2050 CONNECTED

Regional Transportation Plan
Sustainable Communities Strategy

2025 Update of Connected 2050 (2021)

Draft

April 2025

SBCAG
SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS

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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 relationships with each other, and the density of development are determining factors for how people choose to travel. This plan explores the region's existing and potential land use and travel patterns, while accounting for long-term demographic growth. Its core purpose is to present a vision for the future that aligns these elements with regional goals and California's greenhouse gas emission reduction targets.

Neither land use changes nor transportation investments alone 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, 2017, and 2021.

RTPs are long-range planning documents with minimum 20-year horizons to accommodate for the time it takes to plan, fund, and construct major infrastructure projects and meet long-term statewide and regional goals. They are updated every four years, as required by law, to account for changes that occur in the short term. These changes could include new legislation, adjusted funding priorities, or changes in regional conditions.

This 2025 iteration relies on the same core strategies and planning assumptions and strives to achieve the same, broad goals as the prior plans. This update is unique in that there are few catalysts for substantive change demonstrated by the limited number of new initiatives or projects. Therefore, SBCAG targeted two aspects of the RTP-SCS for improvement: 1) awareness of the region's transportation priorities, and 2) readability.

In addition, the California Transportation Commission updated the *Regional Transportation Plan Guidelines for Metropolitan Planning Organizations* in between the two Connected 2050 cycles, and any new requirements are also addressed in this update.

Ultimately, the 2025 update cycle offers an opportunity for the public and SBCAG member jurisdictions to collectively refine their vision and strategies for the Santa Barbara County region developed within Connected 2050.

The next RTP-SCS update in 2029 is anticipated to be significant and offer more substantial options for public involvement in the decision-making process of projects and programs that could impact future priorities for the region.

However, there are new aspects considered in the development of this updated version.

- The 2025 RTP-SCS Update refocuses on transportation projects of regional significance.
    - As approved by the SBCAG Board in August 2023, projects included in this plan must be listed in an SBCAG or state Transportation Improvement

Program (TIP), or be expected to be listed in the future, or be on the National Highway System (NHS) or State Highway System (SHS). Bicycle and pedestrian projects must meet the same travel demand as the NHS or SHS.

- Financial projections and cost estimates have been updated to account for any changes or new factors since the 2021 update.
- Since the previous update, the Santa Barbara Urbanized Area surpassed the 200,000-person threshold, making it officially designated as a large urban area. This designation brings new federal requirements and eligibility criteria for transportation planning and funding programs (see Chapter 2: the Sustainable Communities Strategy.)
- In April 2024, SBCAG adopted an updated Coordinated Public Transit-Human Services Transportation Plan. The Plan aims to improve transportation services for older adults, people with disabilities, and other marginalized populations.

Compared to the previous plan update, the impacts of the COVID-19 pandemic and remote work on Santa Barbara County's land use and travel patterns are clearer, influencing commuting and housing demand in ways that continue to evolve. While regional benefits have emerged, ongoing analysis will be necessary to fully understand the long-term effects on transportation and land use planning.

Goals

Connected 2050's planning goals and objectives guided the development of this 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 1: The Santa Barbara County Region.

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, that are consistent with the planning goals and

objectives. Since the incorporation of the sustainable communities strategy component in previous update cycles, 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 emission 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, support the mobility needs of the 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, which address a known need, yet are currently unfunded, are listed as illustrative projects and may be implemented if revenues surpass current forecasts. The programs and projects contained in this plan have resulted from planning studies, congestion management planning, the 101 in Motion Plan, the Measure A Strategic Plan, or at the recommendation of member agencies.

Transportation and major investments are discussed in Chapter 5 and listed in Appendix A. The region's existing highway network is shown on Figure ES-1. Major investments are highlighted on Figures ES-2 and ES-3.

Figure ES-1: Existing Highway Network

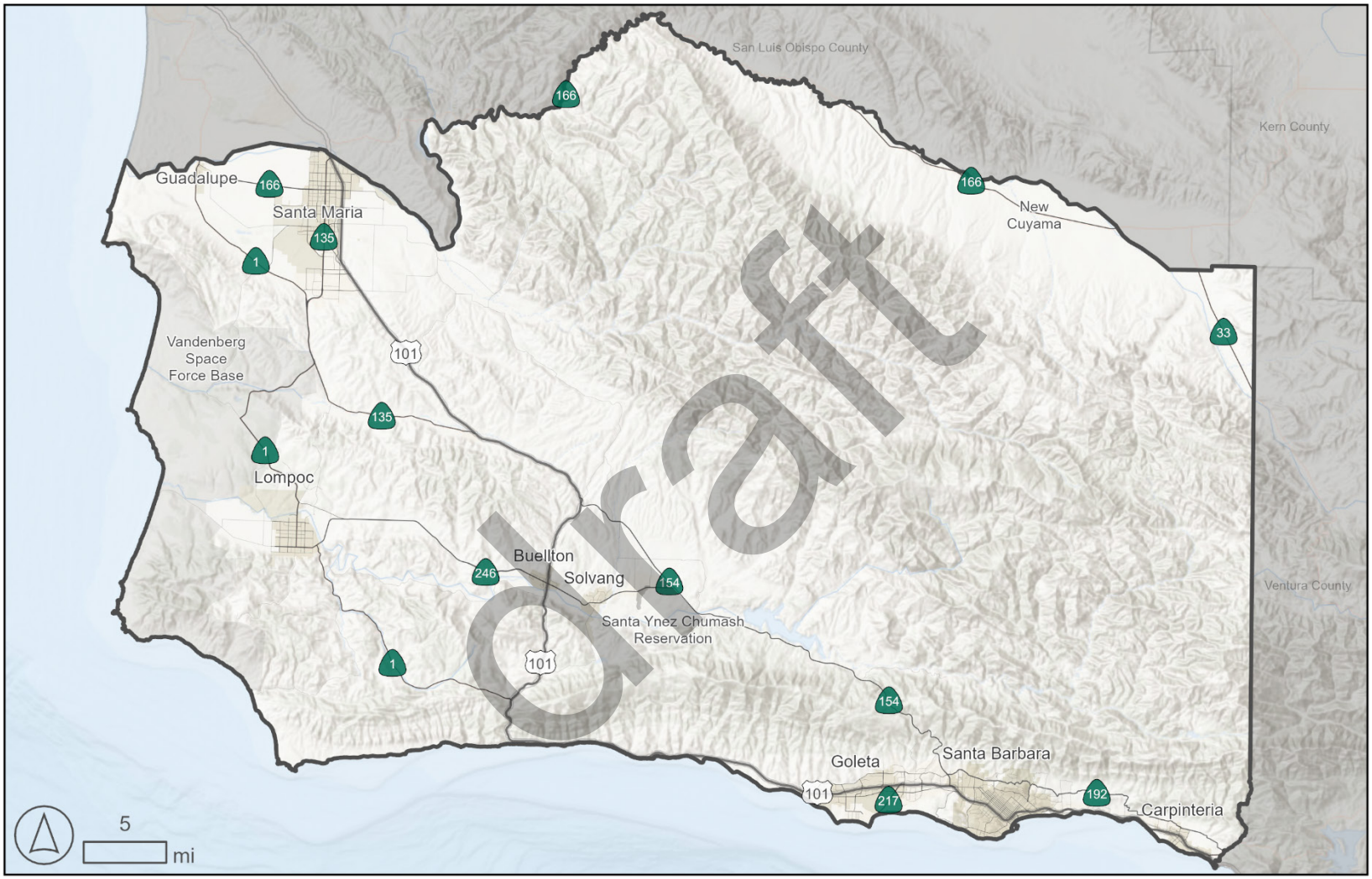


Figure ES-2: Major Regional Projects – North County

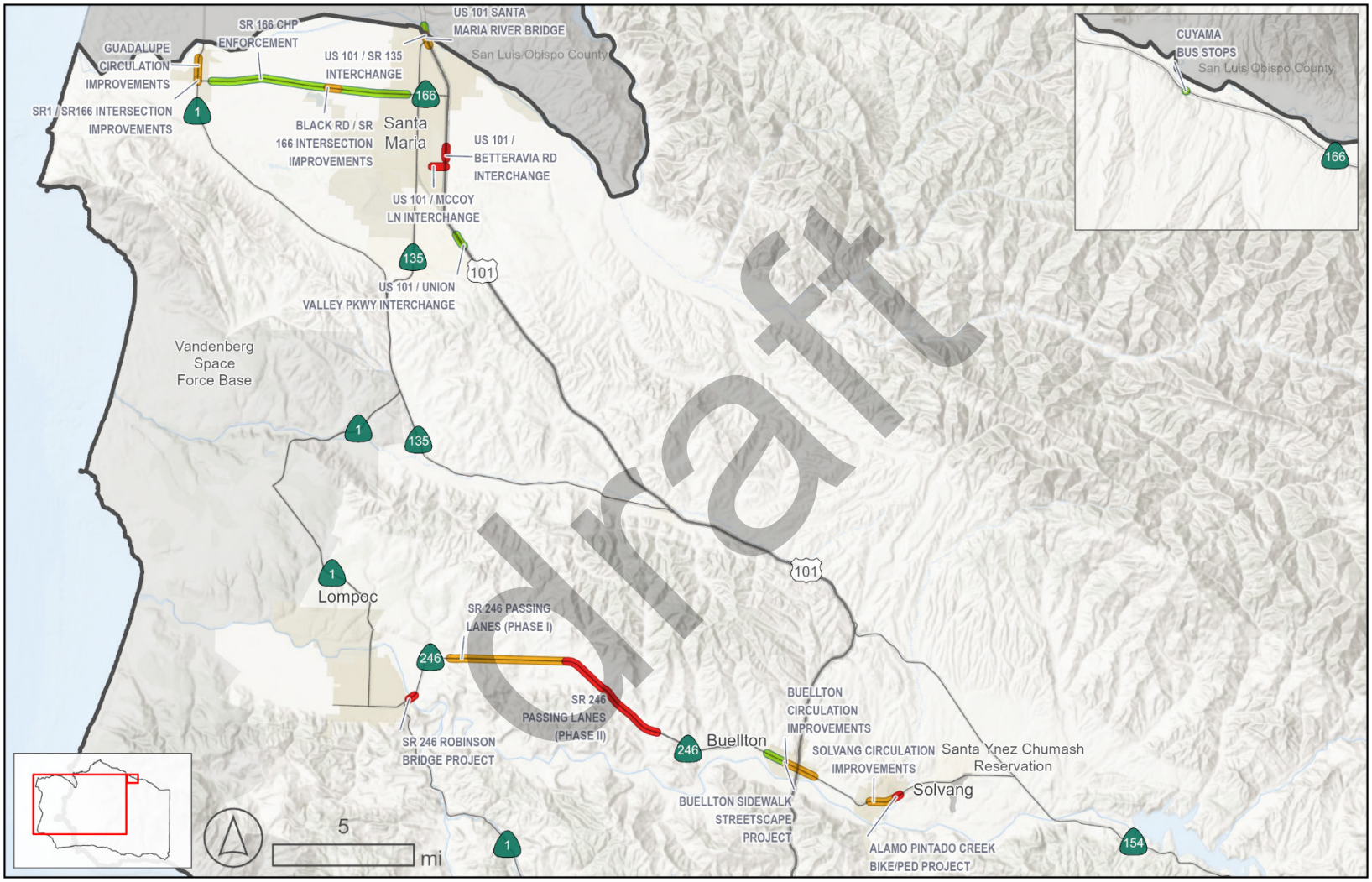


Figure ES-3: Major Regional Projects – South County

City Boundary
US Highway
State Highway
Complete
In Progress
Not Started

Sources: SBCAG, 2025; Census, 2020

Other South County Measure A Projects

- Safe Routes to School, Bicycle and Pedestrian Program
- Specialized Transit for Elderly and Disabled People
- Carpool and Vanpool Program
- South County Interregional Transit Program
- Local Street and Transportation Improvements
- South Coast Transit Program

Financial Element

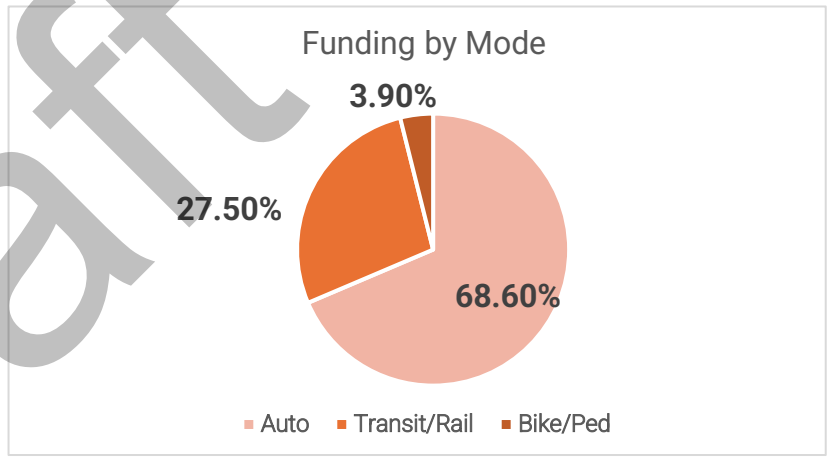
The financial element, Chapter 4, analyzes the cost of implementing the projects identified in the action element, Chapter 5. It also provides a realistic forecast of available revenues, showing that the projects can be implemented using "committed, available, or reasonably available revenue sources."[1] The financial element demonstrates that Connected 2050 is fiscally constrained.

The forecasted revenues discussed in the chapter have been updated, as well has the cost of projects compared to the 2021 version of Connected 2050.

- The total amount of revenue anticipated from federal, State, regional, and local sources over the life of Connected 2050 is approximately $9.3 billion. Measure A, the local sales tax measure, accounts for 22.8 percent of anticipated revenues.
- The total cost of the projects in Connected 2050 is approximately $5.5 billion: $2.4 billion for highway and streets/roads projects, $2.1 billion for transit projects, and $300 million for bicycle and pedestrian projects. $3.0 billion is passed directly through to local agencies to address local priorities, primarily maintenance, and is not within the purview of SBCAG.
- 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. It is important to note that many projects include aspects that benefit modes outside of its categorization. For example, an auto-oriented road maintenance project may include sidewalk or bikeway improvements.

Figure ES-4: Funding by Mode



The financial element is discussed in greater detail in Chapter 4.

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 three scenario options on the basis of scenario

[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).

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 each scenario, and is consistent with their allowable land uses, residential land use capacity and policy assumptions, while also demonstrating consistency with the 6th Cycle Regional Housing Needs Assessment (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 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 a 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 needs. In the preferred scenario, forecasted population growth is distributed to align with the areas where development is allowed, particularly in transit-oriented locations. 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, 2017, and 2021 plans, the SCS includes an *Enhanced Transit Strategy*. The strategy creates a framework for future transit service expansion whenever new revenue sources become available. The enhanced transit strategy is described in greater detail in Chapter 2: Sustainable Communities Strategy. Recognizing the uncertain nature of future and 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 most 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 2.

[2] See Gov. C. § 65080(b)(2)(B)(i).

Senate Bill 375

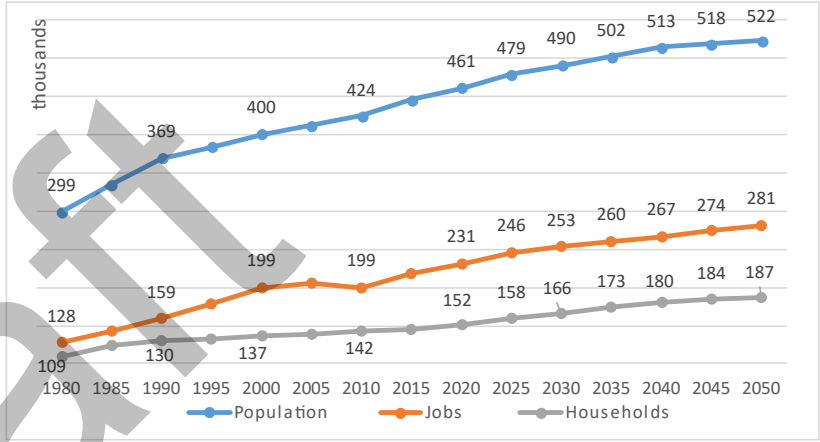
California Senate Bill 375, the Sustainable Communities and Climate Protection Act of 2008 (SB 375), requires each Metropolitan Planning Organization (MPO)[3] to demonstrate, through the development of an SCS or Alternative Planning Strategy (APS), how its region will or could integrate transportation, housing, and land use planning to meet the greenhouse gas (GHG) emission reduction targets set by the State, while accommodating forecasted population growth. SBCAG currently has a -17 percent per capita GHG emissions reduction target for year 2035 compared to 2005 levels.

Regional Growth

A central focus of the regional transportation plan is accommodating forecasted 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. The next update is scheduled for fiscal year 2025/26. Figure ES-5 highlights the forecasted growth consistent with the sustainable communities strategy.

Demographic characteristics and forecasted growth are presented in greater detail in Chapter 2, or by reviewing SBCAG's Regional Growth Forecast (2019).

Figure ES-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. This method relies on data-driven metrics and measurable outcomes to prioritize projects and investments, ensuring alignment with national goals.

SBCAG has organized its transportation planning policies to fit the RTP-SCS goal framework and crafted explicit, quantifiable

[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.

performance measures that are also tied to the plan goals. Both 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 while minimizing detrimental effects. Compared to the future baseline scenario in 2050, the preferred scenario:

- Reduces overall vehicle miles traveled by 15 percent, vehicle hours traveled by 10 percent, and average daily traffic (ADT) volumes by one percent.
- Reduces average vehicle trip time by 9 percent and average vehicle commute time for workers by 8 percent.
- Saves residents and workers nearly $500,000 annually in auto operating costs (a 15 percent reduction).
- Achieves an overall increase in transit accessibility (the percentage of population within a high-quality transit corridor[4]) of 5 percent.
- Achieves an increase in transit accessibility for low-income populations (the percentage of low-income population within a high-quality transit corridor) of 5 percent.
- Increases transit ridership by 5 percent and results in a 3 percent increase in alternative trip (biking, walking, and transit) mode share.

In addition, the preferred scenario results in:

- A reduction in per capita greenhouse gas emissions of 17.9 percent in 2035, compared to the 2005 base year (SB 375).

Connected performance measures are presented in Chapter 1 and their application is discussed in Chapter 2.

Public Participation

SB 375, along with planning best practices, 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 also continued targeted engagement on two improvements, screening criteria for regionally significant projects to be applied to project lists, and readability.

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 only required to conduct at least one public workshop, historically SBCAG has conducted two or more to achieve geographic equity.

This update cycle, SBCAG conducted two public listening sessions (workshops). The first listening session was conducted in person and in the City of Solvang on May 23, 2024 from 4:00 – 6:00 PM. The second listening session was conducted virtually on May 29, 2024, also from 4:00 – 6:00 PM.

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

The in-person and virtual listening sessions were promoted to traditional news media, RTP-SCS stakeholders and interested parties' distribution email lists, major employers in the region, transit buses, SBCAG social media platforms and relevant digital newsletters, and shared with member jurisdictions to promote within their communities. Additional attention was given to increase turnout from disadvantaged and traditionally underserved communities. 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 will be conducted in June and August 2025 as a component of regularly scheduled SBCAG Board of Directors' meetings.

Public participation is discussed in greater detail in Chapter 2 and Appendix B.

Chapter 1

The Connected 2050 Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS), 2025 Update, is the second iteration of Connected 2050 which was initially adopted in August 2021. This plan is the fourth regional transportation plan adopted by SBCAG since the passage of Senate Bill 375 (2008). Connected 2050 continues the regional planning vision laid out in the 2013, 2017, and 2021 Plans. 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 three previously adopted plans, The SCS is included in Chapter 2.

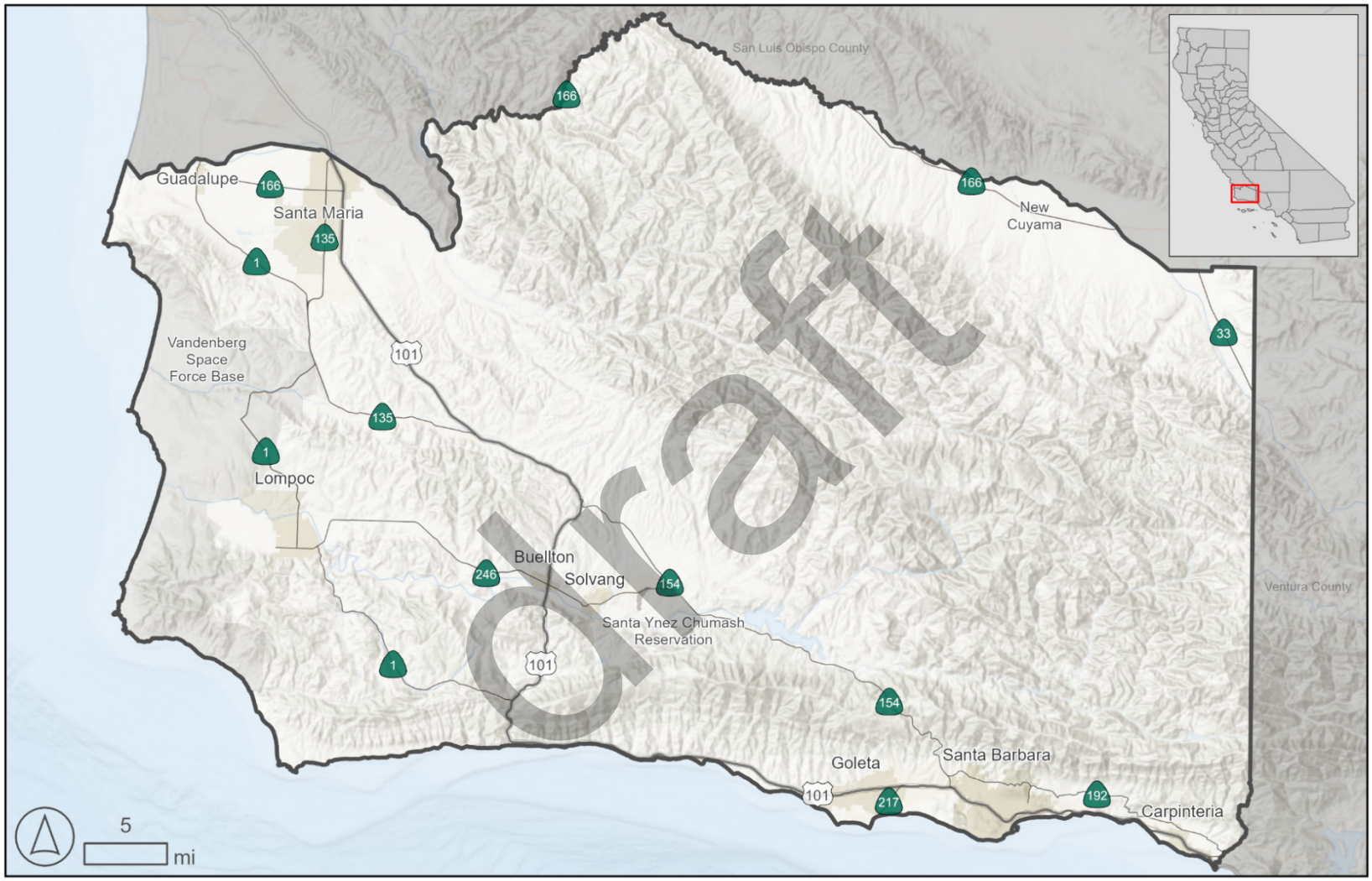
The Region's Geography

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.

