CONNECTED 2050

Regional Transportation Plan
Sustainable Communities Strategy

2025 Update of Connected 2050 (2021)

Appendices

Draft

May 2025

SBCAG

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS

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SBCAG SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS

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Appendices

(The Regional Transportation Plan – Sustainable Communities Strategy is included in a separate document.)

Project Lists

The project lists are discussed in Chapter 5 of Connected 2050. Projects are categorized into three general categories: Programmed, Planned, or Illustrative. In addition, capital projects for the region's airports are also included for reference.

Programmed Projects

The implementation of Programmed Projects is in the near term. Specific sources of funding have been identified and allocated to the projects. Their delivery has a high degree of confidence.

Planned Projects

Planned Projects represent those that are reasonably expected to be delivered during the life of Connected 2050, though specific sources of funding have not yet been identified. The costs associated with these projects is included within the fiscally constrained Connected 2050 budget.

Illustrative Projects

Illustrative Projects represent a known transportation need, but there is not an expectation that funding will be available for their delivery. Should new funding capacity be identified, Illustrative Projects may move to Planned or Programmed. Illustrative Projects are not included within the fiscally constrained Connected 2050 budget.

Table A-1: Programmed Projects (1/4)

System	Lead Agency	RTP ID	Route	Description	Completion Year	Project Cost ($1,000)
Transit	Buellton	B-3		Regional Transit Support: Wine Country Express and Breeze 200 (Consistent w/ Msr A POP)	ongoing	$ 300
Transit	Buellton	B-4		Construct Park-n-Ride facility at North end of Avenue of Flags.	2030	$ 1,000
Active	Carpinteria	C-1		Carpinteria High School Area Crosswalk Safety Improvments Project	2025	$ 605
Local Roads	Carpinteria	C-2		Community Farm Privacy Fence Project	2026	$ 222
Local Roads	Carpinteria	C-3		Carpinteria Freeway Circulation Improvements	On-going	$ 674
Local Roads	Carpinteria	C-4		Linden Avenue Improvements Project- Carpinteria Avenue to Linden Avenue Overcrossing	2025	$ 373
Active	Carpinteria	C-5		Franklin Creek Trail Improvement Project	2025	$ 1,100
Active	Carpinteria	C-6		Safe Routes to Schools Education Program	On-going	$ 7
Transit	Carpinteria	C-7		Easy Lift Transportation Paratransit Service	On-going	$ 60
Transit	Carpinteria	C-8		Help of Carpinteria (Dial-A-Ride Service)	On-going	$ 30
Transit	Carpinteria	C-9		Transit Facility Improvements	TBD	$ 125

Table A-1: Programmed Projects (Continued, 2/4)

