ready" for deployment of electric and alternative fuel vehicles through the horizon year of the RTP-SCS. The Plug-In Central Coast EV Readiness Plan, the APCD's Clean Air Grants for Infrastructure program, the APCD's lead role in the Central Coast Clean Cities Coalition, and the other alternative fuel and hydrogen infrastructure planning efforts the APCD has undertaken, all complement and support the State of California's efforts in implementing zero emission vehicles (ZEVs) statewide. The California Air Resources Board's ZEV Rule (established in 1990) and subsequent amendments seek to directly reduce pollution by working with auto manufacturers to implement technology improvements . The program has successfully incentivized technology improvements in the auto sector and encouraged innovation and further development of fuel cell electric vehicles, battery electric vehicles, and other technologies. In 2018, Governor Brown issued Executive Order B-48-18, setting ambitious targets of 200 hydrogen fueling stations and 250,000 electric vehicle chargers to support 1.5 million ZEVs by 2025 and 5 million ZEVs on California roads by 2030. These milestones were further bolstered in 2020 when Governor Newsom issued Executive Order N-79-20, which calls for all new cars and passenger trucks sold in California to be zero-emission vehicles by 2035.

Since 2011, the APCD has taken a lead role in working with the Electric Drive 805 coalition (formerly Plug-in Central Coast) to prepare our region for ZEVs by securing grants to lay the groundwork for planning electric vehicle charging stations and hydrogen fueling infrastructure in the Central Coast region. The Electric Drive 805 Steering Committee oversees and directs the actions of the coalition and is comprised of representatives from the Community Environmental Council, the Central Coast Clean Cities Coalition (C5), the Ventura County Regional Energy Alliance, and the Air Pollution Control Districts of Ventura, Santa Barbara, and San

Luis Obispo Counties. The collaborative efforts of this group led to the preparation of the Electric Vehicle Readiness Plan for Ventura, Santa Barbara, and San Luis Obispo Counties, which includes a vision for electric vehicle adoption and infrastructure in the Central Coast region.[16] The EV Readiness Plan includes siting recommendations for electric vehicle charging sites throughout the Central Coast, taking into consideration that US 101 serves as an interregional connection between Southern and Northern California. Locating direct current (DC) fast chargers every 30 to 40 miles along the US 101, from Ventura County through Santa Barbara County and on to San Luis Obispo County, will enable battery electric vehicles to take longer trips and recharge from near empty to 80 percent charge in approximately 30 minutes. The EV Readiness Plan also includes recommendations for locating charging stations near workplaces, regional commercial centers, and major destination centers, as well as single-family and multi-family residences, and identifies outreach strategies for marketing, training, and education for local government and for members of the public.

In 2017, with funding provided by a California Energy Commission (CEC) grant, the APCD led the efforts to develop a Tri-Counties Hydrogen Readiness Plan.[17] The plan was a joint effort among the Electric Drive 805 coalition partners and involved significant contributions from several other organizations in the region. The plan addresses the siting of hydrogen fueling infrastructure, establishes key public and private stakeholders, implements community outreach efforts, and includes resources for planners, permitting staff and first responders to safely and effectively prepare for the use of hydrogen and fuel cell electric vehicles in the tri-counties region. The plan identified three key priorities for ongoing hydrogen readiness planning efforts in the Tri-Counties: (1) to secure funding to support hydrogen infrastructure build-out, vehicle incentives, and outreach efforts; (2) to develop a strategy for creating commercial opportunities locally for the production and delivery of low-carbon hydrogen; and (3) to increase public awareness of hydrogen and fuel cell electric vehicles to facilitate early adoption and create a foundation for broader consumer acceptance in the future. The development of this plan coincided with the installation of the first hydrogen fueling station in the Central Coast region, which opened in May 2016. The APCD, Community Environmental Council, and C5 – along with dozens of supporters and fuel cell electric vehicle drivers – celebrated the opening of the station with a highly publicized ribbon cutting ceremony.

In 2019, with funding provided by a CEC grant, the Electric Drive 805 coalition partners continued these efforts by completing several tasks identified in the Central Coast Go-Zero: Zero Emission Vehicle Readiness Implementation Plan.[18] These tasks were designed to accelerate the Central Coast region's deployment of zero emission vehicle infrastructure and expand the regional adoption of ZEVs among both consumers and fleet operators. Key implementation tasks for the plan included (1) creation of a ZEV ombudsman; (2) analysis of strategic EV infrastructure siting opportunities using mobile device data; (3) acceleration of medium- and heavy-duty ZEV adoption by regional fleet operators; (4) coordination of site assessments for EV charging stations; (5) ZEV awareness; (6) ZEV safety training for first responders; and (7) site assessments for hydrogen fueling stations.

[16] Electric Vehicle Readiness Plan for Ventura, Santa Barbara, and San Luis Obispo Counties (Central Coast), EV Communities Alliance, July 2014.
[17] Tri-Counties Hydrogen Readiness Plan, Santa Barbara County Air Pollution Control District, May 2017.
[18] Central Coast Go Zero: Zero Emission Readiness Implementation Plan, San Luis Obispo County Air Pollution Control District, October 2019.