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 winemaking, and rocket launches from Vandenberg Space Force Base (VSFB). 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 1-1 provides an overview of the SBCAG Region.

Figure 1-1: 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, Eastern Goleta Valley, Mission Canyon, Montecito, Summerland, and Toro Canyon.

Demographics

The table below shows growth between 2010 and 2020 in the key demographic areas tracked by SBCAG; population, employment, and households.

Table 1-1: Growth in Key Demographics

Variable	2010	2020	% Growth
Population	423,600	448,229	5.8%
Jobs	167,100	182,990	9.5%
Households	142,100	148,343	4.4%

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 2 or could be explored in the Regional Growth Forecast (2019) document. The Regional Growth Forecast is scheduled to be updated in fiscal year 2025-26.

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.

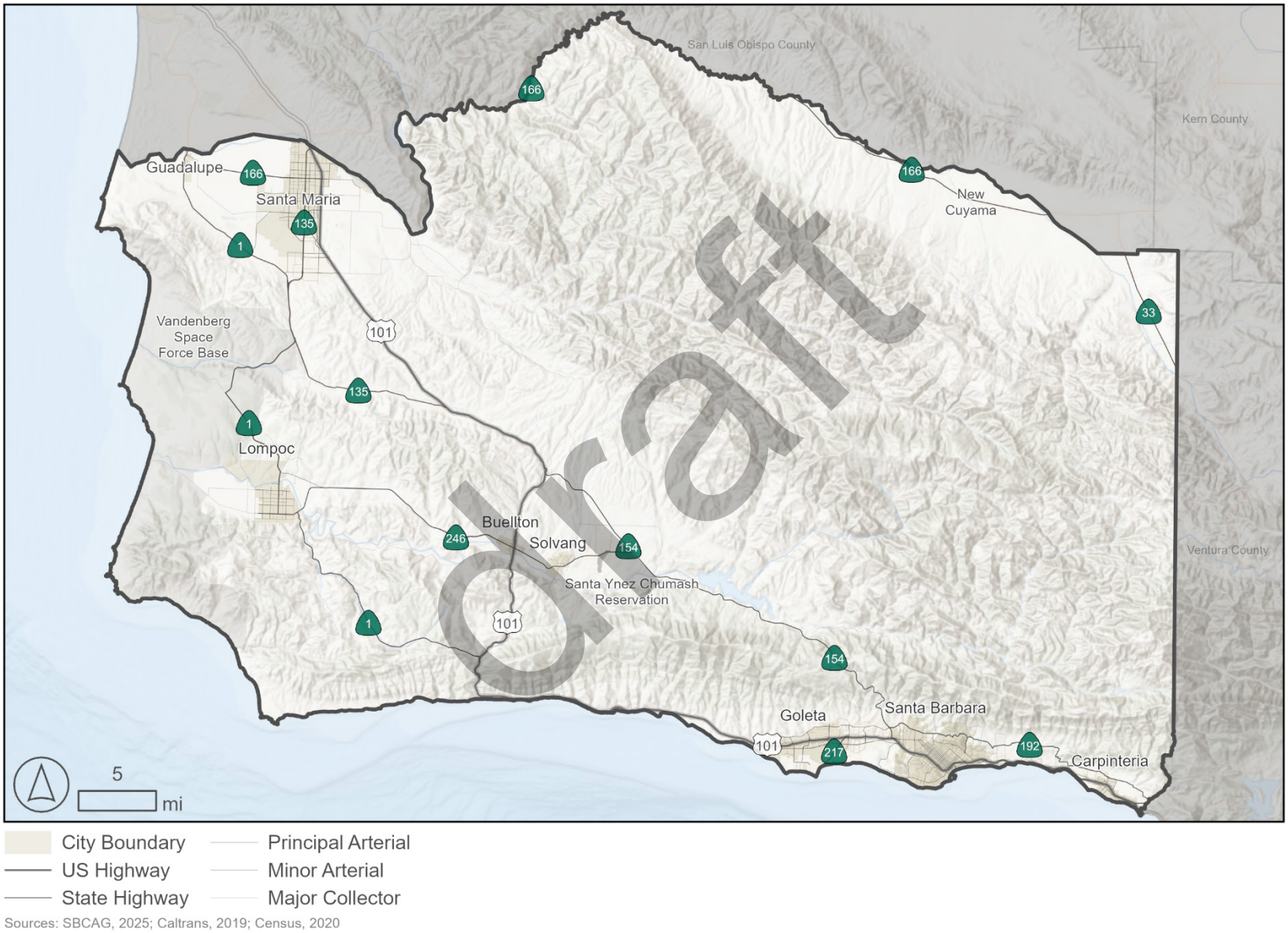
The regional transportation network if further described later in this chapter, see the Transportation Network Assets section.

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 1-2 provides an overview of the region's major roads and highways and highlights the regionally significant network. The regionally significant network consists of the National Highway System (NHS) and all state highways. SBCAG has programming authority for projects on the regionally significant network.

Figure 1-2: 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 (SBMTD) 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 1-3 provides an overview of the region's transit routes.

Bicycle

The Santa Barbara County region possesses an expansive bicycle network, see the Figure 1-4, and continues to make the investments necessary to allow for travel by bicycle to be a viable alternative to travel by automobile. Several major bicycle projects have either recently been completed or are slated for construction in the near future, representing upwards of $50 million in bicycle network improvements.

Note that State law permits bicycles to use most roads in the State that are not limited-access freeways. The figure highlights the bicycle network that has been designated as a formal Class III bike route or improved for bicycle use.

Figure 1-3: Transit Services

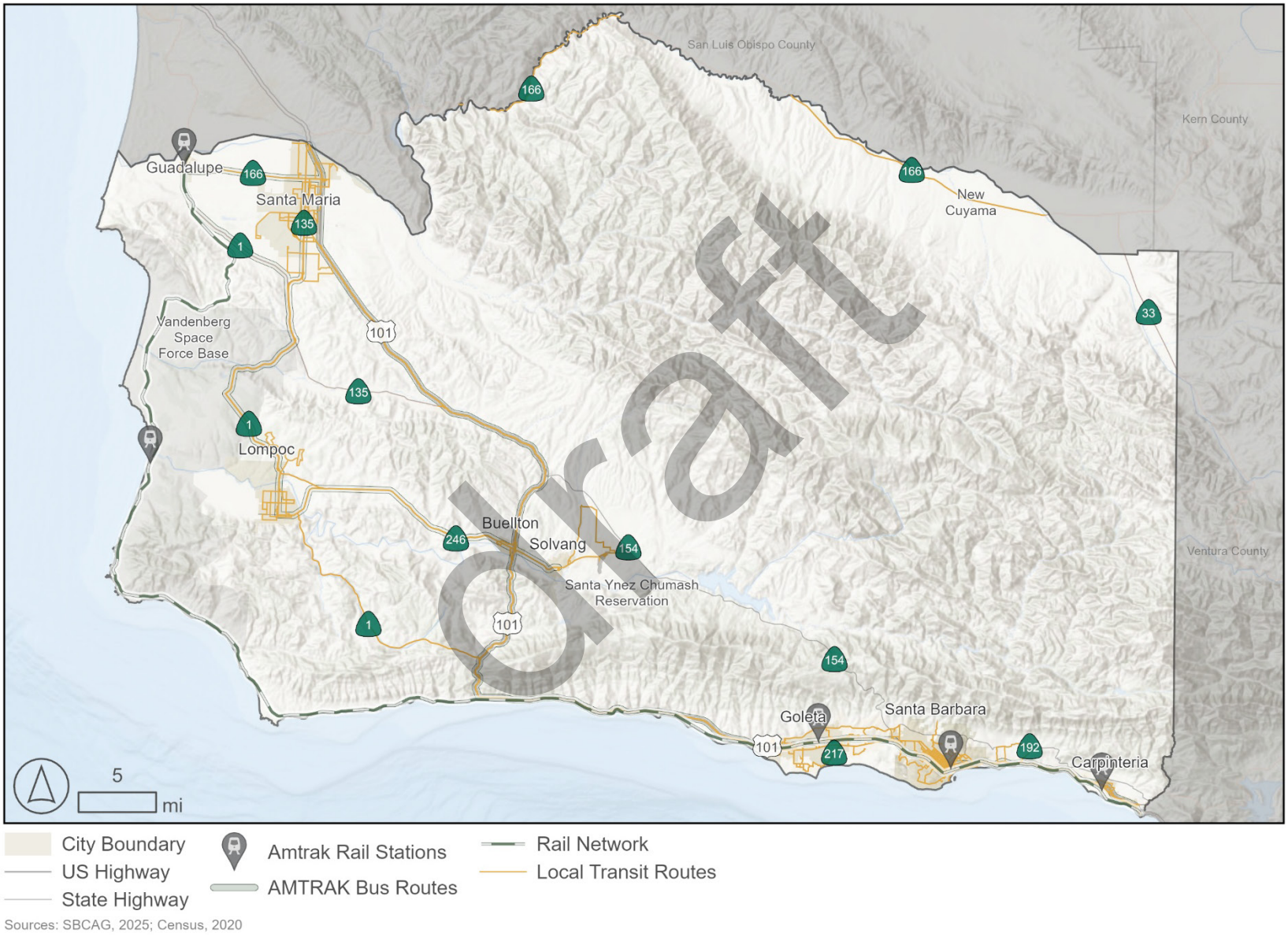
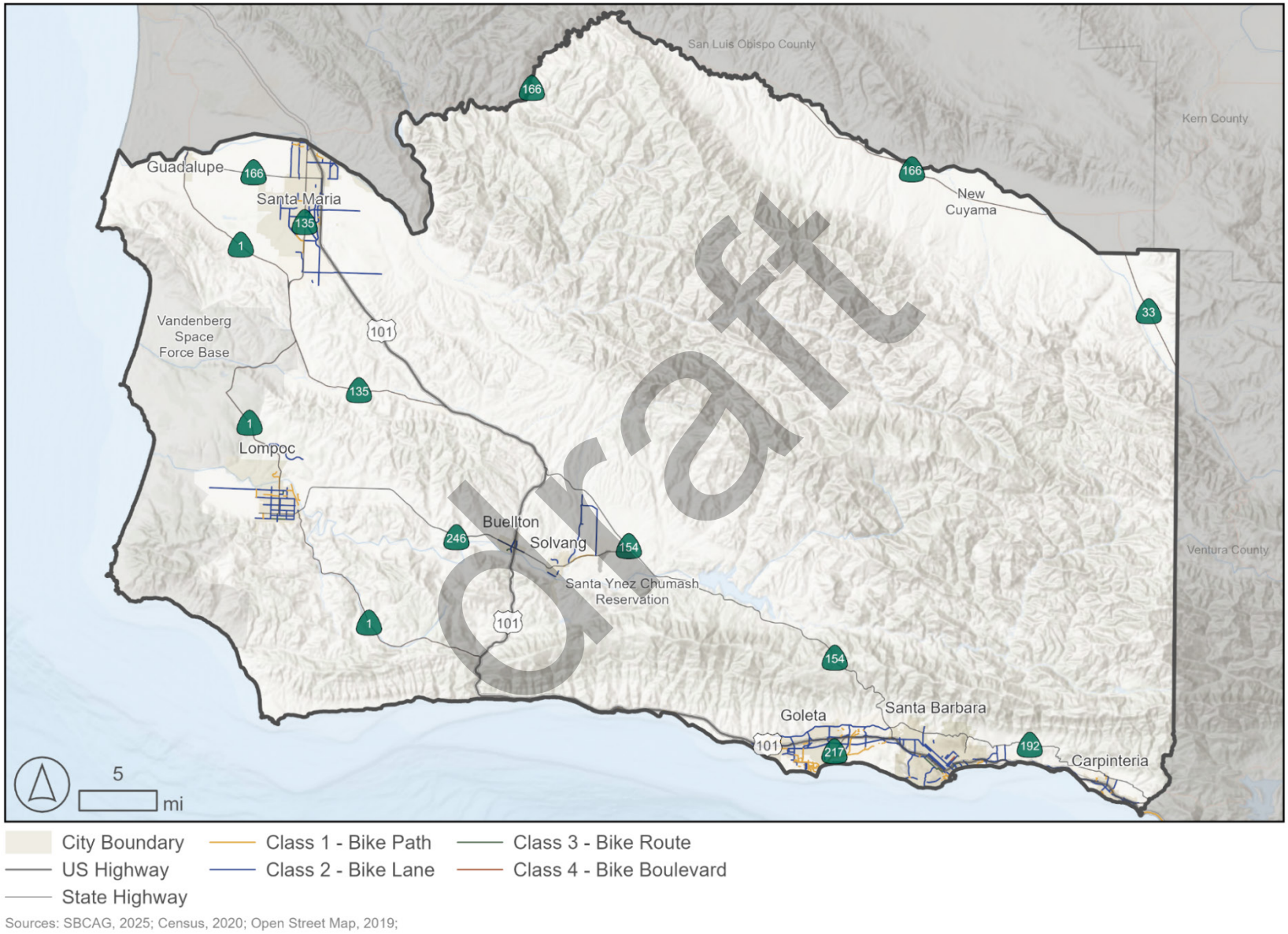


Figure 1-4: Regional Bicycle Network



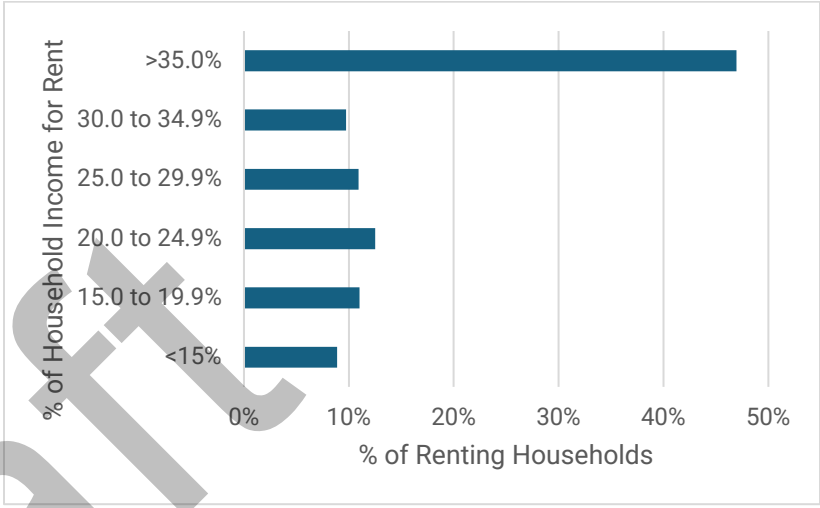
Challenges and Opportunities

Santa Barbara County residents and the region's 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 northern Santa Barbara County and Ventura County. The following figure demonstrates the housing burden of renters in Santa Barbara County.

Figure 1-5: Degrees of Rent Burden in Santa Barbara County



American Community Survey, 5-Year Estimates Data Profiles, 2022, Table DP04

The following table provides journey-to-work data for each of the region's jurisdictions as well as North County and South Coast. The table shows the percentage of work trips originating in each jurisdiction or subregion that are greater than 16 miles and greater than 32 miles.

Table 1-2: Long-Distance Work Commuting

Origin Jurisdiction	# Work trips	% work trips 16+ miles	% work trips 32+ miles
Buellton	3,060	45.9%	35.5%
Carpinteria	6,580	23.9%	7.4%
Goleta	19,000	10.1%	6.7%
Guadalupe	2,870	28.9%	8.9%
Lompoc	18,100	36.9%	20.7%
Santa Barbara	48,300	7.8%	6.5%
Santa Maria	56,100	16.9%	9.2%
Solvang	2,810	33.4%	25.7%
North County*	109,000	25.3%	14.7%
South County*	105,000	9.7%	6.6%
County*	214,000	17.5%	10.6%

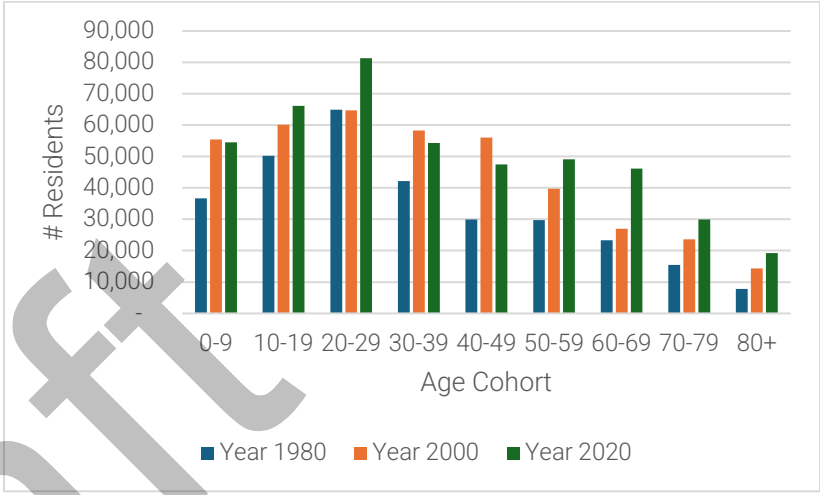
Replica, Fall 2022

Public Health and 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 defined in Chapter 3 and detailed in Appendix F. 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. The following figure highlights the changing age distribution of the region's population. Note declines in the 30-49 age cohorts over the last twenty years while the 50+ cohorts have grown.

Figure 1-6: Population by Age Cohort, 1980, 2000, 2020



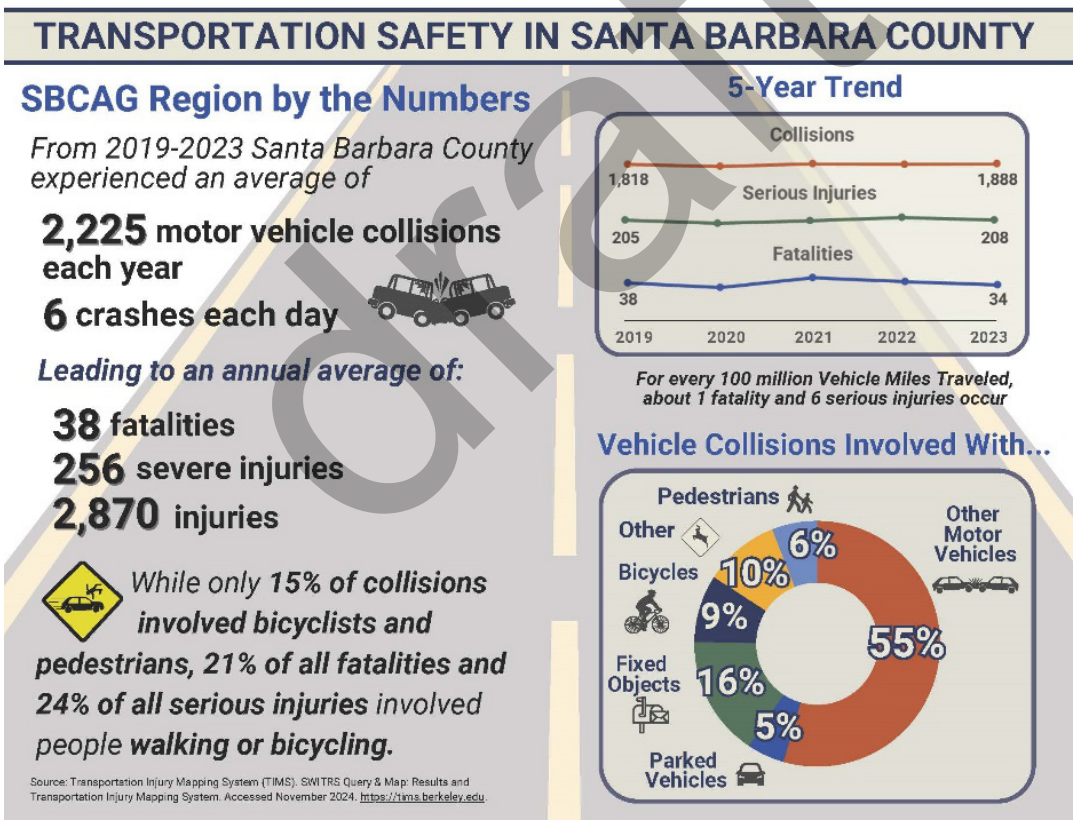
SBCAG's Regional Growth Forecast (2019) is projecting an increase in the number of elderly residents in the region out to 2050. The number of people aged 65 and older is expected to increase by 100%. The number of people aged 85 and older is expected to increase by 230%.

Transportation Safety

The region's highways and street networks are 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.

The following figure shows some regional transportation safety statistics for the five-year period ending in 2023. Fatalities have been occurring at a rate of roughly one fatality per every 100 Million Vehicle Miles Travelled. Another statistic worth noting is that while making up only 15% of vehicle collisions, bicycle and pedestrian collisions more often result in serious injuries or fatalities. Pedestrians and bicyclists comprise 21% of all fatalities and 24% of all serious injuries over the five-year period.

Figure 1-7: 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. 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 which adds demands to US 101. 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 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 and Los Angelese counties 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

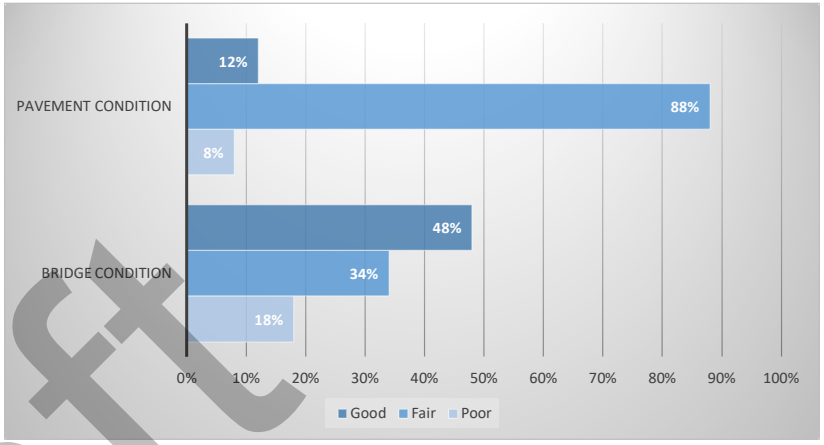
[1] Transportation Emergency Preparedness Plan, SBCAG and VCTC, November 2020.