System	Lead Agency	RTP ID	Route	Description	Completion Year	Project Cost ($1,000)
Transit	Buellton	B-3		Regional Transit Support: Wine Country Express and Breeze 200 (Consistent w/ Msr A POP)	ongoing	$ 300
Transit	Buellton	B-4		Construct Park-n-Ride facility at North end of Avenue of Flags.	2030	$ 1,000
Active	Carpinteria	C-1		Carpinteria High School Area Crosswalk Safety Improvments Project	2025	$ 605
Local Roads	Carpinteria	C-2		Community Farm Privacy Fence Project	2026	$ 222
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Local Roads	Carpinteria	C-4		Linden Avenue Improvements Project- Carpinteria Avenue to Linden Avenue Overcrossing	2025	$ 373
Active	Carpinteria	C-5		Franklin Creek Trail Improvement Project	2025	$ 1,100
Active	Carpinteria	C-6		Safe Routes to Schools Education Program	On-going	$ 7
Transit	Carpinteria	C-7		Easy Lift Transportation Paratransit Service	On-going	$ 60
Transit	Carpinteria	C-8		Help of Carpinteria (Dial-A-Ride Service)	On-going	$ 30
Transit	Carpinteria	C-9		Transit Facility Improvements	TBD	$ 125
Transit	Guadalupe	GU-3		Operating assistance for Guadalupe Transit	Ongoing	$ 26
Local Roads	Goleta	GO-4		Goleta US 101 Overcrossing - new overpass of US 101 (pre-construction). Construction is a planned project.	2027	$ 50,641
Transit	Goleta	GO-6		Support local transit services incldng senior fare subsidy and support for Easy Lift	2025-2028	$ 50
Local Roads	Goleta	GO-8		Fowler and Ekwill Road Extensions - Construct new roadways extending James Fowler Rd from Fairview Ave to Technology Dr and Ekwill St from Fairview Ave to Kellogg Ave (Project Connect)	2026	$ 20,800
Local Roads	Goleta	GO-9		Hollister Avenue Bridge Replacement - Remove existing bridge over San Jose Creek and replace with new, wider bridge with greater hydraulic capacity, sidewalks and bike lanes.	2026	$ 19,800
Active	Goleta	GO-10		San Jose Creek Multipurpose Path	2026	$ 22,000
Various	Goleta	GO-13		Storke Road Improvements - South of Hollister Ave. Transit, bike, ped, and roadway improvements.	2025	$ 1,000
Transit	Goleta	GO-18		Goleta Train Depot - Construct new multimodal train station at existing location	2027	$ 19,000
Active	Goleta	GO-1		San Jose Creek Multipurpose Path, federal Reconnecting Communities award	2026	$ 11,000
Local Roads	Goleta	GO-19		Traffic signal improvements and upgrades throughout the City, on regionally significant network.	Ongoing	$ 10,400
Active	Lompoc	L-2		Alternative Transportation Enhancements	Ongoing	$ 2,677
Transit	Lompoc	L-3		Local Transit Support for COLT (Measure A)	2025-2028	$ 75
Transit	Lompoc	L-4		Transit operating assistance for COLT	Ongoing	$ 14,205
Transit	Lompoc	L-5		Transit Operations and Maintenance Center	2025	$ 18,000
Transit	Lompoc	L-6		Bus replacement	Every 2 years 2025-2030	TBD
Transit	Lompoc	L-7		Transit Operating Assistance for Wine Country Express	Ongoing	$ 404
Active	Santa Barbara	SB-1		Corridor Improvements: Cliff Drive Urban Highway to Complete Streets Project	2028	$ 34,000
Active	Santa Barbara	SB-2		Corridor Improvements: Milpas Crosswalk and Sidewalk Widening Project	2028	$ 10,000
Active	Santa Barbara	SB-3		Westside and Lower Westside Transportation Management Plan Implementation: Modoc Road Multiuse Path from Mission to Las Positas and on Portesuello Ave from Modoc Road to Gillespie Street	2028	$ 21,315
Transit	Santa Barbara	SB-6		Local Transit Support for Easy Lift	Ongoing	$ 1,339

Table A-1: Programmed Projects (Continued, 3/4)