Another key initiative in this work effort is the continued implementation of the APCD's Clean Air Grants for Infrastructure program,[19] which provides grants of up to $150,000 to public, private, and nonprofit entities in Santa Barbara County for the installation of electric vehicle charging stations and hydrogen fueling stations. Since 2011, the APCD has provided funding for 181 Level 2 charging stations and 12 DC fast chargers in Santa Barbara County. As of the beginning of 2021, there are a total of 278 Level 2 charging stations and 39 DC fast chargers that are available for public use in Santa Barbara County.[20]

In 2020, the APCD became the lead administrator for C5, which is a nonprofit entity consisting of a group of local stakeholders whose mission is to expand the use of alternative fuel vehicles and alternative fueling infrastructure throughout the Central Coast. C5 is part of the U.S. Department of Energy's Clean Cities Program and the coalition's objectives include implementing educational and training programs, acting as an information clearinghouse, and organizing green car shows and other outreach activities to show the benefits of alternative fuel vehicles and fueling infrastructure.

The Federal Highway Administration has designated US 101 and State Route 1 as "signage ready" alternative fuel corridors throughout Santa Barbara County for electric and compressed natural gas vehicles and from the City of Santa Barbara to the Ventura County line for hydrogen fuel vehicles.[21] Being designated as "signage ready" means that a sufficient network of alternative fueling and charging infrastructure exists along these corridors to allow for corridor travel using one or more alternative fuels.

Since 2008, the California Energy Commission's Clean Transportation Program (formerly known as the Alternative and Renewable Fuel and Vehicle Technology Program) has provided funding to support innovation and accelerate the development and deployment of advanced transportation and fuel technologies. Funded by the CEC and implemented by the Center for Sustainable Energy, the California Electric Vehicle Infrastructure Project (CALeVIP) provides incentives for EV charger installations and works with local partners to develop and implement projects that meet current and future regional needs for Level 2 and DC fast charging. In late 2020, the CEC announced that the South Central Coast Incentive Project (SCCIP) would be launching in the second half of 2021 in San Luis Obispo, Santa Barbara, and Ventura counties. The SCCIP will leverage millions of dollars of CEC funds with local partner contributions from Central Coast Community Energy, Clean Power Alliance, and the Air Pollution Control Districts of San Luis Obispo, Santa Barbara, and Ventura Counties. CALeVIP will be a major initiative to help fund the deployment of electric vehicle charging stations across the Central Coast region.

In June 2021, SBCAG received a grant from the Caltrans Sustainable Transportation Planning Grant Program for the Central Coast Zero Emission Vehicle Strategy. The strategy will identify gaps and opportunities to implement zero emission vehicle (ZEV) infrastructure on the Central Coast including on or near the State Highway System, major freight corridors, and transit hubs. The goal

[19] https://www.ourair.org/ev-charging-program/

[20] California Energy Commission (2021). California Energy Commission Zero Emission Vehicle and Infrastructure Statistics. Data last updated January 29, 2021. Retrieved March 16, 2021 from https://www.energy.ca.gov/zevstats

[21] Signage-Ready Alternative Fuel Corridors, Federal Highway Administration, http://www.fhwa.dot.gov/environment/alternative_fuel_corridors/ready/. Accessed March 3, 2021

of the CCEVS is to coordinate and centralize (but not replicate) various adopted ZEV plans throughout the central coast.

Environmental Mitigation Program

As a regional planning document, Connected 2050 allows for early consideration of broad mitigation strategies. In fact, Connected 2050 must include a "discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the" plan. "The discussion may focus on policies, programs, or strategies, rather than at the project level."[22] In developing this discussion, SBCAG must "consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of the transportation plan. The consultation shall involve, as appropriate: (1) Comparison of transportation plans with State conservation plans or maps, if available; or (2) Comparison of transportation plans to inventories of natural or historic resources, if available."[23] Comparison of the Regional Transportation Plan (RTP) to maps and inventories can help identify the most appropriate areas for mitigation such that it is conducted in a regional, rather than piecemeal, fashion. The RTP Guidelines further state that SBCAG should "make a concerted effort to ensure any actions in the RTP do not conflict with conservation strategies and goals of the resource agencies."[24]

The Environmental Impact Report (EIR) associated with this plan serves as the first tier of environmental review for identified transportation improvement projects and programmatically evaluates the environmental impacts of Connected 2050. The EIR identifies mitigation measures that programmatically apply to individual transportation projects based on a review of general project parameters and locations for all potentially significant environmental impacts of the Connected 2050. Transportation project sponsors are responsible for more in-depth, project-level environmental analysis and mitigation to quantify impacts and specify mitigation measures based on project-level design details and site-specific reviews. However, where applicable, the RTP-SCS can provide a framework for mitigation at a regional level.