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.

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. The following figure provides the condition of pavement and bridges on the region's National Highway System (NHS).

Figure 1-8: Pavement and Bridge Condition



Planning Guidance

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 2.

Plan Performance

One of the important initial steps in developing the RTP-SCS 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 as 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 two most recent RTP-SCSs – Fast Forward 2040 (2017) and Connected 2050 (2021). They are based on and consistent with both the planning factors articulated in MAP-21 and continued in subsequent federal transportation bills, and the California Department of Transportation (Caltrans) Smart Mobility 2010 framework.

Federal Guidance

SBCAG has established a performance-based approach to transportation decision-making to support the national goals set in the Bipartisan Infrastructure Law (BIL). 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 requires collaboration and coordination amongst local, regional, and federal partners.

State Guidance

The RTP-SCS performance-based framework is also guided by the policies established in the California Transportation Plan, the RTP Guidelines, and the Smart Mobility Framework.

Both the RTP Guidelines and Smart Mobility Framework recognize the significant influence of Senate Bill 375 (SB 375) on the requirements for preparing RTPs in California. This update to Connected 2050 has been prepared to be consistent with the RTP Guidelines. Appendix I contains a checklist indicating where each requirement of the RTP Guidelines is addressed within this plan.

Goals and 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 1-3.

The goals, objectives, and policies 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 2 and Appendix B 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 1-4 lists each of the Connected 2050 policies.

Table 1-3: 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 1-4: 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.

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 Public Participation Plan, and SBCAG's SB 275 Public Participation Plan.

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

4. 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:

5. Promote a mix of land uses responsive to the needs of businesses, including agriculture and tourism.
6. Support investment by businesses in local communities.
7. 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:

2. Encourage the provision of transportation services and transportation infrastructure where common goals are served.
3. 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 the RTP-SCS and to assess progress toward the plan goals. SBCAG's planning process fully embraces and incorporates the performance-based approach required by federal transportation legislation 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 includes the assessment of several performance measures not quantified by models, but rather based on other data sources.

SBCAG applied the performance measures in the RTP-SCS 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 1-5 and performance results are presented in Chapter 2 and in more detail in Appendix G.

Table 1-5: 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)	
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 2,205 miles of maintained public roadways (see Table 1-6), 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 2,205 miles of maintained public roads in Santa Barbara County. 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 1,714 miles of public roadways. The State maintains approximately 295 miles and other jurisdictions (such as the Bureau of Indian Affairs, U.S. Forest Service and the University of California) maintain approximately 196 miles.

Table 1-6: Mileage of Maintained Public Roads by Jurisdiction

		Maintained Mileage (Centerline)		
		Rural	Urban	Total
City Roads				
	City of Buellton	-	17.03	17.03
	City of Carpinteria	-	38.03	38.03
	City of Goleta	-	87.91	87.91
	City of Guadalupe	0.32	15.83	16.15
	City of Lompoc	-	108.35	108.35
	City of Santa Barbara	0.16	265.09	265.25
	City of Santa Maria	0.78	242.93	243.71
	City of Solvang	2.02	22.58	24.60
	City Roads Total			801.03
County Roads				
	County of Santa Barbara	505.50	408.08	913.58
State Highway				
	State Highways	176.63	117.90	294.53
Other				
	Bureau of Indian Affairs	-	1.60	1.60
Other State Agencies				
	State Park Service	29.07	0.79	29.86
Other Agencies				
	U.S. Forest Service	164.33	0.01	164.34
Total		878.81	1,326.14	2,204.94

California State Transportation Agency, 2022 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 1-9.

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]

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 maintaining the SHS."[3] Santa Barbara County has nearly 300 highway centerline miles. Figure 1-9 shows the State highways in Santa Barbara County.

Regionally Significant Transportation Network

One of the priorities of this RTP-SCS update cycle was to refocus the included transportation projects to those of regional significance. In August 2023 the SBCAG Board of Directors approved screening criteria for projects to be included in this plan. Projects must satisfy one or more of the following criteria to be included.

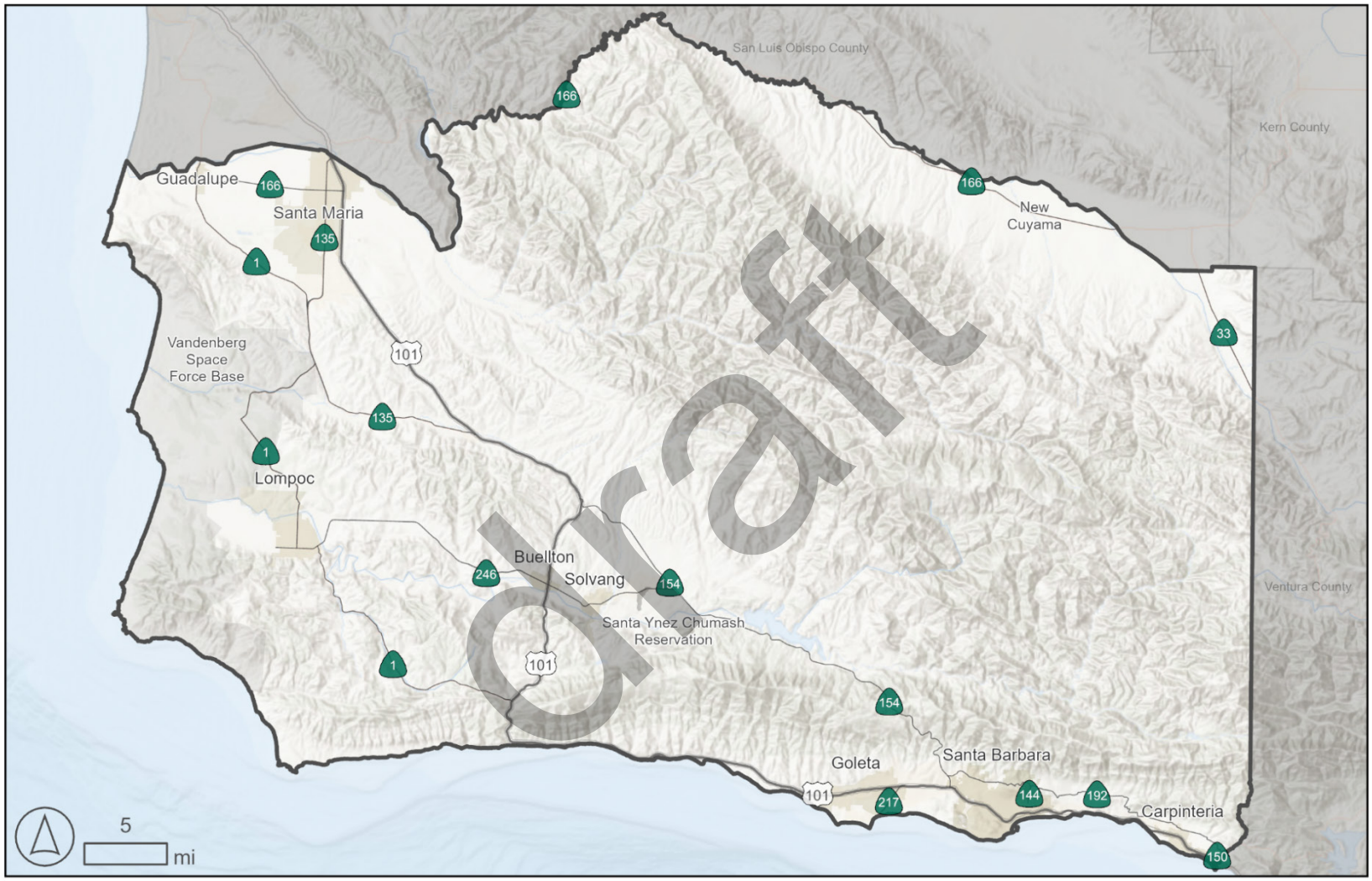
- Listed in a SBCAG or California Transportation Improvement Program (TIP), or be expected to be listed in the future; or
- Project must be on the National Highway System (NHS) or State Highway System (SHS), or if a bicycle or pedestrian project it must meet the same travel demand as the NHS or SHS;.

Transit projects, by nature of their funding being programmed in an SBCAG maintained TIP, are included. Additionally, project sponsors may include projects that do not satisfy other criteria on the Illustrative Project's List.

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

Figure 1-9: State Highways



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.[4] In Santa Barbara County, US 101 and SRs 1, 154, and 246 are part of the IRRS. US 101 is termed a Priority Interregional Facility. Figure 1-10 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 1-11. Truck networks and truck restrictions are shown on Figure 1-12.

[4] Caltrans. *Interregional Transportation Strategic Plan*. 2021. 2021 Interregional Transportation Strategic Plan (ca.gov).

Figure 1-10: Interregional Road System (IRRS)

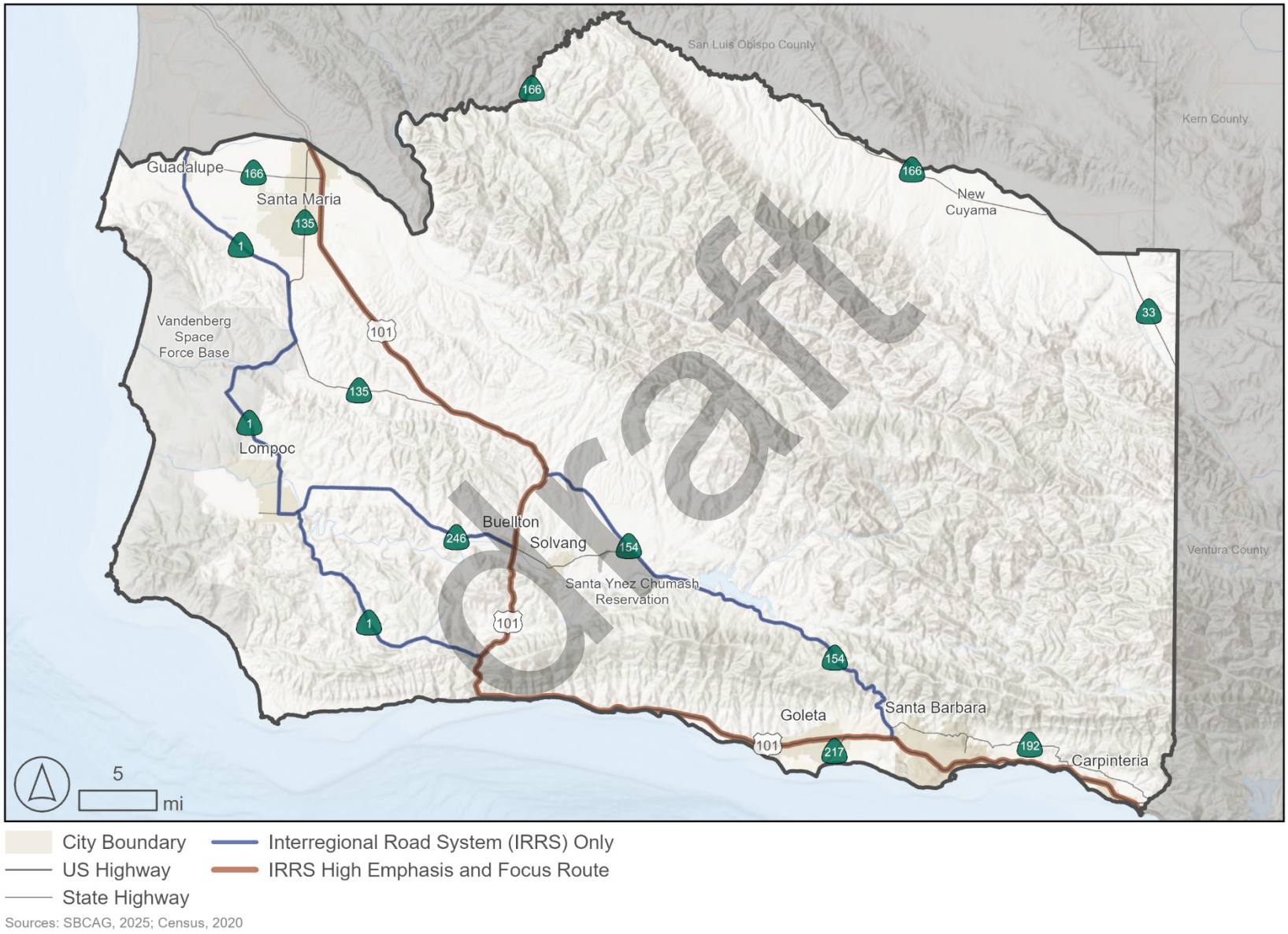


Figure 1-11: Scenic Highway System (SHS)

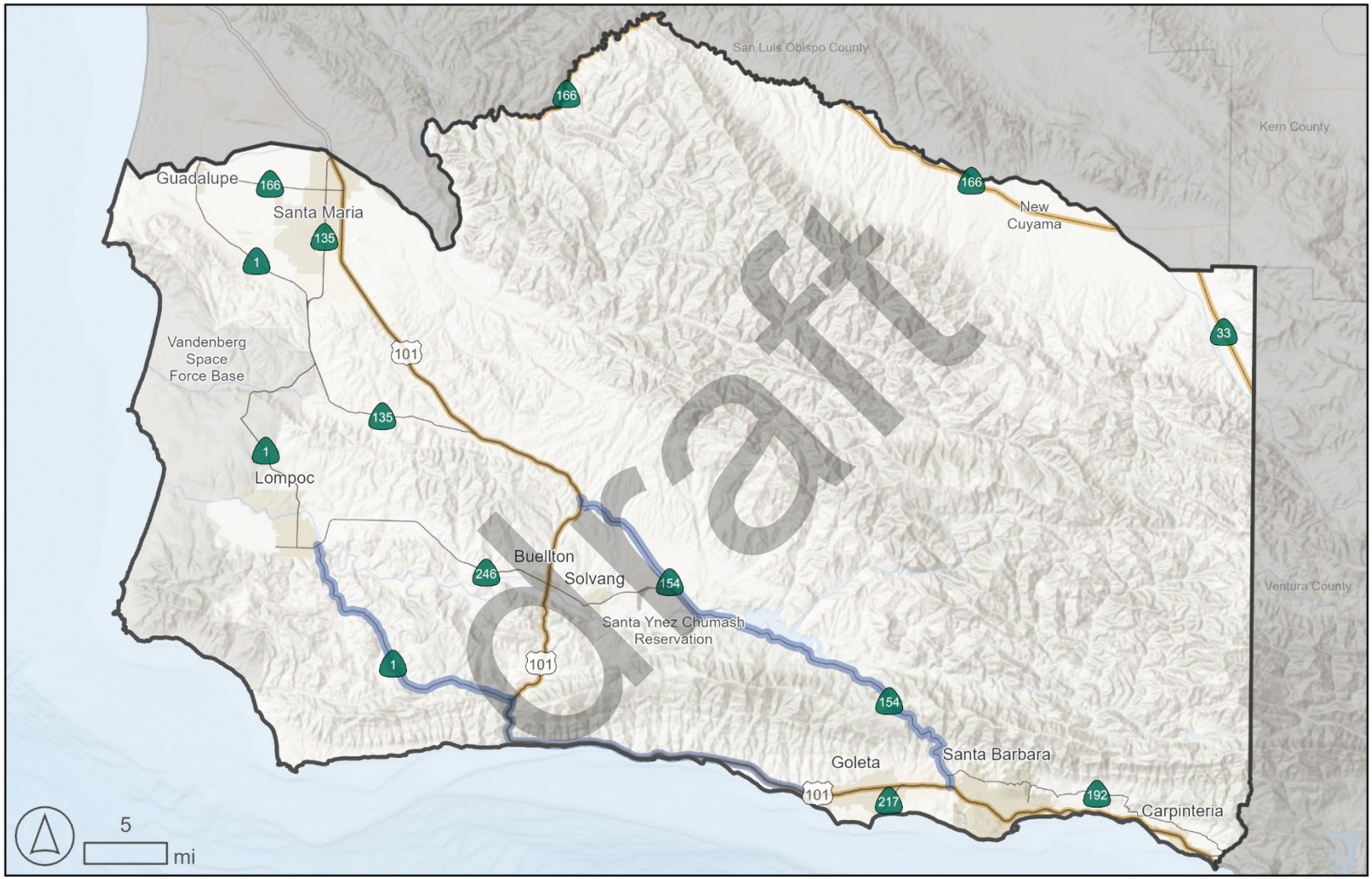
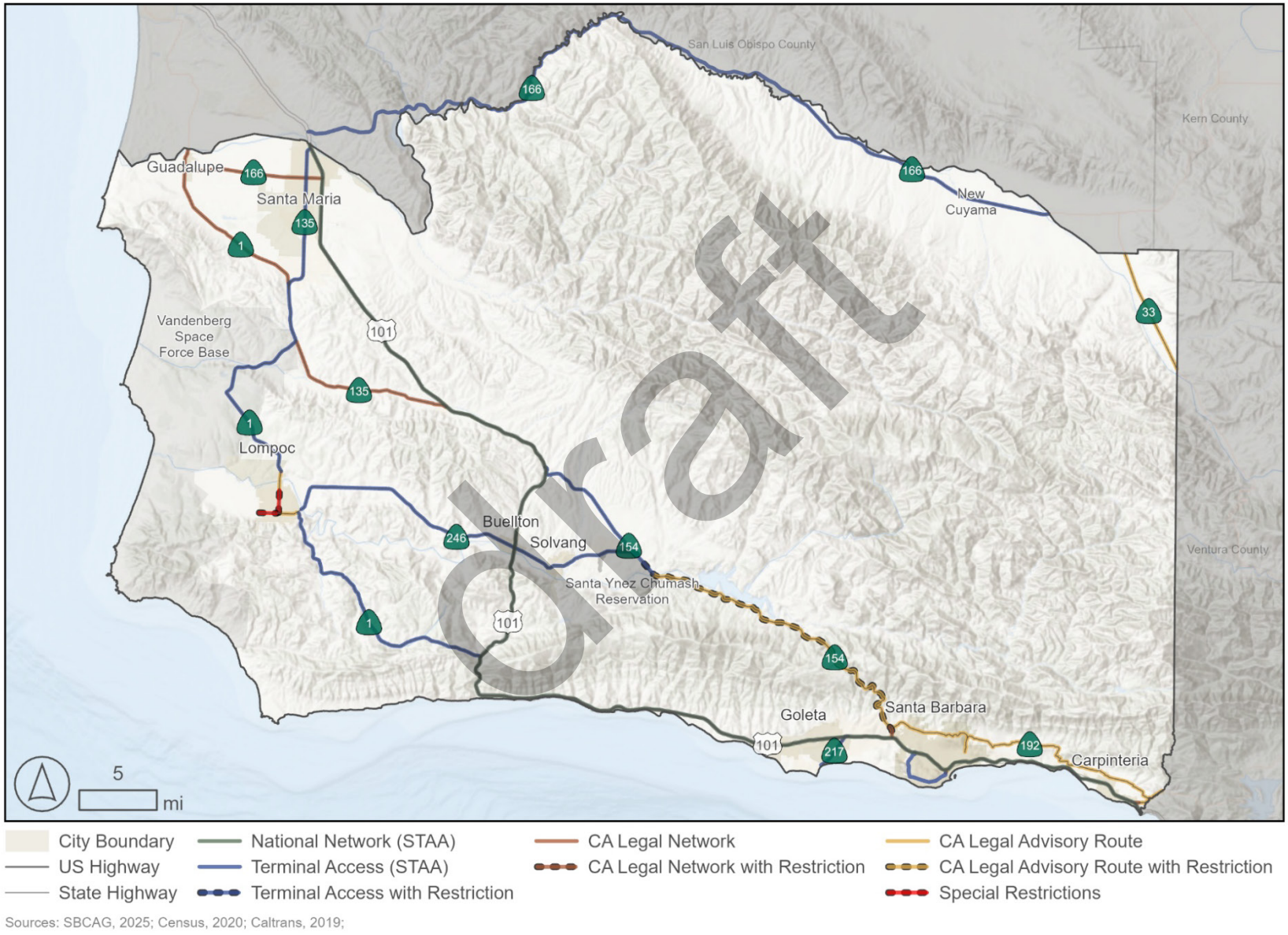


Figure 1-12: Truck Network Routes and Restrictions



Local Streets & Roads

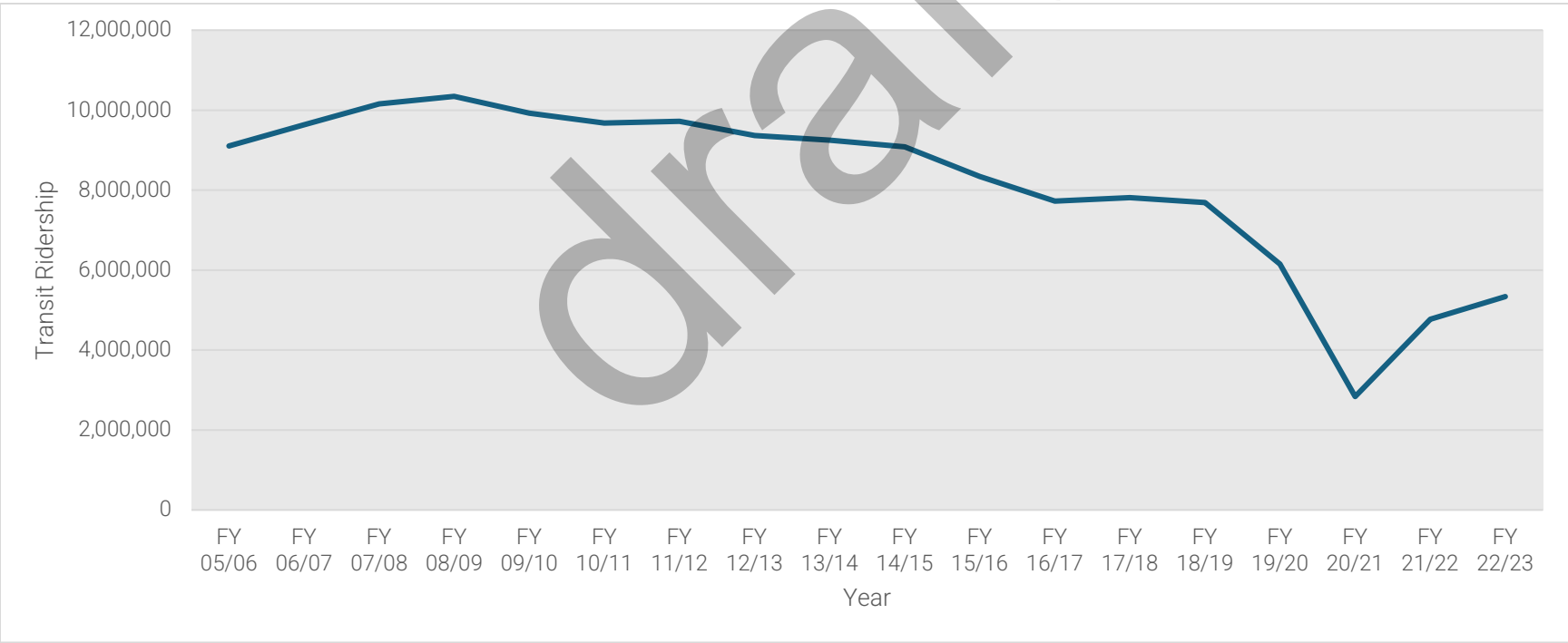
The County of Santa Barbara and the eight incorporated cities in the County maintain approximately 1,715 miles of public roadways. That accounts for approximately 70 percent of the maintained public roadways in Santa Barbara County.