System	Lead Agency	RTP ID	Route	Description	Completion Year	Project Cost ($1,000)
Transit	Santa Maria	SM-1		Transit Operating Assistance for SMRT	Ongoing	$ 16,015
Transit	Santa Maria	SM-2		Bus Replacement and Expansion	Ongoing	$ 64,750
Transit	Santa Maria	SM-3		Bus Stop Improvements (FTIP SM028)	Ongoing	$ 500
Transit	Santa Maria	SM-4		SMRT - Operating Cost	Ongoing	$ 42,000
Local Roads	Solvang	Sol-3		Solvang Circulation Improvements	Ongoing	$ 2,400
Active	Solvang	Sol-5		Alternative Transportation Enhancements	Ongoing	$ 303
Transit	Solvang	Sol-6		Santa Ynez Valley Transit Fare Subsidy	Ongoing	$ 17
Transit	Solvang	Sol-8		Transit Operating Assistance for Santa Ynez Valley Transit	Ongoing	$ 770
Local Road	County	SBC-1		Santa Claus Lane Crossing and Streetscape Improvements Project	2030	$ 20,000
Transit	County	SBC-2		Operating Assistance for North County Transit Operators and Clean Air Express	2030	$ 3,000
Local Road	County	SBC-3		Bonita School Road Bridge Replacement	2030	$ 50,000
Active	Caltrans/County	SBC-4		Connected Los Alamos ATP Implementation	2028	$ 10,000
Transit	SB MTD	MTD-1		South Coast Transit Capital Program (Measure A)	Ongoing	$ 113,639
Transit	SB MTD	MTD-2		South Coast Transit Operations Program (Measure A)	Ongoing	$ 150,164
Transit	SB MTD	MTD-3		Operating Assistance for MTD (FTIP MTD1) (FTA, TDA-LTF)	Ongoing	$ 76,641
Transit	SB MTD	MTD-6		MTD-UCSB Mitigation Agreement: Line 28 and enhancements to lines 12x and 24x (USCB)	Ongoing	$ 41,703
Transit	SB MTD	MTD-10		Microtransit Pilot (operating) (LCTOP)	2026	$ 1,934
Transit	SB MTD	MTD-11		Three vans for Microtransit Pilot (capital) (TIRCP)	2025	$ 682
Transit	SB MTD	MTD-12		Terminal 2 Phase 1 - Interim reactivation as a second bus yard (TIRCP & Others)	2025	$ 3,999
Transit	SB MTD	MTD-4		Terminal 1 - Electrical infrastructure & state of good repair (TIRCP & SB125)	2025	$ 4,161
Transit	SB MTD	MTD-5		Eight 40-ft. battery-electric replacement buses (TIRCP, HVIP)	2027	$ 9,450
Transit	SB MTD	MTD-7		Six 40-ft. battery-electric replacement buses (SCCP, HVIP, RSTP)	2027	$ 6,828
Transit	SB MTD	MTD-8		Terminal 2 Phase 2 - Rebuild Terminal 2 as an electric bus facility - PS&E (FTA, TIRCP, SB125)	2026	$ 1,000
Transit	SB MTD	MTD-9		Transit Signal Priority (TIRCP)	Ongoing	$ 250
Transit	SB MTD	MTD-13		Contactless Fare Payment (FTA)	Ongoing	$ 1,500
Transit	Easy Lift	EL-1		Local Specialized Transit Support (South Coast) for the elderly and disabled	Ongoing	$ 4,000
Transit	Easy Lift	EL-2		Operating assistance for Easy Lift	Ongoing	$ 13,000
Transit	SMOOTH	SMOOTH-1		Local Specialized Transit Support (North County) for the elderly, disabled, economically disadvantaged	Ongoing	
Transit	SMOOTH	SMOOTH-2		SMOOTH FTA 5310 Bus Expansion: Purchse 3 vehicles biennially	Ongoing	
State Highway	Caltrans	CT-1	Hwy 246	SR 246 Passing Lanes – Planting Mitigation (FTIP CT93)(EA 0C641)	2025	$1,769
State Highway	Caltrans	CT-2	US 101	South Coast 101 Project Segment 4A	2026	$147,371
State Highway	Caltrans	CT-3	US 101	South Coast 101 Project Segment 4B	2026	$197,394
State Highway	Caltrans	CT-4	US 101	South Coast 101 Project Segment 4C	2026	$127,734
State Highway	Caltrans	CT-5	US 101	South Coast 101 Project Segments 4D & 4E	2027	$29,780
State Highway	Caltrans	CT-5A	US 101	South Coast 101 Project Segment 4D - North	2027	$63,318
State Highway	Caltrans	CT-5B	US 101	South Coast 101 Project Segment 4D - South	2029	$90,660
State Highway	Caltrans	CT-5C	US 101	South Coast 101 Project Segment 4E - South	2028	$81,000
State Highway	Caltrans	CT-5D	US 101	South Coast 101 Project Segment 4E - North	2029	$115,938

Table A-1: Programmed Projects (Continued, 4/4)