The EIR contains a Mitigation Monitoring and Reporting Program (MMRP) that is intended to ensure that the mitigation measures identified in the EIR are effectively implemented by the applicable jurisdictions. The applicable jurisdictions with projects contained in Connected 2050 are encouraged to adopt the Mitigation Monitoring and Reporting Program (MMRP) or an adaptation of it specific to its independent discretion and/or special expertise.[25]

The prior RTP-SCS recommended additional components of an environmental mitigation program that go beyond the MMRP contained in the EIR. These components include:

- Mitigation Banking
- Land Use

For more information regarding the Environmental Mitigation Program, please refer to Section 7.9 of the 2040 RTP-SCS (SBCAG, August 2013 & SEIR, August 2017). For specific information regarding mitigation for the Connected 2050 RTP-SCS, see the Connected 2050 EIR (SBCAG, August 2021).

[22] 23 C.F.R. §450.322(f)(7).
[23] 23 C.F.R. §450.322(g).
[24] 2010 RTP Guidelines, 23.
[25] CEQA Guidelines §15097(d).

Opportunities and Challenges

Opportunities and challenges are ever present. It is prudent for SBCAG and the region's local agencies to recognize the current opportunities and challenges and plan accordingly. Following is a summary of some known opportunities and challenges.

Opportunities

COVID-19

COVID-19 disturbed the way people travel and where they travel to. In addition, the pandemic impacted people's relationship with the workplace. While not all jobs can be performed remotely, many can be. As the local streets and roads network is often designed to accommodate a fairly limited peak period, often coinciding with the start or end of the workday, COVID-19 presents an opportunity to make remote work a permanent solution for many people, and in turn, lessen demand on the transportation network.

Senate Bill 1 (SB 1)

The Road Repair and Accountability Act of 2017, colloquially referred to as SB 1, provided a steady and increased source of transportation funding in California. While much of the new funding is dedicated to maintaining the existing transportation network, SB 1 provides $750 million annually for transit and $100 million a year for active transportation, statewide. Additionally, SB 1 rewards regions that have local sales tax measures, such as Measure A in Santa Barbara County.

Housing

In recent years, a variety of new laws have gone into effect in California and seek to increase the production of housing. In southern Santa Barbara County, in particular, the supply of housing does not satisfy demand. With new State laws, and continued recognition of the region's shortcomings, it is possible the region will do a better job satisfying its housing demand, and thereby narrow the jobs-housing imbalance which will provide numerous benefits, including, less demand on the transportation network from shorter trips, a more stable workforce, and reduced greenhouse gas emissions.

Senate Bill 743 (SB 743)

SB 743 recently went into effect and fundamentally changes the environmental review process in California. Prior to SB 743, vehicular congestion was considered a negative environmental impact. This resulted in environmental mitigation often including road or intersection improvements that may come to the detriment of anyone not travelling by automobile. SB 743 changed the California Environmental Quality Act (CEQA) Transportation Impact's analysis from congestion to vehicle miles travelled. Now, projects subject to CEQA are assessed on how much they result in people driving with the intent of reductions. It should encourage more location efficiency.

Challenges

COVID-19

COVID-19 present itself as both a opportunity and a challenge. Two aspects of COVID-19 may be considered challenges as related to this plan.

- COVID-19 caused a significant decline in transit ridership. Only the future will tell how well ridership recovers.
- As Santa Barbara County is a desirable place to live, individuals with the option for permanent remote work

options may move to the region and result unpredictable housing demand, which may also displace people that already live and work in the region.

Impacts of Climate Change

While climate change in general is somewhat broadly recognized, there remains a lack of consensus on the severity of the impacts. Santa Barbara County is susceptible to many potential climate change impacts, including flooding, fire, drought, erosion, and sea level rise.

The Future of Mobility

Thirty-five years prior to the adoption of this plan California's seat belt usage requirement went into effect. The first modern mass-produced fully electric car became available only 11 years prior to this plan's adoption. Only a short time ago, transportation network companies and electric bicycles were unheard of. Times have changed. Times will continue to change. The pace of recent change has intensified and there is an expectation that change will continue to accelerate. We know the future will not look like the past, or today, but exactly what the future will look like is unknown. A fundamental challenge of long-range transportation planning is planning for a future that is not fully known. When Fast Forward 2040 was adopted in 2017 there was an expectation of many that by the adoption of Connected 2050 there would be a fleet of unmanned autonomous vehicles operating on our streets and highways. That has not materialized.

SBCAG recognizes there are many unknown variables that will impact or define transportation in the future. Some of the issues SBCAG will continue to track include the following.

- The lasting impacts of COVID-19 on transportation and transportation demand
- Climate change impacts to transportation infrastructure
- The continued electrification of the automobile fleet, including expected coming electrification of heavy-duty vehicles
- The mobility impacts of electric-assist bicycles
- The staying power and potential impacts of shared micro mobility, including bicycles and scooters
- Advances in the automation of transportation
- Technological advances leading to improved transportation safety

Though the bulleted list covers many topics, we must also recognize that sometimes change occurs in unexpected ways. Without doubt something will come along that was not on the radar of planning professionals or elected officials. We can only plan for a future using what we know and reasonable expect, but we must also acknowledge that we don't know and cannot forecast every externality.