Public Transit

Transit is a critical element in the overall transportation system. Total transit ridership (shown in Figure 1-13, 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.

Figure 1-13: Transit Ridership in Santa Barbara County



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

Public Transit Services

Local & Regional

In fiscal year (FY) 2022/23, local and regional public transit providers provided 5.3 million fixed-route and demand-response rides.[5] The recent ridership figures represent a near doubling of ridership since the COVID-19 pandemic low in FY 20/21, but it remains nearly half of the all-time high in FY 08/09.

Northern Santa Barbara County

Santa Maria Regional Transit (SMRT)

Santa Maria Regional Transit (SMRT) is the local fixed-route public transit system for the City of Santa Maria, operating directly out of the City's Public Works Department. As of January 1, 2022, SMRT operates 13 fixed routes as well as complementing ADA paratransit service within the 29.4 square miles of the Santa Maria Urbanized Area (UZA), which includes the adjacent unincorporated communities of Orcutt to the south and Tanglewood to the east. SMRT is also the provider of three intercity bus service routes to rural communities throughout northern Santa Barbara County, such as to the Lompoc, Vandenburg Space Force Base (Route 30), New Cuyama (Route 50), Los Alamos, Buellton, Solvang, Santa Ynez, and the Chumash Tribe's Reservation (Route 20). And, as of July 1st, 2024, SMRT has also begun operating a self-booking on-demand micro-transit service in the late evening lower ridership hours.

SMRT ridership demographics reflect a broad cross-section of the service area. These include Seniors, Persons with Disabilities, K-12 students, College Students, Working Professionals, Socio-Economically challenged, Tourists and Choice Riders. Trips are often taken for employment, medical, educational, commercial, and social engagements, making the City's public transit system a vital lifeline service for many in the Santa Maria Urbanized Area and throughout northern Santa Barbara County. Transit ridership has grown by over 125% since its lowest point during the pandemic and its highest level in over seven years, while still expected to continue to grow over the years to come.

SMRT's fleet comprises a mix of vehicles. As of July 1, 2024, no less than 17 fixed-route vehicles are needed to meet peak demand service levels. To support this, SMRT has a fleet of 26 35' low-floor buses, of which six are fully electric transit vehicles. Notably, 11 more fully electric transit vehicles are on order and slated to be delivered in late 2024, rendering SMRT a 100% electric transit service by 2025. Additionally, SMRT has a fleet of 16 22' electric eJest minibuses that are primarily used in demand response services, including SMRT's new micro-transit service. SMRT also has two rubber tire replica trolleys, six electric vans, and two electric service trucks that are used as support auxiliary vehicles.

[5] SBCAG, 2024 Transit Needs Assessment.

Operations and maintenance of the City's transit vehicles are outsourced to a third party. Other services and goods purchased for the transit program are procured in accordance with City-adopted purchasing policies that do not conflict with State or Federal procurement policies. The transit service is financially supported by a combination of local, state, and federal sources. Pre-Covid, the City-operated bus services provided about one million rides per year.

In FY 2022/23, SMRT served 468,000 passengers system-wide.

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., 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.

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 and Saturday at 7:15 AM, 1:00 PM, and 4:45 PM.

In FY 2022/23, COLT served 76,000 passengers system-wide.[6]

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. SYVT provides service Mondays through Saturdays between the hours of 6:30 AM and 7:00 PM.. 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.

In FY 2022/23, SYVT served 46,000 passengers.[7]

Guadalupe Transit

The City of Guadalupe provides both fixed-route and demand-response service in Guadalupe and to Santa Maria. The Guadalupe Local Service Route is a deviated fixed-route service that operates in the City of Guadalupe, Mondays through Saturdays, from 6:30 AM to 7:30 PM, and on Sundays from 8:30 AM to 6:30 PM, utilizing one bus. The Guadalupe Express Route is a fixed-route service that operates between Guadalupe and Santa Maria, 6:00 AM - 7:00 PM Mondays through Saturdays, and

[6] Triennial Performance Audit, City of Lompoc Transit, Michael Baker International, October 2019.

[7] Triennial Performance Audit, Santa Ynez Valley Transit, Michael Baker International, October 2019.

on Sundays between 8:00 AM and 6:00 PM. 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 2022/23, Guadalupe Transit served 69,000 passengers.

Santa Barbara County – Cuyama Transit

The County of Santa Barbara historically operated a transit service connecting the Cuyama Valley to the City of Santa Maria. Santa Maria Regional Transit (SMRT) began operating the service on behalf of the County beginning in FY 2022/23 as SMRT Route 50 and served 13,000 passengers that year. Service is provided as one round trip on Tuesdays and Thursdays. Passenger reservations are required.

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 Summerland. MTD provides service Monday through Sunday, beginning as early as 5:30 AM and running as late as 12:30 AM.

As a public entity that provides 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 2023/24, MTD served 4.6 million passengers.

Interregional & 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. The Ventura County Transit Commission and the San Luis Obispo Regional Transit Authority provide interregional services; the Clean Air Express provides regional service.

Clean Air Express

The Clean Air Express provides fixed-route commuter service from Lompoc, Santa Maria, and Buellton to the South Coast. The Clean Air Express operates Monday through Friday with ten southbound trips in the morning and ten northbound trips in the late afternoon. SBCAG administers and manages the service which is provided by a contract operator. The SBCAG board of directors is the Clean Air Express policy board. The Clean Air Express is funded by a mix of Measure A, Federal Transit Administration, and state revenues. In FY 2023/24, the Clean Air Express carried over 108,000 passengers.

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 Mondays through Fridays from 6:30 AM to 9:45 PM, Saturdays from 8:30 AM to 8:45 PM, and Sundays from 9:30 AM to 6:45 PM. In Santa

Maria, it serves the SMRT Transit Center, the Amtrak 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 week, from 5:00 AM to 9:15 PM on weekdays and from 7:30 AM to 8:00 PM on weekends. The service makes numerous stops along the Santa Barbara South Coast including downtown Carpinteria, 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.

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.

In April 2024, SBCAG adopted an updated Coordinated Public Transit-Human Services Transportation Plan. The Plan aims to improve transportation services for older adults, people with disabilities, and other marginalized populations.

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[8] to the South Coast. In FY 2022/23, Easy Lift served 45,000 passengers.

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, the County of Santa Barbara, Tri-Counties Regional Center, Santa Maria Recreation and Parks Department, Vocational Training Center, and others. In FY 2022/23, SMOOTH's CTSA division served 54,000 passengers.

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

[8] 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.

Barbara County Air Pollution Control District found that 16 out of 20 districts utilized school bus fleets for transportation of students. 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 are required to purchase Santa Barbara MTD bus passes as part of their student fees.

Active Transportation

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 road network and in parking facilities. Additionally, the presence of active transportation users contributes 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.

Every jurisdiction with Santa Barbara County has an adopted plan covering active modes.

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 nor 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 1-4.

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.

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. The CPCBR follows US 101 and local streets and roadways through the remainder of the County.

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. 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) traverses 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. 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."[9] 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;

[9] California Coastal Commission. Coastal Access Program: the California Coastal Trail. http://www.coastal.ca.gov/access/ctrail-access.html.

- 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.

The trails section of this plan 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 A 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 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 the California Transportation Commission, 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. MOVE Santa Barbara County provides these educational outreach activities in the Santa Barbara County region. 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
- SMRT – 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

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.

- 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.
- Santa Maria Levee Trail – a gap exists connecting Santa Maria to Guadalupe.

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 Space Force Base, located in the Lompoc Valley, is a military installation owned and operated by the U.S. Space Force.

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.[10] All airports (with the exception of VSFB) 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.

[10] 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 1-7: Regional Airport Statistics

Airport	Transit Access	Based Aircraft(a)	Enplaned Passengers (2023)(a)	Operations (annual)(a)	Operators	Destinations
Santa Barbara	Yes	142	638,799	88,695	Alaska, American, Delta, Southwest, United	Los Angeles, San Francisco, Oakland, Seattle, Portland, Denver, Phoenix, Dallas, Las Vegas, Sacramento, Atlanta, and Salt Lake City
Santa Maria	Yes	217	14,409	30,295	Allegiant	Las Vegas
Santa Ynez	No	45	n/a	30,295	n/a – General Aviation airport	
Lompoc	No	42	n/a	29,930	n/a – General Aviation airport	
New Cuyama	No	Not reported	n/a	Not reported	n/a – General Aviation airport	
(a) 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 Space Force Base

The Vandenberg Space Force Base is owned and operated by the U.S. Space Force and is located approximately seven miles

northwest of the City of Lompoc. Vandenberg Space Force Base primarily serves as a space and missile test facility for the USSF and recently began providing launch facilities for private-sector companies.

Intermodal Connectivity

Intermodal connectivity is important for facilitating a shift from the single-occupant vehicle to other modes. The 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.(Project under construction at time of RTP-SCS adoption)
- 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 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 RTP-SCS projects with project descriptions in Appendix A.

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 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
- 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 projects with project descriptions in Appendix A. In 2022, SBCAG adopted the California Central Coast Sustainable Freight Study which was developed in partnership with Caltrans, the San Luis Obispo Council of Governments, and the Association of Monterey Bay Area Governments. The Sustainable Freight Study serves as the long-term blueprint for

addressing the region's challenges and for guiding its freight investments. The Sustainable Freight Study defines a comprehensive set of strategies for improving the performance of and reducing the negative impacts of the regional goods movement system while capitalizing on development opportunities. It may be viewed on SBCAG's website.

Maritime

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

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

Chapter 2

This chapter presents SBCAG's fourth Sustainable Communities Strategy, or SCS. The first SCS was incorporated into SBCAG's 2013 RTP and that first SCS continues to represent the core underlying strategy of the region's SCS.

A goal of this 2025 RTP-SCS update cycle was to simplify this chapter – make it comprehendible to a broad audience. The result is this chapter appears nothing like its predecessor, but the content is largely the same.

The SCS is organized as follows. First, it begins by describing the "Why?" question. Why does SBCAG prepare an SCS? It then goes on to discuss the "What?" question. What is SBCAG's SCS and what does that mean? Finally, it goes into the "How?" question. To show how, the chapter provides an abundance of background data that informs and guides the planning process.

Why SBCAG Develops a Sustainable Communities Strategy

The year 2006 marked a pivotal change in California; then Governor Schwarzenegger signed Assembly Bill 32[1] (AB 32) which codified the State of California's role in reducing greenhouse gas emissions to address climate change. AB 32 can be viewed as a very broad law calling for greenhouse gas emission reductions across all sectors to meet benchmark targets. Following AB 32 becoming law, Senate Bill 375 (SB 375) became law in 2008 and focused on one aspect of the broad AB 32; it focused on the greenhouse gas emissions from light-duty vehicles which are the typical cars and trucks on our roads.

SB 375 implements one aspect of AB 32.

SB 375 requires California's regional governments, such as SBCAG, to develop and incorporate an SCS in its RTP. The SCS, through comprehensive planning of both land use and transportation, demonstrates how the region will achieve the greenhouse gas emission reduction targets set for it by the California Air Resources Board (CARB). SB 375 provided CARB with the roles of setting and periodically updating the regional greenhouse gas emission reduction targets, providing oversight regarding how emissions are quantified, and approving the SCS.

SB 375 became law in 2008 and included two greenhouse gas emission reduction target years: 2020 and 2035 with both being compared against 2005 emission levels and on a per capita basis. The years are defined in law so with 2020 already passed and 2035 not too far away, SB 375 will need to either be updated or it will become irrelevant.

The greenhouse gas emissions reduction target applicable to SBCAG in this cycle is 17 percent below 2005 levels for target year 2035. CARB is in the process of updating targets and the updated target will apply to SBCAG's 2029 SCS.

Reducing Green House Gas Emissions from Light-Duty Vehicles

The greenhouse gas emission reductions that SBCAG is able to take credit for are ultimately those that result from people driving less – fewer, shorter, or more efficient trips. CARB is responsible for vehicle efficiency standards. For instance, CARB's Advanced Clean Cars II regulation requires, starting in 2035, all new light-

[1] AB 32 was renewed as SB 32 in 2016.

duty vehicles purchased in California to be zero emission vehicles. CARB also gets the credit for the zero emission vehicles currently on the road. These points highlight that SB 375 is on a narrowing path that will tip to either running out of time or running out of emissions to reduce; yet, the charge through the law is to demonstrate how the region will reduce emissions by 2035 and there are a variety of tools to achieve that end.

Transportation and land use are linked; where people live and where they work, shop, socialize, or otherwise travel to, creates the demands that are placed on our transportation network. Therefore, the geographic disposition of land uses plays a major role in reducing greenhouse gas emissions. Making trips shorter reduces greenhouse gas emissions. The Regional Housing Need Assessment (RHNA) process is the primary tool related to land use.

Land use also contributes to the efficiency of the transportation system. For example, denser and more compact development is supportive of transit, bicycle, and pedestrian travel. Less dense environments tend to require more travel by motorized vehicle.

For transportation, providing a safe and reliable multimodal transportation network is key to addressing the SB 375 requirements. A multimodal network provides a menu of options for users to meet transportation needs. The lack of a multimodal network perhaps best illustrates its importance: if there are no sidewalks we cannot expect people to walk, if the time penalty for transit is too high we can't expect people to choose transit, and if the bike route connecting two places is perceived as unsafe we can't expect people to choose bicycling.

There are a variety of other things SBCAG and the region can do to reduce greenhouse gas emissions from light-duty vehicles. For instance, the pandemic resulted in widespread remote work. Remote work eliminates trips but its staying power is in question. Vanpools are another way to reduce emissions and they are essentially a formalized car pool arrangement. SBCAG actively promotes transportation demand management which helps people find alternative ways to commute.

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.

Sustainable Communities Strategy Disclaimers

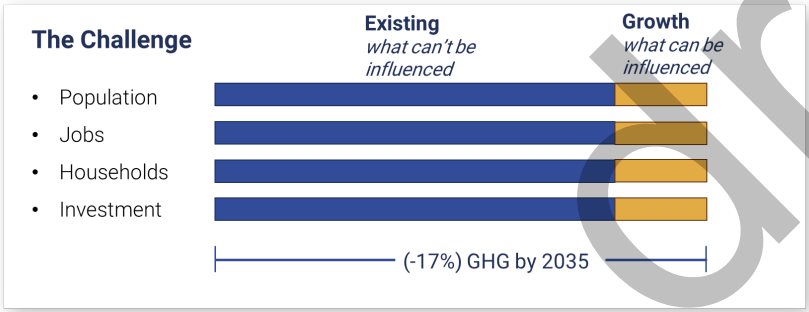
Land use in California is a closely guarded responsibility of local jurisdictions, counties and cities, and SB 375 attempts to add a layer of regional land-use planning. However, SB 375 is explicit in stating that there is no requirement of consistency between an SCS and local land use decisions. Harmony between the SCS and local planning is voluntary, but this is why SBCAG continues with an SCS that is not controversial and addresses more challenges than simply focusing on reducing greenhouse gas emissions.

An SCS is adopted by a Board of Directors as part of the RTP. There is always a possibility that an RTP-SCS, particularly the SCS component, cannot gain the necessary support to be adopted. If this occurs, an Alternative Planning Strategy (APS) is used in place of an SCS. The APS is not fiscally constrained, meaning it can make assumptions that are not affordable. If the SCS shows how a region *will* reduce greenhouse gas emissions, the APS shows how a region *could* reduce greenhouse gas emissions.

The Sustainable Communities Strategy Challenge

SB 375 requires SBCAG to demonstrate how the region can reduce greenhouse gas emissions from light-duty vehicles by 17 percent below 2005 levels by 2035 and on a per capita basis. This plan was completed in 2025 giving just ten years to meet the target. There are two aspects to the challenge of satisfying SB 375. First, most everything that exists today will exist in 2035 and this represents a largely unchanging level of greenhouse gas emissions. Second, plans are forward looking and can only influence new growth and new transportation projects or program investments. These two factors highlight that we can only impact the margin while trying to achieve a comprehensive result. See the following graphic for an illustration of the conundrum.

Figure 2-1: Greenhouse Gas Emission Reduction Challenge



SBCAG's Sustainable Communities Strategy

SBCAG's first SCS was included in the RTP adopted in 2013. The SCS has remained fundamentally the same since 2013 and has remained central to SBCAG's 2017, 2021, and now this 2025 RTP.

In its simplest form, SBCAG's SCS can be described as follows with three points.

1. The SCS seeks to close the gap between where people live and where they work to address the region's jobs-housing imbalance. This would reduce the number of long-distance commutes.
2. The SCS promotes a development pattern that focuses on new development in transportation efficient areas – where not every trip must involve an automobile. This focuses on transportation efficiency for short trips.
3. Focus transportation investments consistent with Measure A. This respects the will of Santa Barbara County voters.

To illustrate why the SCS focuses on land use and largely on closing the region's jobs-housing imbalance, the following figure highlights the impact of long commutes.

Figure 2-2: Work Vehicle Miles Travelled

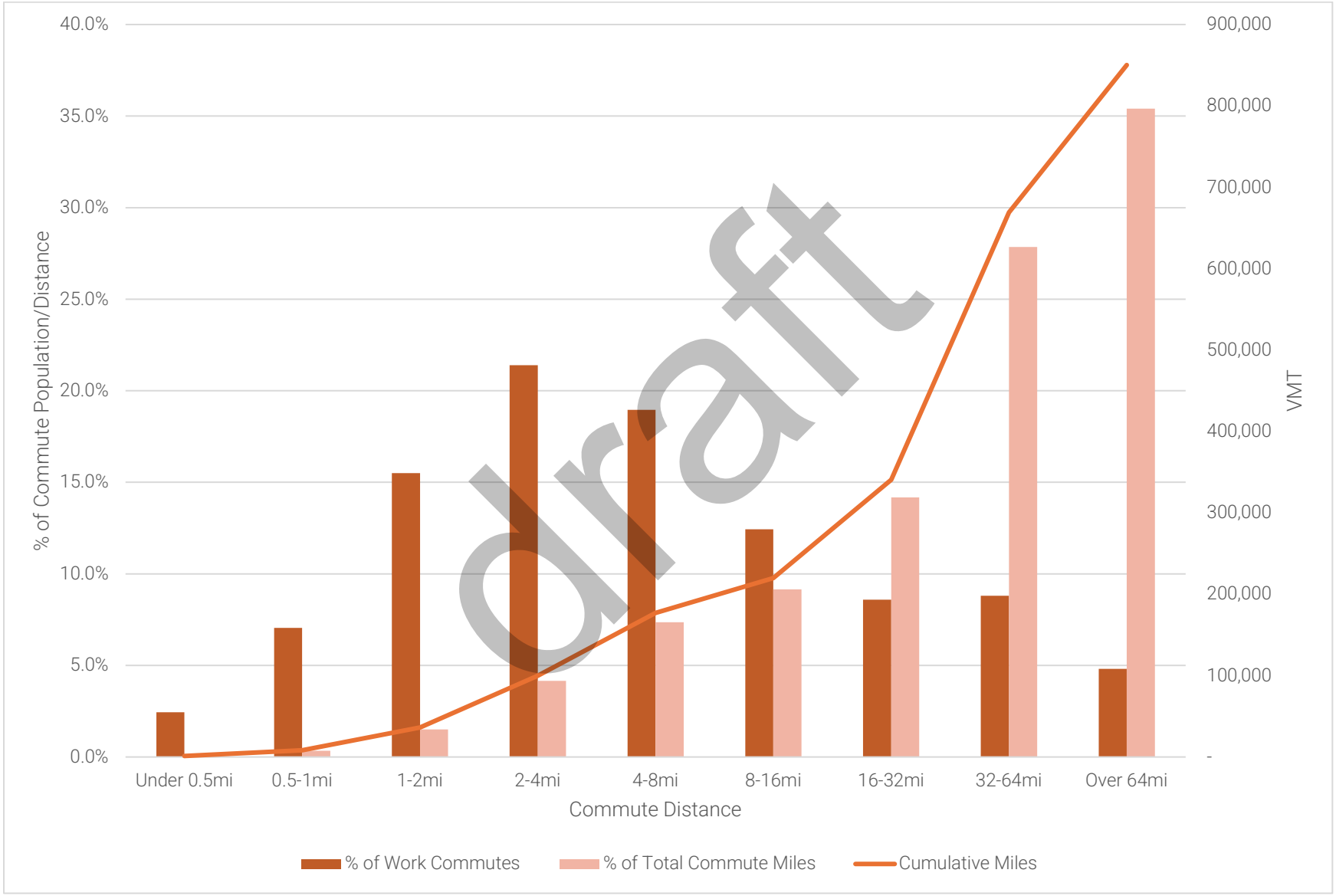


Figure 2-2 shows commute lengths for a typical day in spring 2024. Commute distance, measured as vehicle miles travelled, or VMT, has a direct correlation with greenhouse gas emissions. The graph highlights that small percentages of work trips account for significant portions of work-related VMT.