System	Lead Agency	RTP ID	Route	Description	Completion Year	Project Cost ($1,000)
State Highway	Caltrans	CT-6	SR 154	SR 154 Bridge Replacement (1C410) (portion of FTIP CT87)	2027	$4,090
Active	Caltrans	CT-8	US 101	ADA Pedestrian Infrastructure Improvement (1E040)(portion of FTIP CT81)	2026	$7,258
State Highway	Caltrans	CT-9	US 101	US 101 Replace Bridge Deck (1F500) (portion of FTIP CT84)	2025	$19,600
State Highway	Caltrans	CT-10	US 101	US 101 San Ysidro Road Intersection Improvement	2025	$10,000
State Highway	Caltrans	CT-11	US 101	US 101 Olive Mill Intersection Improvements	2028	$8,000
State Highway	Caltrans	CT-13	SR 135	SR 135 Signal Modifications	2025	$17,000
State Highway	Caltrans	CT-15	SR 154	SR 154/ Baseline- Edison Roundabout	2025	$11,980
State Highway	Caltrans	CT-16	US 101	Nojoqui Creek Bridge (51-0018) Railing Upgrade	2025	$12,238
State Highway	Caltrans	CT-18	SR 1	SR 1 Solomon Canyon CAPM - Pavement Rehabilitation	2026	$12,781
State Highway	Caltrans	CT-20	US 101	Gaviota Rest Area Water Systems Upgrade (EA 1E010)(portion of FTIP CT60)	2026	$9,033
State Highway	Caltrans	CT-21	SR 154	Cold Springs Bridge Maintenance Inspection Access (FTIP CT76)(EA 1C420)	2026	$20,117
State Highway	Caltrans	CT-22	US 101	Refugio Bridge Replacement (FTIP CT77) (EA 1C950 Long Lead)	2029	$63,700
State Highway	Caltrans	CT-23	SR 1	San Antonio Creek Bridge Scour Mitigation (FTIP CT75)(EA 1 F810)	2028	$3,054
State Highway	Caltrans	CT-24	US 101	San Jose Creek Bridge Replacement (portion of FTIP CT63)(EA 1C360)	2027	$20,876
State Highway	Caltrans	CT-25	SR 1	Salsipuedes Creek Bridge Scour Mitigation (CT#OA050)(portion of FTIP CT90)	2025	$14,978
State Highway	Caltrans	CT-26	US 101	Linden Ave/Casitas Pass Mitigation Monitoring (44822)(FTIP CT01, CT94, CT95)	2029	$115,220
State Highway	Caltrans	CT-27	US 101	Linden Ave/Casitas Pass Interchanges Landscape Mitigation (EA 44821)	2026	$2,560
State Highway	Caltrans	CT-28	US 101	Goleta Drainages Landscape Mitigation (EA0G071)	2024	$658
State Highway	Caltrans	CT-31	Hwy 246	SR 246 Santa Ynez River Bridge (Robinson Bridge)	2028	$17,318
State Highway	Caltrans	CT-33	SR 1	Guadalupe ADA	2028	$12,972
State Highway	Caltrans	CT-34	US 101	Gaviota-Nojoqui CAPM (EA 05-1H860)	2027	$54,740
State Highway	Caltrans	CT-35	various	SHOPP Group Lump Sum Project Listing	2029	$1,006
State Highway	SBCAG	SBCAG-1	SR 166	SR 166 Safety and Operations	2026	$ 14,802
State Highway	SBCAG	SBCAG-2	SR 166	SR 166 Comprehensive Corridor Study	2026	$ 350
State Highway	SBCAG	SBCAG-11		Plan, Program, and Monitor funding for FY 15/16 through FY 18/19 (FTIP SBCAG11)	Ongoing	$ 1,214
ITS	SBCAG	SBCAG-12	US 101	Operations and Management Improvements on US 101 in Santa Barbara County Study	Study	$ 200
TDM	SBCAG	SBCAG-13		US 101 Widening Transportation Demand Management Program (Carpinteria to Santa Barbara)	2021-25	$ 200
TDM	SBCAG	SBCAG-14		Freeway Service Patrol	Ongoing	$ 7,270
TDM	SBCAG	SBCAG-15		SAFE: Highway Call Box, Highway Safety and Traffic Reduction Services	Ongoing	$ 12,500
Rail	SBCAG	SBCAG-16		South Coast Commuter Rail	2020/35	$ 31,156
Rail	SBCAG	SBCAG-17		Carpinteria Train Station Second Platform and Pedestrian Undercrossing	TBD	$ 35,000
Rail	SBCAG	SBCAG-18		Goleta Train Storage Expansion	TBD	$ 10,000
Active	SBCAG	SBCAG-3		On behalf of the Santa Ynez Band of Chumash Indians, manage federal Active Transportation Improvement Program project to complete environmental review and preliminary engineering for the Santa Ynez River Trail.	2028	$ 2,100
Local Roads	SBCAG	SBCAG-19		Union Valley Parkway Barrier Walls	TBD	$ 1,692