- 22 percent of commutes account for 77 percent of work VMT.
- 14 percent of commutes account for 63 percent of work VMT.
- The longest 5 percent of work commutes account for 35 percent of VMT related to work commuting.
- The 86 percent of commuters with the shortest commutes account for roughly the same work VMT as the 5 percent with the longest commutes.
- Work commutes longer than 32 miles account for approximately 14 percent of all vehicle miles travelled for all purposes.

These figures provide clarity to the importance of addressing long-distance commuting by closing the jobs-housing imbalance.

Strategy Alternatives

SB 375 requires a range of scenarios be considered in the development of the region's SCS. The range of scenarios is reviewed during a public process, by SBCAG's advisory committees, and by the Board of Directors. Ultimately, the Board of Directors selects the scenario. During the Board of Director's June 2024 meeting, the Board directed SBCAG staff to develop the region's RTP-SCS around the Transit Oriented Development/Infill Development scenario.

The development of strategy alternatives was based on 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. The suite of scenarios are highlighted in Table 2-1. Scenario 3 is the adopted SCS from the prior three SCSs, as well as what is included in this SCS.

Development of the SCS 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 and 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.

Note that there are several other alternatives used to create a baseline for comparison or for environmental review purposes. These include the No Project and No Build 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.

Table 2-1: Connected 2050 Range of Proposed Scenarios

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 regional growth forecast	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 *(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.	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 3	Transit-Oriented Development/Infill – Alternative Transportation Emphasis					all programmed and planned projects, plus a strategy for additional transit service or enhanced transit strategies, changes the funding allocation of a future tax measure to favor alternative transportation

This second iteration of Connected 2050 represents SBCAG's fourth 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 both iterations of 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.

Land Use Strategies and Policies

Strategies

The preferred scenario is a Transit-Oriented Development (TOD)/Infill plan in that it strives to accommodate future growth within transportation-efficient areas: urbanized areas, along transit corridor, and where transportation alternatives exist. The intent of these proposed changes is to shorten trip distances and reduce VMT 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 updated housing elements to comply with the 5th and 6th RHNA cycles, the RHNA processes 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 SCS. 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), average unit size ordinances and parking pricing policies.

- 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.

It is important to note that SBCAG's role in the RHNA process results in a methodology to allocate the regionwide housing need (determination) to local jurisdictions. To the extent that additional capacity is needed, each local government then accommodates that allocation into its general plan. The local governments determine where to accommodate the housing within their own borders and consideration must be given to more factors than reducing greenhouse gas emissions. Zoned housing capacity is largely developed by the private sector and based on economic factors beyond the control of SBCAG or local governments. In summary, the SCS strategizes to develop new housing in the most efficient areas but there are many other factors which determine where new housing is developed.

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) which are part of SB 375 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.[2]

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 20 minutes or less during the morning and afternoon peak commute periods.[3]

A significant portion of the South Coast of Santa Barbara meets the necessary requirements to qualify as a Transit Priority Area. In other parts of the County Rail Stations and Transit Centers satisfy the requirements. Figures 2-3 and 2-4 identify the Transit Priority Areas in Santa Barbara County.

Transit Priority Projects

For future development meeting the definition of "transit priority project", SB 375 contemplates and provides for streamlined

[2] California PRC §21009.7

[3] California PRC §21064.3

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 2-3 and 2-4 illustrate the Transit Priority Project areas in Santa Barbara County. SBCAG also maintains a web-based data platform that provides more user-friendly versions of the following maps.

Figure 2-3: Transit Priority Areas and Projects, North County

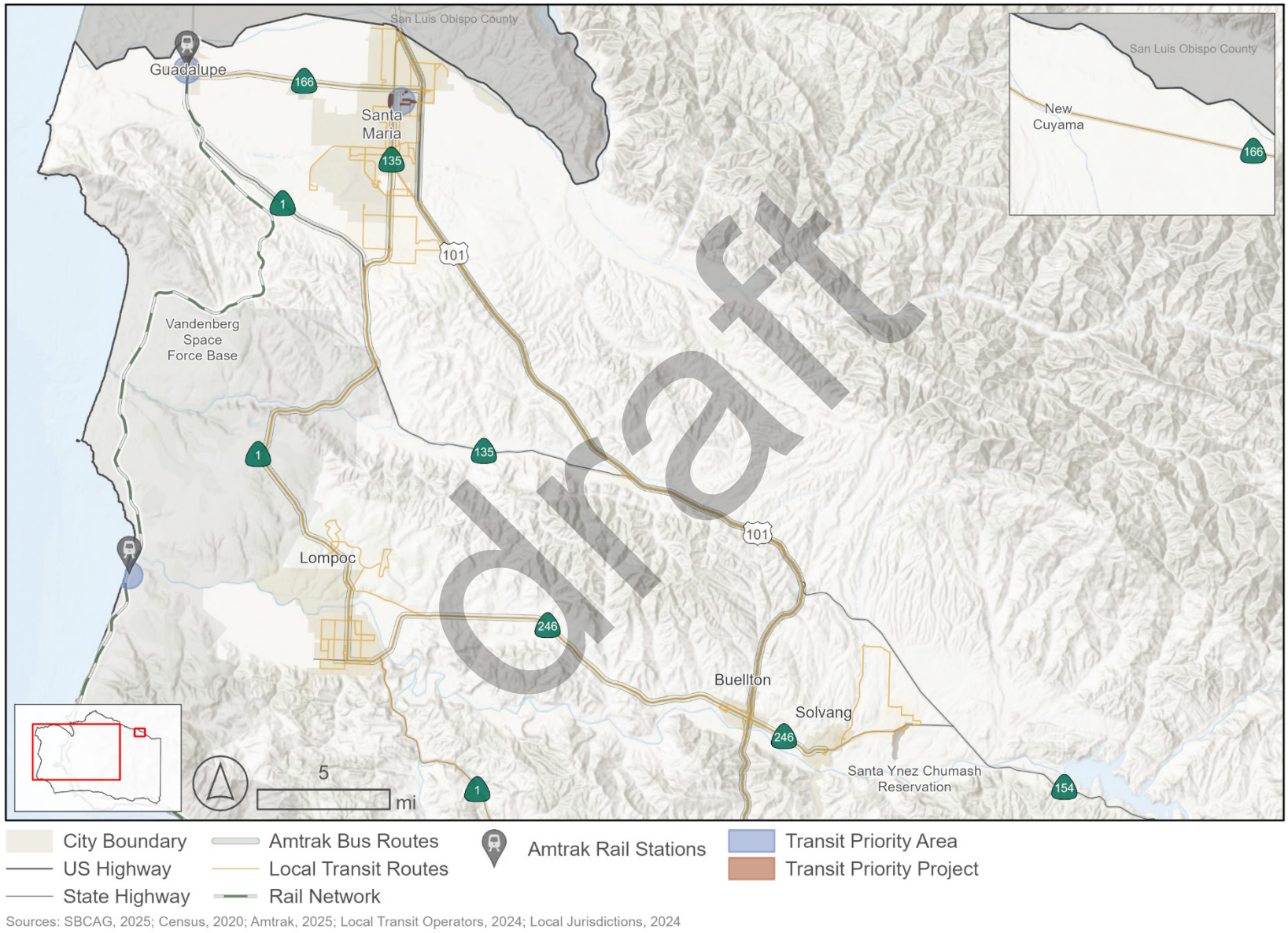
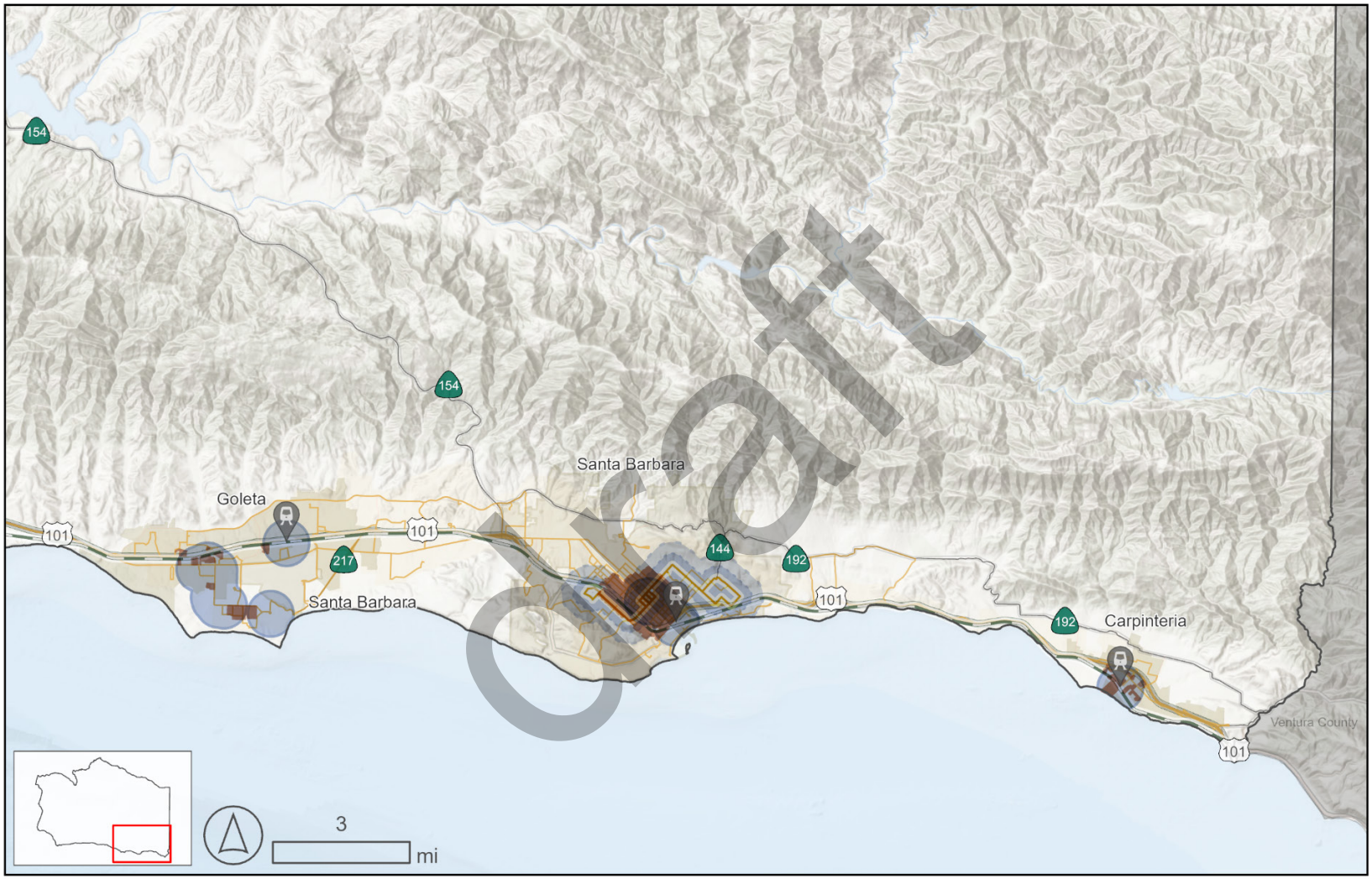


Figure 2-4: Transit Priority Areas and Projects, South County



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 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 land use 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. 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. This is consistent with Transit Priority Areas and Transit Priority Projects as previously discussed. 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.

Regional Housing Needs Allocation and Growth Capacity

In January 2021, the Department of Housing and Community Development (HCD) provided SBCAG with its determination of regional housing need for the 2023 - 2031 projection period of 24,856 housing units. In the 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 fundamental transportation challenge facing Santa Barbara County is a disconnect between where people live and where they work. The result of the region's jobs and housing dispositions is an abundance of long-distance commuting to the south coast from portions of Santa Barbara and Ventura counties that have more affordable housing. The RHNA process is the primary land use tool available to implement the region's SCS.

By heavily weighting existing jobs, the 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.

Table 2-2: Regional Housing Need 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. North County	1,522	564	243	229	486
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 creating an informal requirement of consistency between RHNA and the Sustainable Communities Strategy. The

allocation of housing units 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. 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 is 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.

SBCAG had used UPlan as its land use model to assist with satisfying SB 375 requirements. The model identified an unbuilt capacity of 62,302 housing units through 2050 which surpasses forecasted housing demand as found in the Regional Growth Forecast (38,080 units) and the 6th Cycle RHNA allocations (24,856 units). Modeled capacities are generalized and ultimately local General Plans determine actual capacity for 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 to outpace population growth. This condition has been considered in the assessment of the consistency between RHNA and the SCS.

It is important to note that accommodating RHNA allocations through re-zoning at the local level considers more factors than is considered in 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.

Transportation

Senate Bill 375 (SB 375) requires SBCAG to identify a transportation network to service the transportation needs of the region.[4] 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 5 and Appendix A. The SBCAG regional travel model incorporates a truly multimodal 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

[4] Gov. C. § 65080(b)(2)(B)(iv).

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 5 and Appendix A.

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.[5] 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 4 and Appendix C, limitations on some funding sources restrict how funding may be applied and therefore also limit project re-prioritization to some degree.

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 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 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

[5] See Gov. C. § 65080(b)(2)(L).

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

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 percent 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 percent 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 miles 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.

Sustainable Communities Strategy Compatibility

The SCS is a region-wide and broad strategy. Knowing what fits within the SCS enables local application of the abstract.

Land Uses Consistent with the SCS:

- Any residential development that is consistent with a jurisdiction's RHNA allocation.
- Any job-producing or economic development in northern Santa Barbara County.
- Any development of any type that either has no significant impact for transportation through the California Environmental Quality Act (CEQA) or is able to mitigate its impact (VMT) to 15 percent below the regional average.
- Any development that is eligible for CEQA streamlining benefits defined in SB 375.

Transportation Projects Consistent with the SCS:

- Any project listed in this RTP-SCS (see Appendix A).
- Any project that primarily benefits transit services, vanpools, rail services, or bicycle or pedestrian mobility.
- Any project that either has no significant impact for transportation through CEQA or is able to mitigate its VMT to 15 percent below the regional average.
- Any project that benefits alternative fuels.
- Any maintenance related project.

Public Involvement

SBCAG updates the region's RTP-SCS every four years. The last update, Connected 2050, was completed in 2021. Public participation is essential to this process. Public involvement helps SBCAG identify the best path to a sustainable future reflective of community interests and needs, while enhancing public health, improving safety and equity, complying with existing laws, and preparing for anticipated growth in the region.

This update is unique in that there are few catalysts for substantive change demonstrated by the limited number of new initiatives or projects. Therefore, SBCAG targeted two aspects of the RTP-SCS for improvement: 1) awareness of the region's transportation priorities, and 2) readability. In addition, the California Transportation Commission (CTC) updated the *Regional Transportation Plan Guidelines for Metropolitan Planning Organizations* in between the two Connected 2050 cycles and any new requirements are also addressed in this update.

Ultimately the 2025 update cycle offers an opportunity for the public and SBCAG member jurisdictions to collectively refine their vision and strategies for the Santa Barbara County region developed within Connected 2050.

The next RTP-SCS update in 2029 is anticipated to be significant and offer more substantial options for public involvement in the decision-making process of projects and programs that could impact future priorities for the region.

The public participation plan for this update was prepared consistent with guidance offered by the 2017 version of the *Regional Transportation Plan Guidelines for Metropolitan Planning Organizations*. As this public participation plan was being developed, the California Transportation Commission was in the

process of updating the 2017 *Regional Transportation Plan Guidelines for Metropolitan Planning Organizations* guidelines; however, adoption of the Public Participation Plan preceded adoption of any updated State guidance.

The RTP-SCS Public Participation Plan complements SBCAG's federal Public Participation Plan (2019) which fulfills the federal requirements for public participation in the metropolitan planning process. The federal Public Participation Plan (2019) is available on the SBCAG website, www.sbcag.org, and the RTP-SCS Public Participation Plan is available on the SBCAG website.

In November 2023, the SBCAG Board of Directors approved the Public Participation Plan for this Connected 2050 update cycle. The Public Participation Plan addresses all public process requirements of SB 375 while identifying how SBCAG will engage the public to both inform and to gain input. The public process has been designed to occur in three distinct phases.

Phase 1: Direct Stakeholder Outreach and Engagement

This phase focuses on direct stakeholder outreach and engagement while also developing the tools and tactics needed to convey the complex aspects of the RTP-SCS for meaningful public participation.

Notably, SBCAG worked to develop an overview of the RTP-SCS planning process, explaining the significance of SB 375, and outlining the unique aspects of this RTP-SCS update including targeting engagement on two improvements: 1) awareness of the region's transportation priorities, and 2) readability.

SBCAG conducted a hybrid virtual and in person stakeholder briefing on February 15, 2024. Invitations were distributed consistently with the Public Participation Plan, which includes regional stakeholders as well as state and federal planning partners.

Phase 2: Public Participation

This phase focused on seeking broad public input on possible future development patterns and alternative transportation/land use scenarios for the region. SBCAG also continued targeted engagement on two improvements: 1) screening criteria for regionally significant projects to be applied to project lists, and 2) readability.

The in-person and virtual listening sessions were promoted to traditional news media, RTP-SCS stakeholders and interested parties' distribution email lists, major employers in the region, transit buses, SBCAG social media platforms and relevant digital newsletters, and shared with member jurisdictions to promote within their communities with additional attention given to increase turnout from disadvantaged and traditional underserved communities.

For Phase 2, SBCAG conducted two public listening sessions. The first listening session was conducted in person and in the City of Solvang on May 23, 2024 from 4:00 – 6:00 PM. The second listening session was conducted virtually on May 29, 2024, also from 4:00 – 6:00 PM.

Phase 3: Public Hearings

This phase focuses on development and distribution of the final draft RTP-SCS with the preferred transportation/land use scenario presented for individual public review and formal public hearings with decision makers.

The public hearings are scheduled to be conducted during the June and August 2025 SBCAG Board of Directors meetings.

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.

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.

The discussion below highlights performance measures for each goal area. Tables 2-3 and 2-4 provide select performance results for 2035 and 2050 horizon years. Performance results for all Connected 2050 scenarios considered are included at the end of Appendix G.

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. 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.

To some degree, increased congestion is inevitable because vehicle trips would increase by approximately 16 percent during the plan period, while road capacity increases only slightly. Total vehicle trips remain roughly constant across scenarios (1,669,000 for the future baseline scenario, 1,654,000 for the preferred scenario) and represent a jump from 2019 trips (1,426,000) [+17/+16 percent]. Meanwhile, the network supply (measured in lane miles) remains constant across scenarios and increases by approximately two percent.

Table 2-3: Performance Results (2035)

Goal	Metric	Base Year	2035 Business as Usual (BAU)	2035 TOD-Infill (Preferred Scenario)	% change from BAU
Environment	VMT per capita	23.36	24.85	21.69	-13%
	GHG emissions per capita	17.63	17.86	15.27	**-17.9%**
	Transit mode share	0.87	0.91	0.95	4%
Mobility & System Reliability	VMT (total)	10,765,111	12,463,181	10,879,896	-13%
	Vehicle hours traveled	7,865	8,938	8,332	-7%
	Average Daily Trips (ADT)	1,426,395	1,577,468	1,568,585	-1%
	Average travel time	14.58	15.32	15.50	1%
	Avg. commute time	16.10	16.44	15.50	-6%
	Transit ridership	23,731	27,448	28,355	3%
Equity	Transit accessibility	69.74	69.02	71.86	4%
	Transit accessibility (low-income communities)	80.87	79.70	83.49	5%
Health & Safety	Active mode share (all)	5.74	5.62	5.76	2%
	Active mode share (work)	5.44	5.47	5.65	3%
Prosperous Economy	Auto operating cost	2,430,822	3,165,983	2,762,404	-13%

Table 2-4: Performance Results (2050)

Goal	Metric	2050 BAU	2050 TOD-Infill (Preferred Scenario)	% change from BAU
Environment	VMT per capita	25.77	21.91	-15%
	GHG emissions per capita	18.78	15.43	-18%
	Transit mode share	0.91	0.95	5%
Mobility & System Reliability	VMT (total)	13,442,066	11,427,856	-15%
	Vehicle hours traveled	9,560	8,634	-10%
	Average Daily Trips (ADT)	1,668,886	1,653,931	-1%
	Average travel time	15.67	14.22	-9%
	Avg. commute time	16.43	15.08	-8%
	Transit ridership	28,727	30,108	5%
Equity	Transit accessibility	69.19	72.48	5%
	Transit accessibility (low-income communities)	80.17	84.39	5%
Health & Safety	Active mode share (all)	5.58	5.76	3%
	Active mode share (work)	5.45	5.73	5%
Prosperous Economy	Auto operating cost	3,389,882	2,881,029	-15%

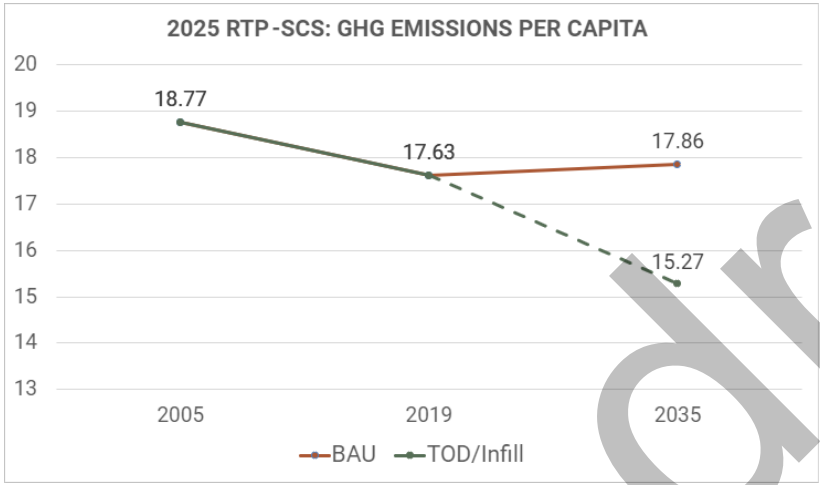
NOTES:
(a) % change represents a reduction from the year 2005 and incorporates EMFAC emissions model adj. factor, per CARB recommendation.
BAU = Business-as-Usual
TOD = Transit-Oriented-Development

Senate Bill 375 Greenhouse Gas Targets

Connected 2050 meets and exceeds the CARB -17 percent per capita growth targets for reduction of GHG emissions from passenger vehicles for target year. The following figure highlights the per capita GHG emissions resulting from the TOD/Infill scenario which equal a 17.9 percent reduction over 2005 levels.

Figure 2-5: Passenger Vehicle CO2 Emissions per Capita

(LB CO2E/DAY/PERSON)



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.

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 15 percent, vehicle hours traveled by 10 percent, and average daily traffic (ADT) volumes by one percent.
- Reduces average vehicle trip time by 9 percent and average vehicle commute time for workers by 8 percent.
- Saves residents and workers nearly $500,000 annually in auto operating costs (a 15 percent reduction).

- Achieves an overall increase in transit accessibility (the percentage of population within a high-quality transit corridor[6]) of 5 percent.
- Achieves an increase in transit accessibility for low-income populations (the percentage of low-income population within a high quality transit corridor) of 5 percent.
- Increases transit ridership by 5 percent, and results in a 3 percent increase in alternative trip (biking, walking, and transit) mode share.

In addition, the preferred scenario results in:

- A reduction in per capita greenhouse gas emissions of 17.9 percent in 2035, compared to the 2005 base year (SB 375).

The preferred scenario also includes an enhanced transit strategy, which may eventually help to reduce local congestion.

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 infill areas, and promoting transit use and alternative transportation. It also aims to reduce vehicle miles traveled and preserve open space and agricultural land. Tables 2-3 and 2-4 provide VMT per capita, GHG emissions per capita, and transit mode share indicators. Additional performance indicators are included in Appendix G.

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.

Tables 2-3 and 2-4 provide six indicators to assess Mobility and System Reliability. Appendix G provides a variety of additional indicators.

Equity

Equity is assessed as part of both the goals of the plan and as part of the environmental justice analysis. In this section, as part of the plan goals, Tables 2-3 and 2-4 provide two indicators used to assess equity. Equity is further discussed in Chapter 3 with a wide range of performance indicators provided in Appendix F.

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

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

bicycling and walking trips and increase public outreach and education about these health and safety issues.

Tables 2-3 and 2-4 provide two indicators to assess Health and Safety. Appendix G provides a variety of additional indicators.

Prosperous Economy

The fifth goal that SBCAG has set for Connected 2050 concerns a prosperous economy. Connected 2050 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.

Tables 2-3 and 2-4 provide one indicator to assess the Prosperous Economy goal. Appendix G provides a variety of additional indicators. Note that provided indicators are a product of SBCAG's travel demand model. Economic indicators are better provided by other sources.

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 initial Connected 2050 (2021) 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 and the next update is scheduled for fiscal year 2025/26.

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, and its eight incorporated cities. The RGF is a requirement of the SBCAG Regional Transportation Plan, which has a minimum 20-year planning horizon.

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, though it 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 slower 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 Space Force Base (VSFB) and tourism in the county. The county is home to a major U.C. campus that will catalyze entrepreneurship and attract high-wage job growth. In addition, the county will see a modest increase in high-wage technology related and professional service jobs. Tourism will continue to impact 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.

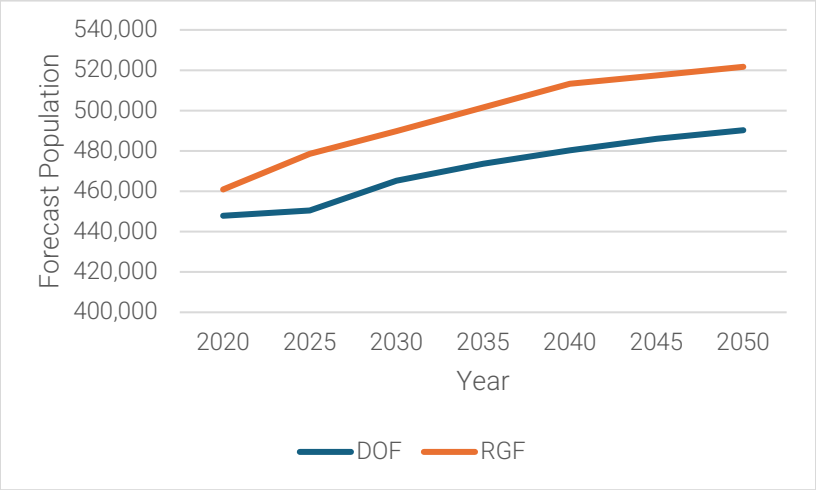
The Santa Barbara County share of the state population has historically been declining, ranging between 1.25 to 1.10 percent and is forecasted to continue to trend lower with the Santa Barbara County share of state population at 1.05 percent by 2050. Data shows that an increasing share of county jobs 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 percent from 453,500 to 521,700 persons. Countywide jobs are forecast to increase by 58,000 or 25 percent from 222,000 to 281,000 jobs. Countywide households are forecast to increase by 38,000 or 25 percent from 148,900 to 186,900 households.

The California Department of Finance (DOF) prepares demographic and economic estimates and projections which enable a comparison between the DOF projections and SBCAG's forecast. The table below shows the forecasted population for Santa Barbara County in 5-year increments.

Figure 2-6: Department of Finance and Regional Growth Forecast Comparison



SBCAG's forecast is higher than the DOF projection by a range of 2.8 percent to 6.4 percent, though both progress on similar trajectories. While there is a discrepancy between these two forecasts it is important to note that both are forecasts which are built around future assumptions.

Subregional Forecasts

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 Table 2-6.

The following table summarizes the Regional Growth Forecast for each jurisdiction and for population, households, and employment. 2017 is provided as the first data point because it was the base year used in the preparation of the forecast.

Table 2-5: Regional Growth Forecast

	Population			Households			Employment (Jobs)		
	2017	2050	% change	2017	2050	% change	2017	2050	% change
Buellton	5,300	6,600	24%	1,894	2,600	36%	2,920	3,680	26%
Carpinteria	13,700	14,700	8%	4,907	5,700	16%	7,130	9,000	26%
Goleta	31,900	34,700	9%	11,411	13,500	18%	24,600	31,070	26%
Guadalupe	7,600	9,100	20%	1,907	2,700	42%	1,350	1,710	27%
Lompoc	43,600	52,200	20%	13,776	18,200	32%	12,730	16,080	26%
Santa Barbara	94,800	102,000	8%	37,350	43,100	15%	72,270	91,250	26%
Santa Maria	108,500	143,100	32%	28,792	44,100	53%	41,620	52,550	26%
Solvang	5,800	6,300	10%	2,351	2,800	18%	4,050	4,210	4%
County (unic.)	142,300	152,900	8%	46,477	54,300	17%	47,640	60,150	26%
Total	453,500	521,700	15%	148,900	186,900	26%	222,300	280,700	26%

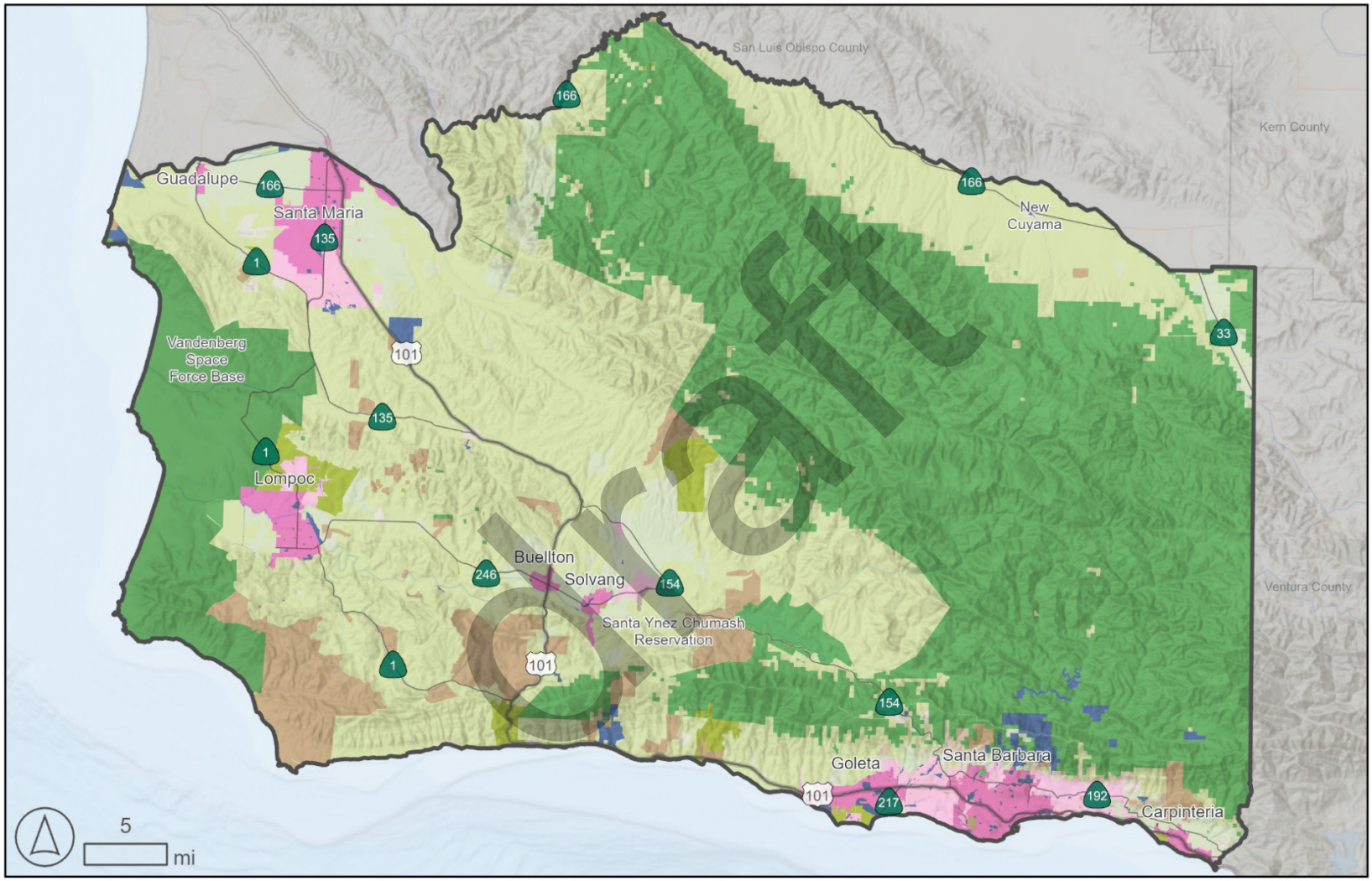
Existing Land Use

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 (Appendix H). 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 land or land in agricultural use. 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 Space Force Base. State, University of California, or local government and conservancy-owned lands constitute approximately eight 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 2-7 illustrates the land ownership status throughout Santa Barbara County.

Figure 2-7: 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 unincorporated areas.

As required by law, each city in the Santa Barbara region, as well as the unincorporated County, has a general plan containing 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.

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.

Vandenberg Space 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 Space 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

The Census Bureau defines urban areas as densely developed territories that encompass residential, commercial, and other non-residential urban land uses. With each decennial Census, the Bureau updates its urban area criteria. For the 2020 cycle, several significant changes were implemented, including:

- Increasing the minimum population threshold from 2,500 to 5,000;
- Transitioning from population density to housing density as a primary criterion; and
- Other technical adjustments to the methodology.

As a result of these changes and the findings of the 2020 U.S. Census, the Santa Barbara Urban Area surpassed the Federal Transit Administration's 200,000-person threshold, qualifying it as a large urban area. This designation has several implications for the SBCAG region:

1. SBCAG is now officially designated as a Transportation Management Area (TMA), although it had voluntarily assumed this role previously. This designation requires compliance with federal Congestion Management Process (CMP) requirements (see Appendix D).
2. Federal and state funding programs now apply differing requirements specific to large urban areas, which will impact SBCAG and the region's transportation planning and funding processes.

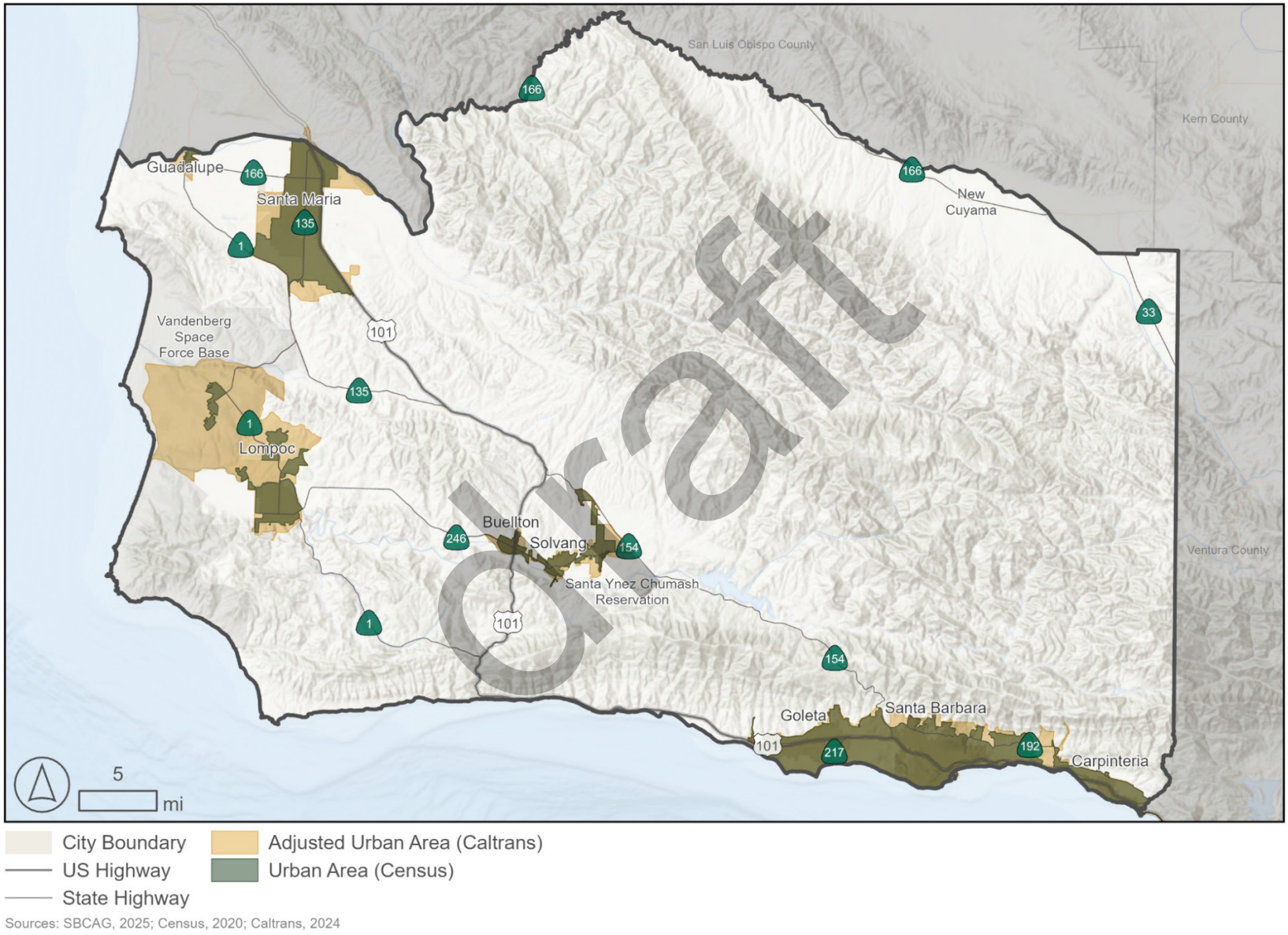
Other differences between the 2010 and 2020 urban areas include Buellton becoming its own urbanized area, splitting from the Solvang-Santa Ynez urbanized area, and the Vandenberg Space Force Base being incorporated into the Lompoc urbanized area.

Table 2-7 summarizes the urbanized area populations for the region. Figure 2-8 depicts the boundaries of the urban areas in Santa Barbara County.

Table 2-6: Census Urbanized Area Populations, 2020

Urbanized Area	Population
Santa Barbara	202,197
Santa Maria	143,609
Lompoc	54,287
Buellton	5,161
Solvang-Santa Ynez	10,295
Guadalupe	8,046
Total Urban Population	423,595
Total Rural Population	24,634

Figure 2-8: Santa Barbara County Urbanized 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 H.

Climate Change Impacts and Adaptation

As noted in Chapter 1, 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.[7]

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 crashes, injuries, and fatalities on the transportation system. SBCAG also seeks to improve public

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

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.

Technical Methodology

In the spring of 2024, SBCAG submitted a technical methodology memorandum to CARB 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 February 2025. The final technical methodology is included in Appendix E. In developing and analyzing alternative land use and transportation scenarios, staff followed this technical methodology.

To meet the requirements of 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, CARB's 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 (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 second time in quantifying the GHG impacts of a sustainable communities strategy, SBCAG is employing off-model strategies. These off-model strategies, telecommuting and vanpools, are highlighted in the technical methodology.

Land Use Modeling and 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 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. 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 regional travel demand model, 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 2-8 shows the correspondence between modeled land use capacity for the preferred scenario and the forecast population growth.

Table 2-7: RHNA Housing Need v. UPlan Land Use Capacity - Preferred Scenario (households)

Local Jurisdiction	UPlan Land Use Capacity		SCS Forecast Household Growth		UPlan Land Use Capacity Minus SCS Household Growth	
South County	**29,492**		**25,655**		**3,837**	
Carpinteria	410	1.4%	346	1.3%	64	1.7%
Santa Barbara	14,953	50.7%	12,944	50.5%	2,009	52.4%
Goleta	6,611	22.4%	9,097	35.5%	(2,486)	-64.8%
Unincorporated	7,519	25.5%	3,268	12.7%	4,251	110.8%
Santa Ynez Valley M.A.	**3,868**		**1,287**		**2,581**	
Solvang	1,363	35.2%	317	24.6%	1,046	40.5%
Buellton	1,322	34.2%	768	59.7%	554	21.5%
Unincorporated	1,182	30.6%	202	15.7%	980	38.0%
Lompoc Valley M.A.	**7,643**		**2,192**		**5,451**	
Lompoc	6,199	81.1%	1,882	85.9%	4,317	79.2%
Unincorporated	1,444	18.9%	310	14.1%	1,134	20.8%
Santa Maria Valley M.A.	**21,300**		**12,995**		**8,305**	
Santa Maria	16,500	77.5%	11,600	89.3%	4,900	59.0%
Guadalupe	1,014	4.8%	150	1.2%	864	10.4%
Unincorporated	3,787	17.8%	1,245	9.6%	2,542	30.6%
Unincorporated Total	**13,932**	**22.4%**	**5,447**	**12.9%**	**8,485**	**42.1%**
County Total	**62,302**		**42,129**		**20,173**	

Distribution of population and employment in the preferred scenario is shown in Table 2-9.

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 2-8: 2015-2050 Household and Job 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%

Environmental Mitigation Program

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

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 3

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.

In this update of Connected 2050, the methodology for identifying environmental justice communities remains unchanged and consistent with the methodology developed alongside the 2021 version of Connected 2050. The only difference in this iteration is the underlying dataset which was updated to incorporate the most current data available. This resulted in minor changes to the geography of the region's environmental justice communities.

The purpose of identifying the region's environmental justice communities is twofold:

1. The investments planned for can be assessed to determine if they have a disproportionate impact on disadvantaged segments of the population; and
2. The results may be used to inform future decision-making regarding investments in the transportation network.

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 percent of regional scores (as a percentage of the population or households). The highest 25 percent 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 percent of total as it composes approximately 50 percent 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 stakeholder input and provides for 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. The following table provides the indicators used to identify environmental justice communities and the severity of each.

Table 3-1: Environmental Justice Indicators

Household Indicators	Individual Indicators
# no vehicle available	# adults with a disability
# limited English	# income below poverty level
# rent 50%+ income	# no high school diploma
# low-income	# ethnic minority
	# age 75+
	# age <18

All data used in this analysis is from the 2022 American Community Survey, 5-year estimates.

For every Census block group in Santa Barbara County the number of either households or individuals meeting the indicator criteria is determined. The sum of households or individuals meeting any indicator for each block group is divided by that block group's number of households or individuals. This provides a household score and an individual score for each block group. These two values are added to provide a single score for each block group. The 25 percent of block groups with the highest scores are identified as the region's environmental justice communities. The top 25 percent of environmental justice scores are stratified across five quintiles to determine the degree of severity (top 5 percent most severe, 20-25 percent least severe).

Environmental Justice Communities

The following series of maps provide the results of the region's environmental justice identification process. The maps are also available on SBCAG's Regional Data Platform, accessible via SBCAG's website.

A transportation analysis of how the regional transportation plan affects to the environmental justice communities is contained in Appendix F.

New Cuyama

Due to its rural nature, the Cuyama Valley, including New Cuyama is contained within a single Census Block Group which encompasses approximately 40 percent of Santa Barbara County. SBCAG's process does not find New Cuyama to qualify as an environmental justice community. The County of Santa Barbara's methodology does identify New Cuyama as an environmental justice community. New Cuyama is not overlooked in SBCAG's process, though it may be a shortcoming of the methodology.