Table A-2: Planned Projects (1/4)

System	Lead Agency	RTP ID	Route	Description	Completion Year	Project Cost ($1,000)
Transit	Buellton	Bu-PL-1		Regional Transit Support: Wine Country Express and Breeze 200 (FY 2030-2040)	2040	TBD
Highway	Buellton	Bu-PL-2	Hwy 246	Hwy 246 Safety Improvements: reduction of width, add traffic calming elements, add bike/ped safety features, etc	2025	$ 2,500
Active	Carpinteria	C-PL-1		Safe Routes to Schools Education Program	On-going	$ 7
Active	Carpinteria	C-PL-2		Easy Lift Transportation Paratransit Service	On-going	TBD
Active	Carpinteria	C-PL-3		Help of Carpinteria (Dial-A-Ride Service)	On-going	TBD
Active	Carpinteria	C-PL-4		Transit Facility Improvements	TBD	TBD
Active	Carpinteria	C-PL-5		Rincon Multi-Use Trail Project	TBD	$ 8,218
Active	Carpinteria	C-PL-6		Via Real Bike Lanes Project- Bailard Avenue to Carpinteria Creek	TBD	$ 261
Transit	Guadalupe	GU-PL-4		Bus Replacement and Expansion	Every 5 years	$ 917
Transit	Guadalupe	GU-PL-5		Operating assistance for Guadalupe Transit	Ongoing	$ 25,503
Active	Goleta	GO-21		Cathedral Oaks Class I Bike Path - from Glen Annie to La Patera, 1.63 miles.	2028	$ 9,683
Local Roads	Goleta	GO-22		US 101 Interchange Improvements: Patterson, Storke/Glen Annie, Los Carneros, and Fairview Interchanges	2035	$ 31,800
Local Roads	Goleta	GO-23		Intersection Oprtational Improvements at: Hollister Ave and Patterson Ave, Los Carneros Road and Hollister Ave, Kellogg Ave and Hollister Ave, Hollister Ave and Pacific Oaks Rd, and Fairview Ave and Calle Real	2035	$ 27,325
Local Roads	Goleta	GO-24		Various Roadway Widenings and Operation Improvements at locations throughout the City, including Los Carneros Way, Los Carneros Rd, Calle Koral, Fairview, Phelps Road, Calle Real, Hollister, and Cathedral Oaks	2040	$ 5,569
Transit	Goleta	GO-PL-2		Support local transit services inclding senior fare subsidy and support for Easy Lift	Ongoing	TBD
Active	Goleta	GO-PL-3		Old Town Goleta: Hollister Avenue Complete Streets Corridor Plan. On Hollister Ave from Fairview to SR 217 (0.8 miles).	2050	$ 8,706
Various	Goleta	GO-PL-5		Fairview Avenue at Hollister roundabout. Construct a two-lane roundabout at the intersection.	2035	$ 7,226
Various	Goleta	GO-PL-6		Fairview Ave and Storke/ Glen Annie Road Corridor Studies	2030	$ 2,500
Various	Goleta	GO-PL-7		Goleta US 101 Bike/Ped Overcrossing	tbd	$ 50,000
Highway	Lompoc	L-PL-3	SR 1	Central/ H Street intersection widening improvements	2028	$ 2,666
Active	Lompoc	L-PL-5		Bike Path on Southside of Santa Ynez River from SR 1 (H St) to Riverbend Park	2032	$ 3,000
Active	Lompoc	L-PL-6		Construct Class II Bike Lanes on A Street, from Chestnut Ave to Central Ave, and on Floradale Rd/Santa Lucia Canyon Rd, adjacent to federal correctional institution	2028	$ 2,500
Transit	Lompoc	L-PL-7		Bus replacement	Every 2 years 2030-2050	$ 15,549
Transit	Lompoc	L-PL-8		Bus charging stations and infrastructure	2026	$ 3,000
Transit	Lompoc	L-PL-9		Operating assistance for COLT	Ongoing	$ 81,014
Transit	Lompoc	L-PL-10		Operating assistance for Wine Country Express	Ongoing	$ 2,306
Active	Santa Barbara	SB-PL-25		Corridor Improvements: Castillo Undercrossing Bike and Pedestrian Improvements	2030	$ 6,500
Transit	Santa Barbara	SB-PL-1		Local Transit Support for Easy Lift		
Local Roads	Santa Barbara	SB-PL-4		Final Design and Construction for US 101 HOV Widening Mitigation and Parallel Projects	2030	TBD