Figure 3-1: SBCAG Regional Environmental Justice Communities

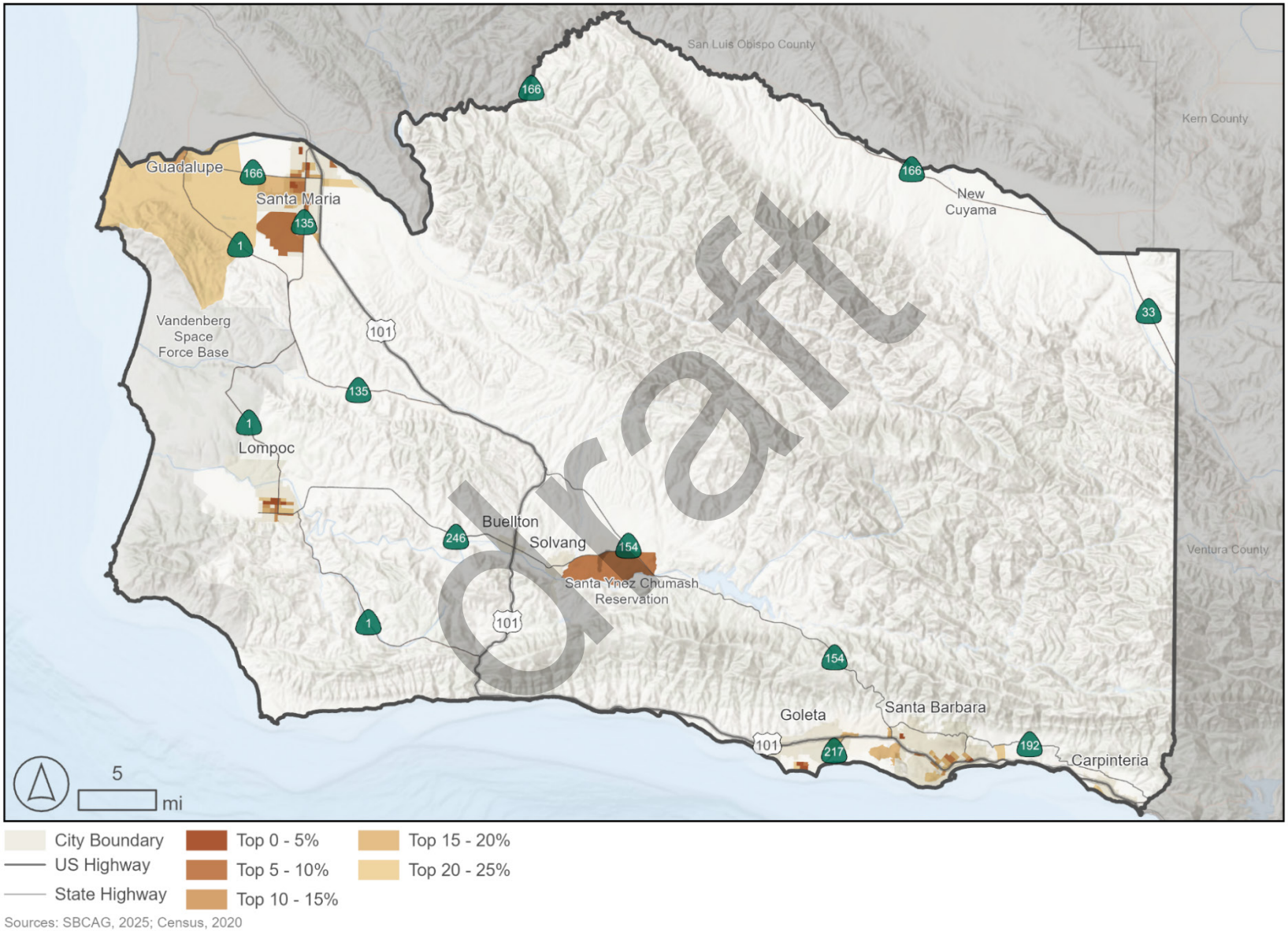


Figure 3-2: South Coast Environmental Justice Communities

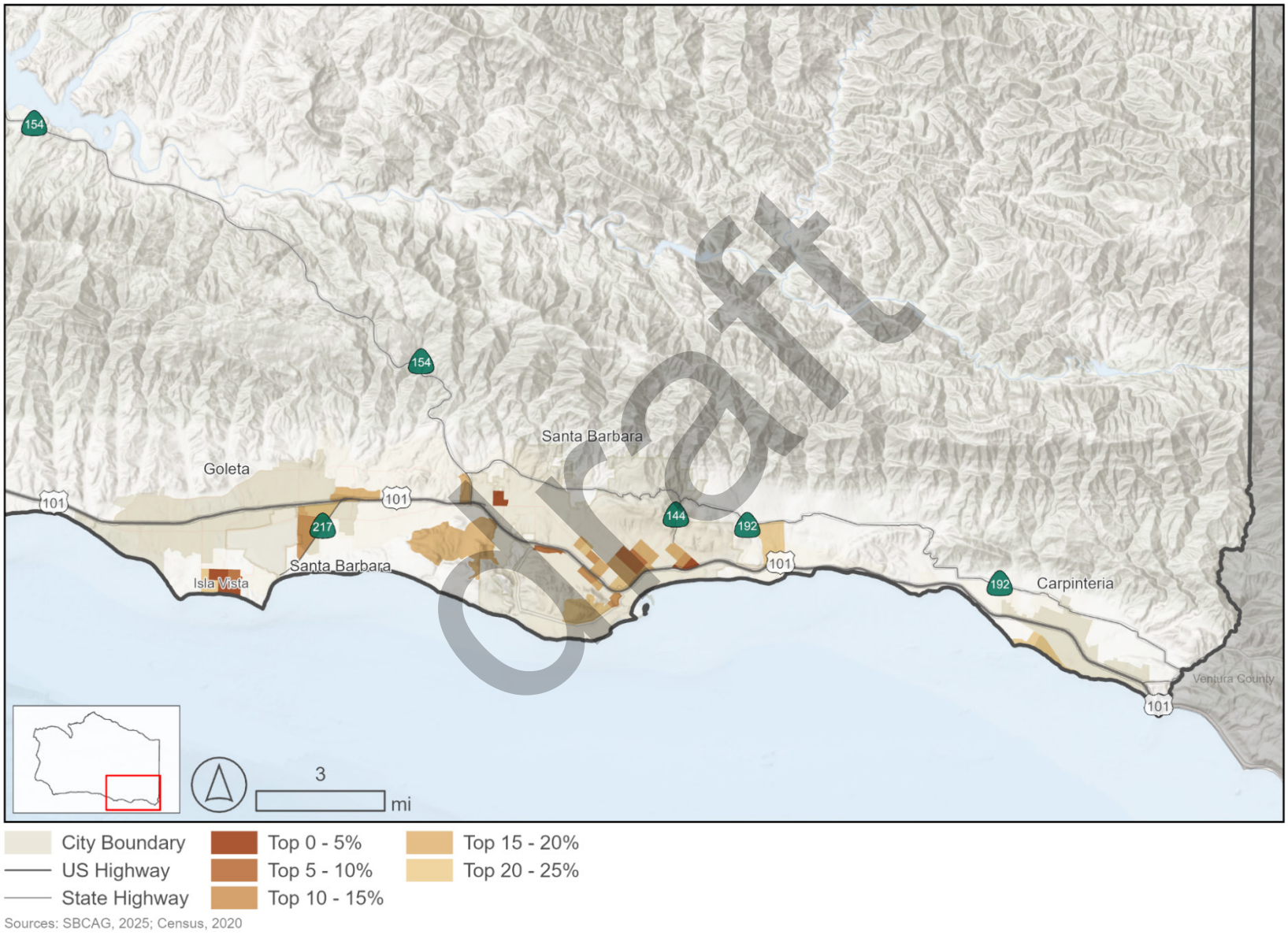


Figure 3-3: Santa Ynez Valley Environmental Justice Communities

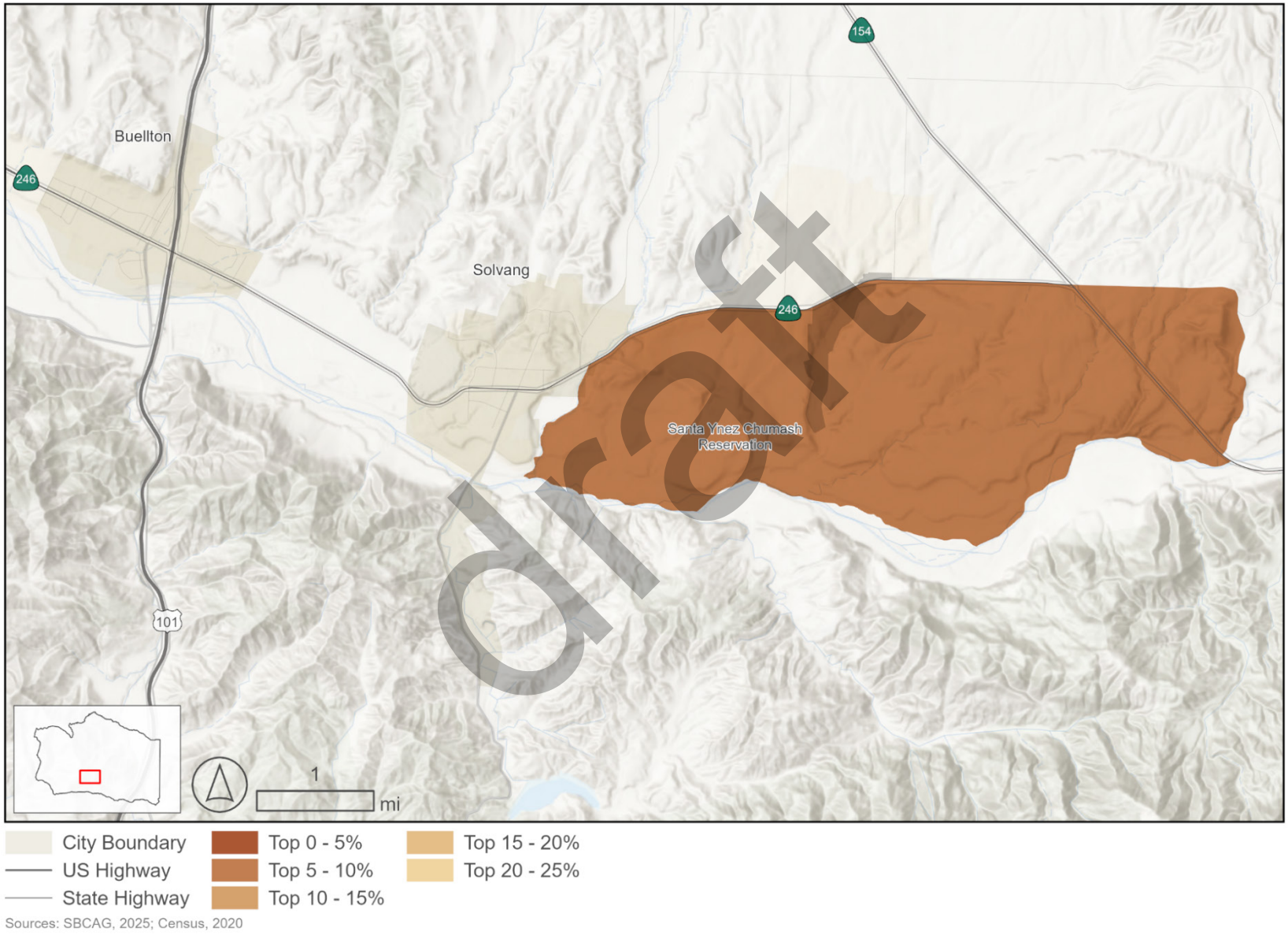


Figure 3-4: Lompoc Valley Environmental Justice Communities

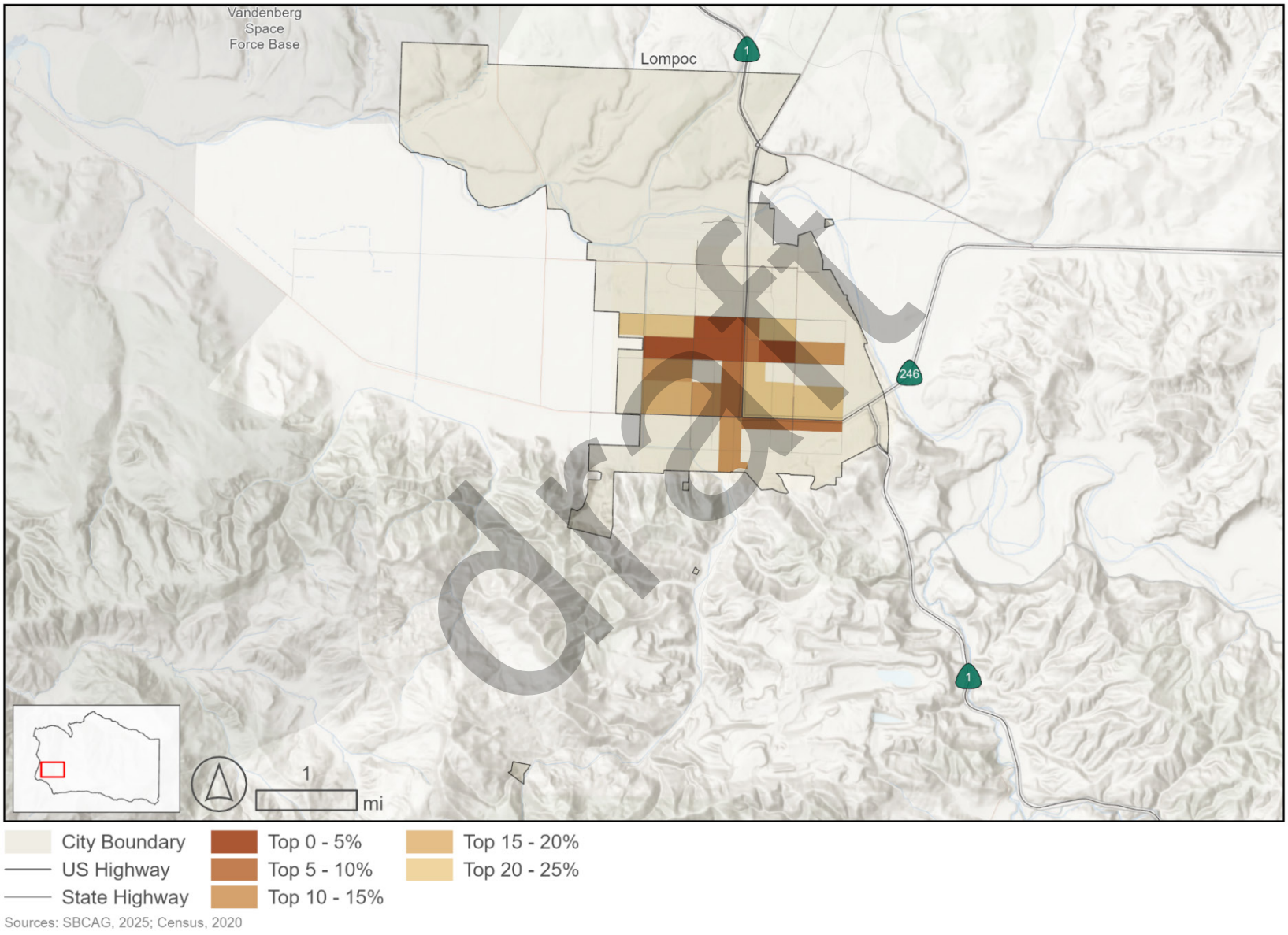
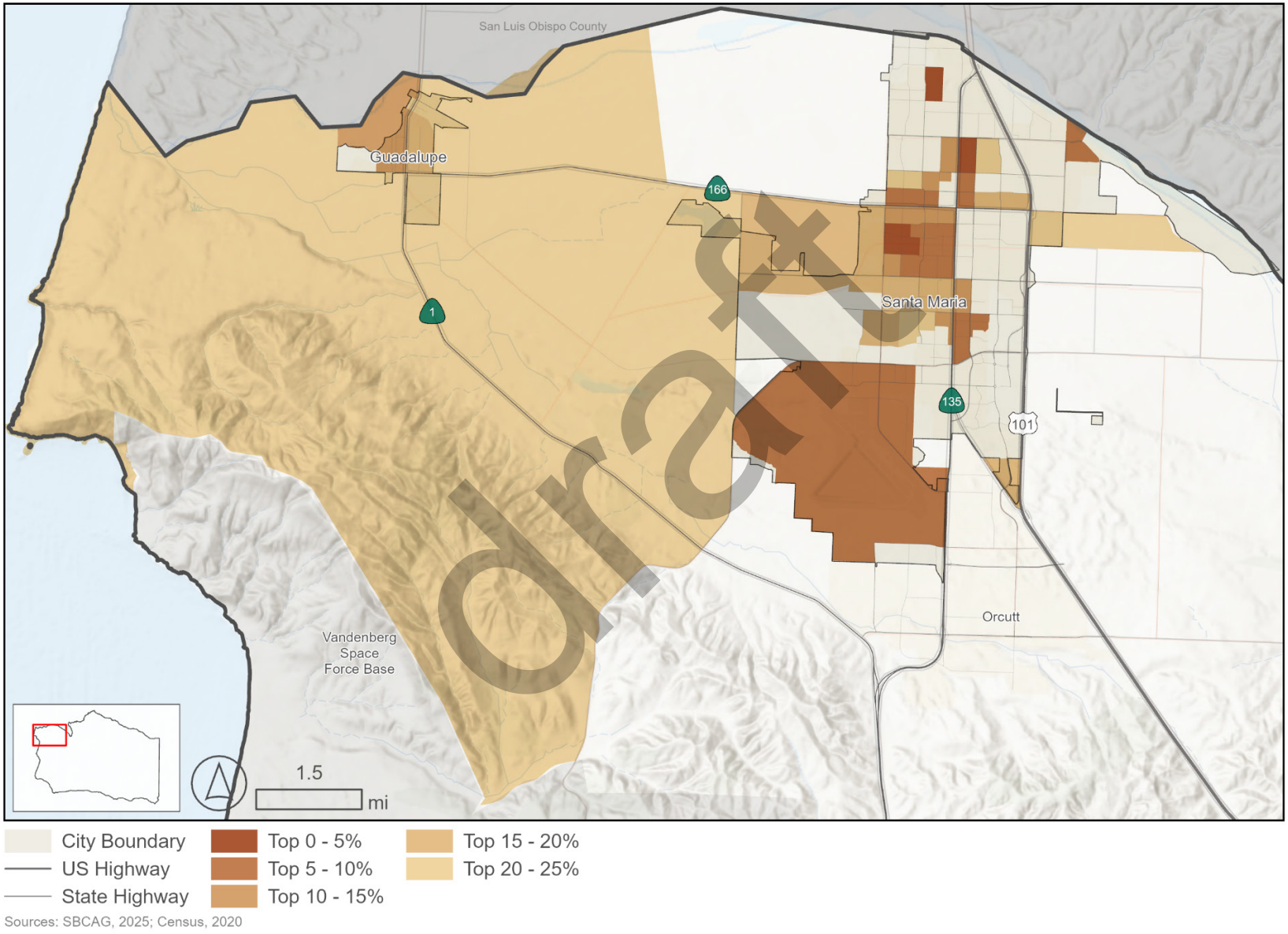


Figure 3-5: Santa Maria Valley Environmental Justice Communities



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.

The transportation projects identified in Appendix A are analyzed against the environmental justice communities discussed in this chapter. The full environmental justice analysis is included in Appendix F.

Chapter 4

This RTP-SCS is the second iteration of Connected 2050. The forecasted revenues discussed in this chapter have been updated, as well has the cost of projects compared to the 2021 version of Connected 2050. Changes to this chapter have been largely limited to what is necessary to account for new information and therefore many statements have carried over from the first Connected 2050 iteration.

The financial element provides a realistic forecast of available revenues, showing that the projects can be implemented using "committed, available, or reasonably available revenue sources"[1] and analyzes the cost of implementing the projects identified in the action element (discussed in Chapter 5 and listed in Appendix A). 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 (2025 – 2050) is approximately $9.3 billion. Of the $9.3 billion, $3.0 billion is derived from funding sources passed through directly to local agencies, primarily for maintenance of the existing transportation network, and is not within the purview of SBCAG. $6.2 billion is forecasted to be available to support the projects contained within this plan.

Measure A, the local transportation sales tax measure, accounts for 22.8 percent of anticipated revenues with the assumption that it continues to at least 2050, beyond its expiration in year 2040.

The total cost of the projects in Connected 2050 is approximately $5.5 billion:

- $2.4 billion for highway and streets/roads projects,
- $2.8 billion for transit and rail projects,
- $0.3 billion for bicycle and pedestrian projects.

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 (2025-2050) 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 A.

[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).

Requirements

The 2024 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.

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.

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 revenue growth factor for each revenue source is shown on Tables 4-2 through 4-6.

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.

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 C. The projections are presented by five-year increments in Tables 4-2 through 4-6. In addition to the revenues shown in Tables 4-7, Connected 2050 also relies on 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 A.

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, the table below provides the modal breakdown of the projects proposed for funding by Connected 2050. A comparison of the modal breakdown for the previous iterations of the RTP-SCS is also provided below.