Table A-2: Planned Projects (Continued, 2/4)

System	Lead Agency	RTP ID	Route	Description	Completion Year	Project Cost ($1,000)
State Highway	Santa Maria	SM-PL-1	US 101/ SR135	US 101/ SR 135 Interchange Improvements	2032	$ 47,553
State Highway	Santa Maria	SM-PL-2	US 101	US 101/ Betteravia Interchange Improvements	2033	$ 9,788
State Highway	Santa Maria	SM-PL-3	US 101	US 101/ McCoy Interchange Connection	2035	$ 41,665
Local Roads	Santa Maria	SM-PL-4		Downtown Santa Maria Multimodal Streetscape Plan Improvements	TBD	$ 15,000
Local Roads	Santa Maria	SM-PL-5		Betteravia Road Widening from E Street to SR 135	2030	$ 14,950
State Highway	Santa Maria	SM-PL-6		US 101/ SR 166 (Main St) Interchange	2030	$ 35,000
Local Roads	Santa Maria	SM-PL-7		Signal Connectivity	2030	$ 8,500
Transit	Santa Maria	SM-PL-11	SR 135	Bus Rapid Transit	2030	$ 19,000
Transit	Santa Maria	SM-PL-12		Transit Center Opportunity Charging to support local and regional transit electrification	2025	$ 2,100
Transit	Santa Maria/ Buellton	SM-PL-13	US 101	Transfer Station in Buellton to support SMRT Route 20, CAE, Lompoc Valley & SYVT Transfers	2026	$ 7,500
Active	Solvang	Sol-PL-7	Hwy 246	Hwy 246 (Mission Dr) West End Bikeway Improvements	2028	$ 3,600
Active	Solvang	Sol-PL-8	Hwy 246	Hwy 246 (Mission Dr) East End Bikeway Improvements	2035	$ 5,500
Active	Solvang	Sol-IL-3		Implement Santa Ynez Valley Bicycle Master Plan projects for Solvang	Ongoing	$ 5,000
Transit	Solvang	Sol-PL-9		Santa Ynez Valley Transit (SYVT) Bus Replacement	Ongoing	$ 3,500
Transit	Solvang	Sol-PL-10		SYVT Operating Assistance	Ongoing	$ 22,344
Transit	Solvang	Sol-PL-11		SYVT Operations Expansion	2030/40	$ 5,000
Transit	Solvang	Sol-PL-12		SYVT Service Expansion	Every 10 yrs.	$ 1,800
Transit	Solvang	Sol-PL-2		Santa Ynez Valley Transit: Purchase Corporate Yard for Vehicle Storage	2025	$ 1,500
Local Road	County	SBC-PL-1		Avenue of the Flags Bridge Replacement	2035	$ 30,000
Local Road	County	SBC-PL-2		Hollister-State Street Capacity and Complete Streets Improvements	2035	$ 51,000
Active	County	SBC-PL-3		Santa Maria River Levee Trail Extension	2030	$ 10,000
Local Road	County	SBC-PL-4		Clark and Bradley Intersection Improvements	2030	$ 3,000
State Route	County	SBC-PL-5		Union Valley Parkway Extension: New local road connection from US 101 interchance to frontage road (Rodeo Dr), east of US 101	2040	$ 8,000
Local Road	County	SBC-PL-6		UVP Extension from Blosser to Hwy 1	2040	$ 20,000
Active	County	SBC-PL-7		County Active Transportion Plan Implementation	2050	$ 22,000
Local Road	County	SBC-PL-8		Local Road Safety Plan Implementation	2035	$ 10,000
Active	County	SBC-PL-9		Santa Ynez River Trail	2030	$ 50,000
Active	County	SBC-PL-10		California Coastal Trail (Gaviota Coastal Trail) from Bacara Resort to El Capitan Cyn Rd; Refugio State Beach to Canada San Onofre (9 miles)	2050	$ 9,000
Transit	SB MTD	MTD-PL-1		Various Transportation Improvement Projects	2026-50	$ 69,994
Transit	SB MTD	MTD-PL-2		Rail Transit Connection, Capital	Ongoing	$ 3,623
Transit	SB MTD	MTD-PL-3		Rail Transit Connection, Operations	Ongoing	$ 44,060
Transit	SB MTD	MTD-PL-4		Transit Operating Assistance for MTD	Ongoing	$ 930,955
Transit	SB MTD	MTD-PL-5		South Coast Service Expansion, Capital	Ongoing	$ 5,175
Transit	SB MTD	MTD-PL-6		South Coast Service Expansion, Operations	Ongoing	$ 19,053
Transit	SB MTD	MTD-PL-7		Revenue Vehicle Replacement: 15	2025	$ 18,000
Transit	SB MTD	MTD-PL-8		Revenue Vehicle Replacement: 14	2026	$ 16,800
Transit	SB MTD	MTD-PL-9		Revenue Vehicle Replacement: 16	2027	$ 19,200
Transit	SB MTD	MTD-PL-10		Revenue Vehicle Replacement: 14	2028	$ 16,800