Table 4-1: Funding by Mode

RTP-SCS	Auto	Transit/Rail	Bike/Ped
Fast Forward 2040 (2017)	62.3%	33.2%	4.5%
Connected 2050 (2021)	75.8%	21.0%	3.2%
Connected 2050 (2025)	68.6%	27.5%	3.9%

Table 4-2: Measure A Revenue Projections

Measure A (including renewal)($000)	Escalation Rate	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 Total
Measure A (available revenues for allocation)	2.00%	257,979	319,992	378,629	435,799	481,158	2,129,194
Measure A Bond Proceeds	-	-	-	-	-	-	75,000
Total		257,979	319,992	378,629	435,799	481,158	2,204,194

Table 4-3: Senate Bill 1 Program Revenue Projections

Senate Bill 1 (SB1) Programs ($000)	Escalation Rate	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 Total
Local Streets and Roads Program - Highway Users Tax	2.00%	104,423	115,291	127,291	140,539	155,167	738,944
Local Streets and Roads Program - SB1	2.00%	95,893	105,874	116,893	129,060	142,492	720,220
Local Partnership Program - Formula	2.00%	7,126	7,868	8,687	9,591	10,589	50,230
Local Partnership Program - Competitive		30,000	10,000	15,000	10,000	15,000	80,000
Solutions for Congested Corridors Program		64,200	-	-	-	-	196,600
Trade Corridor Enhancement Program		28,000	-	-	-	-	28,000
Total		329,642	239,033	267,871	289,190	323,248	1,813,993

Table 4-4: Highway and Road Program Revenue Projections

Highways and Roads ($000)	Escalation Rate	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 Total
Regional Surface Transportation Program (STP)	2.00%	27,902	30,806	34,012	37,552	41,460	196,216
State Transportation Improvement Program (STIP)	2.00%	20,080	21,657	23,911	26,400	29,148	129,846
State Highway Operations and Protection Program (SHOPP)	2.00%	285,253	-	-	-	-	972,809
Highway Safety Improvement Program (HSIP)	2.00%	8,174	7,024	7,755	8,562	9,454	46,852
Service Authority for Freeways and Expressways (SAFE) and Freeway Service Patrol (FSP)	1.00%	2,612	2,745	2,885	3,033	3,187	17,137
Highway Bridge Program (HBP)	2.00%	53,150	77,572	85,646	94,560	104,402	510,511
Local Funding Sources (local tax revenue, impact fees)	2.00%	109,277	120,650	133,207	147,072	162,379	771,560
Local Surface Transportation Program (LSTP)	None	9,365	9,365	9,365	9,365	9,365	56,190
Local Fuel Tax Subventions	2.00%	20,080	21,657	23,911	26,400	29,148	129,846
Carbon Reduction Program (CRP)	2.00%	824	-	-	-	-	824
Total		536,716	291,477	320,694	352,944	388,543	2,830,968

Table 4-5: Transit Program Revenue Projections

Transit ($000)	Escalation Rate	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 Total
Local Transportation Fund (LTF)		121,150	140,446	162,815	188,748	218,810	936,292
State Transit Assistance Fund (STA)		34,212	39,661	45,977	53,301	61,790	263,841
FTA 5307 - Urbanized Area Lompoc and Santa Maria UZA	2.00%	31,912	35,234	38,901	42,950	47,420	196,417
FTA 5307 - Urbanized Area Santa Barbara UZA	2.00%	23,934	26,425	29,176	32,212	35,565	194,506
FTA 5310 - Elderly and Disabled Lompoc and Santa Maria UZA	2.00%	3,928	4,337	4,788	5,287	5,837	26,346
FTA 5310 - Elderly and Disabled Santa Barbara UZA	2.00%	1,412	1,559	1,721	1,900	2,098	8,690
FTA 5311 - Small Urban	2.00%	2,110	2,329	2,572	2,839	3,135	14,730
FTA 5311f - Intercity Bus	2.00%	545	602	664	734	810	3,848
FTA 5339a - Bus and Bus Facilities	2.00%	2,107	2,327	2,569	2,836	3,131	15,570
FTA 5337 - State of Good Repair	2.00%	-	6,195	8,466	9,348	10,321	37,567
SB1 State of Good Repair	2.00%	13,668	13,941	14,220	14,505	14,795	
Transit & Intercity Rail Capital Program (TIRCP)		-	-	-	-	-	-
Low Carbon Transit Operations Program (LCTOP)	2.00%	8,679	9,582	10,580	11,681	12,897	60,211
MTD-UCSB Mitigation Agreement	2.50%	6,574	7,438	8,415	9,521	10,772	49,014
Passenger Fares For All Public Operators	2.00%	41,470	45,787	50,552	55,814	61,623	297,255
Total		291,701	335,862	381,417	431,674	489,003	2,104,288

Table 4-6: Bicycle and Pedestrian Program Revenue Projections

Bicycle and Pedestrian ($000)	Escalation Rate	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 Total
Active Transportation Program (ATP) Statewide Component	2.00%	80,556	27,613	30,487	33,660	37,163	255,598
Active Transportation Program (ATP) Large MPO Component	2.00%	5,242	7,562	8,349	9,218	10,177	40,547
Total		85,798	35,175	38,83	42,878	47,340	296,145

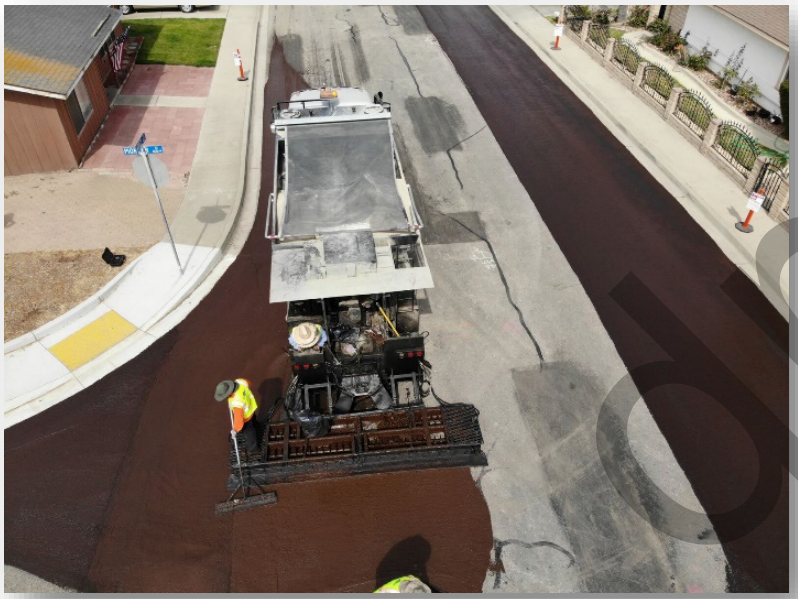
Table 4-7: Summary of Revenue Projections

Funding Category ($000)	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 Total
Measure A	257,979	319,992	378,629	435,799	481,158	2,204,194
Senate Bill 1	329,642	239,033	267,871	289,190	323,248	1,813,993
Highway and Road	536,716	291,477	320,694	352,944	388,543	2,830,968
Transit	291,701	335,862	381,417	431,674	489,003	2,104,288
Bicycle and Pedestrian	85,798	35,175	38,83	42,878	47,340	296,145
Funding Total	1,501,836	1,221,539	1,348,611	1,522,485	1,729,292	9,249,588
Approximate Pass-Through Total	468,183	454,276	500,786	552,164	608,919	3,022,475
Funding Available for Regional Projects	1,033,653	767,263	847,825	970,321	1,120,373	6,227,113
Total Cost of Projects*						

**Total Cost of Projects includes projects which have yet to be assigned a year. Illustrative projects are not included in Total Cost of Projects. Project costs and programmed year are subject to change.*

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.



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 = $5.5 billion[2]
- Total projected revenues for implementing Connected 2050 = $6.2 billion[3]

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

[2] Includes Programmed and Planned projects only. Illustrative projects are not included in total cost of projects and are an estimated $2.6 billion.

[3] Total revenues equals $9.3 billion. SBCAG has programming authority over approximately $5.9 billion.

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.

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.

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 A 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 $2.6 billion of unfunded projects.

[4] 23 C.F.R. §450.322(f)(10)(vi).

Chapter 5

A Performance-Based Approach

Moving Ahead for Progress in the 21st Century Act (MAP-21) became law in 2012 and it placed a greater emphasis on a performance-based approach to metropolitan planning. The Fixing America's Surface Transportation (FAST) Act (2015) and the Infrastructure Investment and Jobs Act (IIJA)(2021) both continued this performance-based planning approach.

As required by federal law, SBCAG 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 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 A).

- The Programmed Projects List includes projects that are funded, that is funds have been matched to the project and it is included in a programming document. Programmed projects are generally near-term (under construction through five years).
- The Planned Projects List includes projects that are reasonably expected to be funded as scheduled, though

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

the exact funding source and details of the funding have not yet been determined.

- 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 A 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.

Selecting and Prioritizing Projects

The majority of projects included in Connected 2050 are selected and prioritized by the respective implementing agencies and provided to SBCAG. These include many road, bridge, and highway rehabilitation projects as well as transit projects. The cities, county, Caltrans, and transit providers that have projects listed in this plan all consider performance-based metrics in their project selection processes. SBCAG supports the efforts of its partners, but most projects are selected by the partners and not directly by SBCAG.

SBCAG does advance some projects independently. These projects are largely those identified in Measure A which was passed by the voters in 2008. The SBCAG Board of Directors has maintained its commitment to delivering on Measure A.

Each transportation project is unique. Projects range in cost, size, scope, engineering challenges, funding sources and so forth, requiring each project to be set on its own course for delivery. Priority for delivery is more often set by a project's attributes than a preference of decision makers, though decision makers certainly play a role in advancing projects.

SBCAG periodically conducts studies of areas and transportation corridors to gain an understanding of future transportation needs. These studies identify the projects that are included in future iterations of this plan. In recent years, SBCAG completed the Santa Ynez Valley Traffic Circulation and Safety Study, the State Route 166 Comprehensive Corridor Study, and at the time of this plan has been seeking funds for a State Route 135 Corridor Study. Study priorities typically arise from member jurisdictions or Board members. A study of the broader

Lompoc Valley, including Vandenberg Space Force Base and unincorporated areas is a near- to mid-term priority of SBCAG.

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 A. Figures 5-1 and 5-2 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.

For this update of Connected 2050, SBCAG sought to narrow the range of projects included in the RTP-SCS. Focus was moved from every capital transportation project in Santa Barbara County, to those that are required to be included. Qualifications for inclusion include: 1) being on the National Highway System, 2) employing state or federal transportation funds programmed by SBCAG, and 3) a variety of other qualifying attributes. The intent was to focus on those that are required to be included and those that the SBCAG Board of Directors possesses some level of discretion over. Conversely, projects on the local road network which are funded by local funds and the SBCAG Board of Directors does not have any discretion over are not included in the plan, though that does not make them less of a priority to the implementing agency.

Highways

The California Department of Transportation (Caltrans) provided the majority of the highway projects listed in Appendix A. 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)

The full list of regionally significant highway projects with project descriptions are included in Appendix A. 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 A.

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

- Street Maintenance (all)
- Fowler & Ekwill Road Extensions (Project Connect) (Goleta)
- Downtown Santa Maria Multimodal and Streetscape Improvements (Santa Maria)

Streets and roads projects in Connected 2050 include bridge replacements, intersection improvements, maintenance and rehabilitation projects, etc. See the full list of projects with project descriptions in Appendix A.

Figure 5-1: Major Regional Projects - North

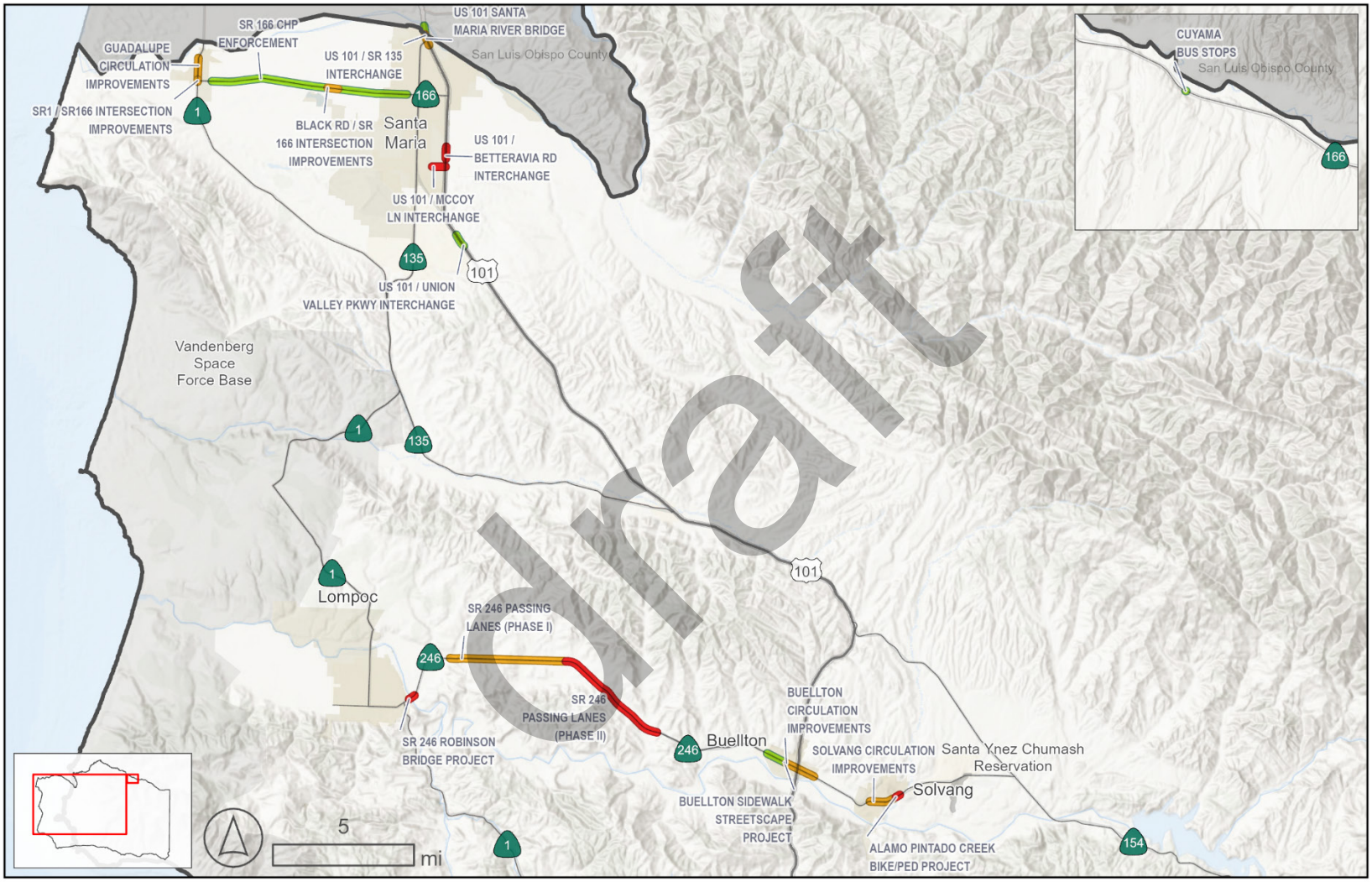


Figure 5-2: Major Regional Projects - South

City Boundary
US Highway
State Highway
Complete
In Progress
Not Started

Sources: SBCAG, 2025; Census, 2020

Other South County Measure A Projects

- Safe Routes to School, Bicycle and Pedestrian Program
- Specialized Transit for Elderly and Disabled People
- Carpool and Vanpool Program
- South County Interregional Transit Program
- Local Street and Transportation Improvements
- South Coast Transit Program

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 A). 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 *District 5 Active Transportation Plan* (Caltrans, 2021) 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, all of the region's jurisdictions have created Active Transportation Plans, as has SBCAG. 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.

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 5-3).

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 5-3), 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 Space 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

[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

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 5-3*.

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 Park and Surf Beach in the Lompoc Valley has been opened by VSFB 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-miles 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.

The Las Positas Modoc Road Bicycle and Pedestrian Path was recently completed. 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 and has already completed the portion between the City/County line and via Senda Road.

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 was recently completed as part of the US 101 Multimodal Corridor Project and 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 Space 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 5-3.*

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

[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.

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 5-3.*

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 the SR 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 Gaviota Coast and through Goleta, Santa Barbara, and Carpinteria to the Santa Barbara-Ventura County border. *See Figure 5-3.*

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 SR 1 from the Santa Barbara/San Luis Obispo County line through the City of Guadalupe to SR 135. The way proceeds to Lompoc via Harris Grade Road, then connects back to SR 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 US 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 5-3.*

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 SR 246 and off-road links along the Santa Ynez River. *See Figure 5-3.*

Orcutt Creek Okerblom Trail

The proposed 7.4-mile Orcutt Creek Okerblom Trail extends along the creek between Highway 101 and Highway 1 and is the highest priority trail/bike path project in Orcutt as identified in the Orcutt Community Plan. It is also identified in the County Active Transportation Plan, Orcutt Transportation Improvement Plan, Orcutt Community Plan Bikeways Map and Orcutt Community Plan Parks, Recreation and Trails Map. The purpose of the project is to promote pedestrian, equestrian and bicycle use onto a separated trail/bike path that would traverse through the heart of the community linking together neighborhoods, nearby schools and Old Town Orcutt. Overall, the project aims to significantly enhance the Orcutt community by promoting sustainable transportation infrastructure and improving active transportation and recreation. When completed, the new connection will increase access to commercial destinations and major residential areas and improve public health and welfare by allowing people to be more active in their everyday lives.

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.

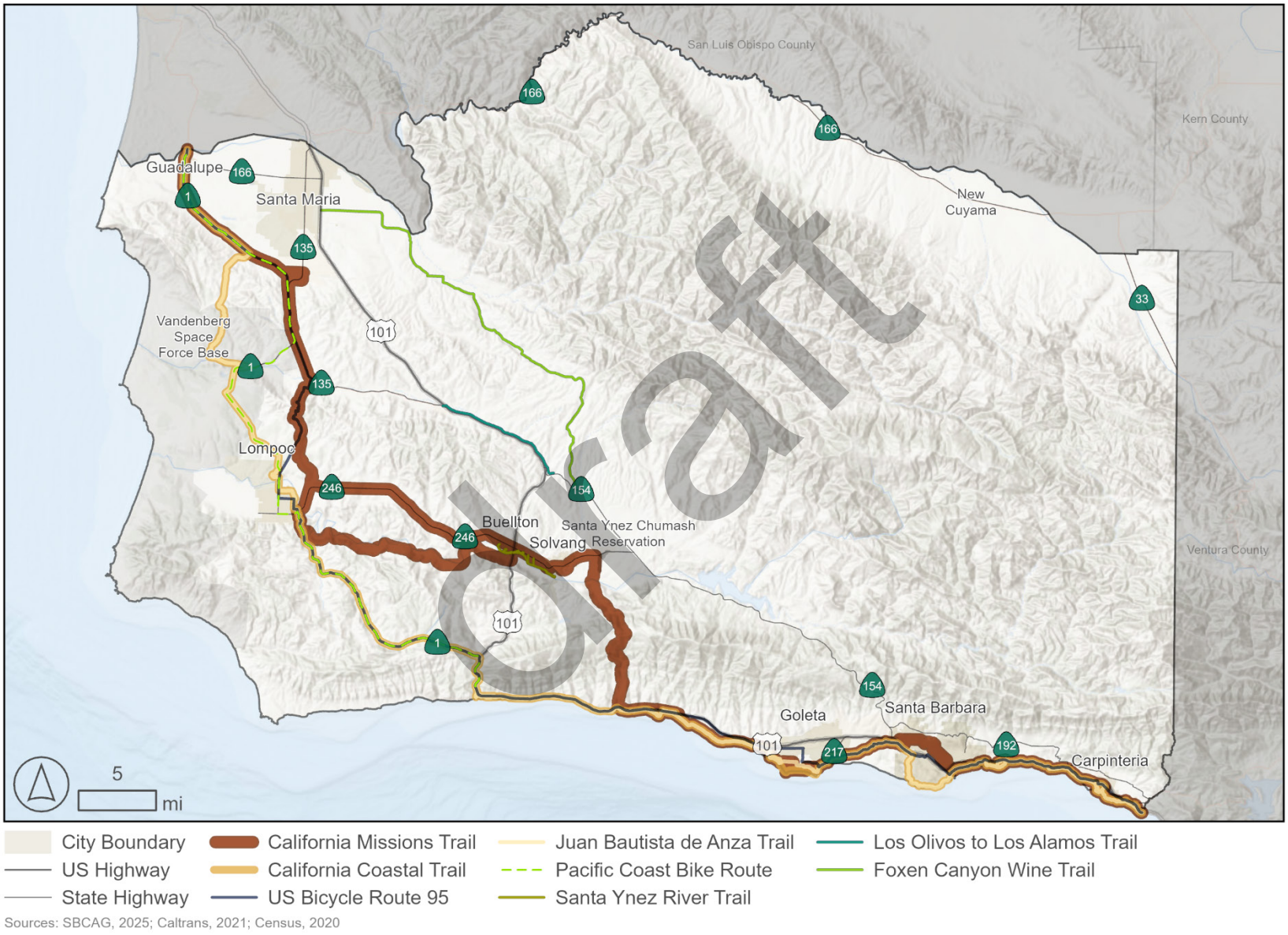
It is easy to see that the blend of trails and routes form an active transportation-centric Heritage Trail Corridor with a glance at the map. The corridor includes a wealth of urban and rural trails with a prominent set based on the historical Chumash trading routes. These include the Juan Bautista de 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 5-3: Regional Trails and Bikeways of Significance



Transit

The cities within the region, along with the Santa Barbara Metropolitan Transit District, provided the majority of the transit projects in Connected 2050 (Appendix A). Projects for the Consolidated Transportation Services Agencies Easy Lift and SMOOTH (Santa Maria Organization of Transportation Helpers) are also included. T

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. Electrification requirements have also shaped recent transit projects with electric bus purchases and charging infrastructure.

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.

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

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.

Rail

Caltrans and SBCAG provided the rail projects in the Connected 2050 project lists in Appendix A. 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 under construction at the time of this plan.

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)
- Ortega Siding (South Coast)

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

SBCAG is working with MetroLink, a Los Angeles basin commuter rail provider, to provide morning service between Moorpark and Goleta. This new morning service would enable commute-hour service. The afternoon return trip could be made by an existing Surfliner train.

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:

Project Connect

Project Connect is under construction at the time of this plan's development. The project represents the largest capital improvement in the City of Goleta's history and changes several roads and multimodal facilities in the vicinity of the airport.

[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

Hollister Avenue through Old Town has been reduced from a five-lane cross section to a three-lane cross section which enabled Class 2 bike lanes to be added as well as additional parking. At the Hollister Avenue interchange with SR 217, new roundabouts are being constructed. Ekwill Street, which parallels Hollister Avenue to the south, is being improved to provide an alternate connection between Fairview Avenue and Kellogg Avenue. Finally, Fowler Road is being improved to connect Technology Drive with Kellogg Avenue. These improvements 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 under construction at the time of this plan's development.

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.

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.

The Santa Maria Public Airport is served by Santa Maria Regional Transit (SMRT). 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 the harbor. In 2016, the US Army Corps completed a Draft

[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/

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 on remote state highways. 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

[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.

architecture and a Santa Barbara County ITS architecture for which future ITS projects could 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.
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.

[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.

Transportation Demand Management

SBCAG provided the majority of the transportation demand management (TDM) projects in the RTP-SCS project lists. SBCAG's Multimodal Programs' division is tasked with promoting and encouraging alternatives to driving alone, with the goals of reducing traffic congestion, air pollution, and vehicle miles driven, as well as improving the quality of life for employees, visitors, and residents of Santa Barbara County. The division's objectives related to TDM 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.

Multimodal Programs provides information, assistance, and referrals to people looking for an alternative to driving alone and 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. The division 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.

Zero Emission Vehicle Readiness

In July 2023, SBCAG, in partnership with the San Luis Obispo Council of Governments (SLOCOG) and the Association of Monterey Bay Area Governments (AMBAG) completed the Central Coast Zero Emission Vehicle Strategy (CCZEVS). The CCZEVS identifies Zero Emission Vehicle (ZEV) charging infrastructure needs, challenges, and opportunities on California's Central Coast, including the Counties of anta Barbara, San Luis Obispo, Monterey, Santa Cruz, San Benito, and Ventura.

By 2030, to meet future EV demand, it is estimated that an additional 25,481 public Level 2 EV charging stations will be required, as well as an additional 1,223 public DCFC charging stations. Of these charging stations, an estimated 2,031 stations will need to be located in unincorporated areas along key state highway corridors in the Central Coast.

Through a robust public and stakeholder engagement process, as well as analysis of existing conditions and future needs, the CCZEVS lays out a strategy for SBCAG and public and private sector entities to develop the ZEV charging network needed to satisfy the evolving needs.

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.[16] 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.

In 2020, 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.[17] 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

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

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.

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."[18] 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 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.[19]

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

Remote Work

COVID-19 disrupted 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, the pandemic presented an opportunity to make remote work a permanent solution for many people, and in turn, lessen demand on the transportation network.

[18] 23 C.F.R. §450.322(f)(7).

[19] CEQA Guidelines §15097(d).

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 presents itself as both an 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.
- 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 in 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-nine 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 15 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 the first Connected 2050 in 2021 there would be a fleet of unmanned autonomous vehicles operating on our streets and highways; that has not materialized and is only occurring on a very limited scale in select cities as of 2025.

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 reasonably expect, but we must also acknowledge that we don't know and cannot forecast every externality.

SBCAG

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