Table A-2: Planned Projects (Continued, 3/4)

System	Lead Agency	RTP ID	Route	Description	Completion Year	Project Cost ($1,000)
Transit	SB MTD	MTD-PL-11		Revenue Vehicle Replacement: 5	2030	$ 6,000
Transit	SB MTD	MTD-PL-12		Photovoltaic System - Terminal 1 Microgrid	2027	$ 12,259
Transit	SB MTD	MTD-PL-13		Revenue Vehicle Replacement: 3	2031	$ 3,600
Transit	SB MTD	MTD-PL-14		Revenue Vehicle Replacement: 10	2033	$ 12,000
Transit	SB MTD	MTD-PL-15		Revenue Vehicle Replacement: 6	2035	$ 7,200
Transit	SB MTD	MTD-PL-16		Revenue Vehicle Replacement: 9	2036	$ 10,800
Transit	SB MTD	MTD-PL-17		Revenue Vehicle Replacement: 8	2037	$ 9,600
Transit	SB MTD	MTD-PL-18		Revenue Vehicle Replacement: 15	2038	$ 18,000
Transit	SB MTD	MTD-PL-23		Continue Microtransit Service (Operating)	2027-50	$ 647
Transit	SB MTD	MTD-PL-24		Continue Microtransit Service (Capital)	2030	$ 682
Transit	SB MTD	MTD-PL-26		Terminal 2 Phase 2 - Rebuild Terminal 2 as an electric bus facility - Construction (FTA, TIRCP, SB125)	2026	$ 33,725
Transit	SB MTD	MTD-PL-27		SB MTD Rebuild/ Overhaul Transit Buses (FTA)	2030-50	$ 5,730
Transit	SB MTD	MTD-PL-28		Terminal 1 Rebuild (FTA, TITCP, Other)	2030	$ 94,849
Transit	Easy Lift	EL-PL-1		Easy Lift FTA 5310 Bus Replacement: Purchase four vehicles biennially	Every 2 years	$ 10,968
Transit	Easy Lift	EL-PL-2		Easy Lift FTA 5310 Bus Expansion: Purchase two vehicles biennially	Every 2 years	$ 5,484
Transit	Easy Lift	EL-PL-3		Transit Operating Assistance for Easy Lift	Ongoing	$ 14,428
Transit	SMOOTH	SMOOTH-PL-1		SMOOTH FTA 5310 Bus Replacement: Purchase 2 vehicles biennially	Every 2 years	
Transit	SMOOTH	SMOOTH-PL-2		SMOOTH FTA 5310 Bus Expansion: Purchase 1 vehicle biennially	Every 2 years	
Transit	SMOOTH	SMOOTH-PL-3		Transit Operating Assistance for SMOOTH	Ongoing	
Transit	SMOOTH	SMOOTH-PL-4		SMOOTH FTA (5310/5339?) Bus Replacement: Incorporate Electric Vehicles, 1/2 vehicles biennially	Every 2 years	
Transit	SMOOTH	SMOOTH-PL-5		SMOOTH FTA (5310/5339?) Electric Infrastructure Onsite: Mid-Level (280w) Charger Capacity		
State Highway	Caltrans	CT-PL-1	US 101	US 101 HOV Widening (FTIP CT20)	2029	$308,395
State Highway	Caltrans	CT-PL-2	Hwy 246	SR 246 Passing Lanes – East Segment	2031	$50,229
State Highway	Caltrans	CT-PL-5	US 101	US 101 at Glen Annie Operational Improvements	2022	$5,000
State Highway	Caltrans	CT-PL-6	US 101	US 101 at Castillo Improvements	2030	$75,000
State Highway	Caltrans	CT-PL-7	US 101	US 101 Milpas St SB Offramp Improvements	2026	TBD
State Highway	Caltrans	CT-PL-8	US 101	US 101 / Las Positas Operational Improvements	2032	TBD
Local Roads	Caltrans	CT-PL-9	US 101	Goleta Overcrossing	2035	TBD
State Highway	Caltrans	CT-PL-10	Hwy 154	Hwy 154 Drainage Improvement	2027	$17,407
State Highway	Caltrans	CT-PL-11	Hwy 154	San Marcos Pass High Friction Surface Treatment	2026	TBD
Active	Caltrans	CT-PL-12	SR 1/ Hwy 246	Lompoc ADA	TBD	$1,900
State Highway	Caltrans	CT-PL-13	US 101	North Buellton CAPM	2028	TBD
State Highway	Caltrans	CT-PL-14	HWY 246	Alamo Pintado Bridge Replacement (EA 1M420)	2030	$21,136
State Highway	Caltrans	CT-PL-15	US 101	Dos Pueblos to Gaviota CAPM (EA 1P130)	2030	$50,000
State Highway	Caltrans	CT-PL-16	US 101	Nojoqui Bridge Scour Mitigation (EA 1R310)	2030	$8,400
State Highway	Caltrans	CT-PL-17	SR 1	Guadalupe to Santa Maria SR 166 CAPM	2028	$4,000

Table A-2: Planned Projects (Continued, 4/4)

System	Lead Agency	RTP ID	Route	Description	Completion Year	Project Cost ($1,000)
Active	SBCAG	SBCAG-PL-3		South Coast Bicycle and Pedestrian Program	2028-50	$ 2,985
Active	SBCAG	SBCAG-PL-4		South Coast Safe Routes to School Program	2028-50	$ 2,082
Active	SBCAG	SBCAG-PL-5		North County Safe Routes to School Program	2028-50	$ 1,182,994
Transit	SBCAG	SBCAG-PL-6		North County Interregional Transit Program	2028-50	$ 4,670
Transit	SBCAG	SBCAG-PL-7		South Coast Interregional Transit Program	2028-50	$ 11,897
Transit	SBCAG	SBCAG-PL-8		South Coast Commuter/ Passenger Rail Program	2028-50	$ 3,974
TDM	SBCAG	SBCAG-PL-9		Carpool and Vanpool Program Support (North County)	2028-50	$ 354
TDM	SBCAG	SBCAG-PL-10		Carpool and Vanpool Program Support (South Coast)	2028-50	$ 1,237
Various	SBCAG	SBCAG-PL-1		Various Transportation Improvements Projects (Measure A)	2026-50	TBD
Transit	SBCAG	SBCAG-PL-2		Transit Operating Improvements for Implementing the SCS	Ongoing	$ 204,323
Transit	SBCAG	SBCAG-PL-11		South Coast Regional Transit Operations and Maintenance Facility	2025	$ 4,500
Transit	SBCAG	SBCAG-PL-12		SBCAG Facility Master Plan	2027	$ 250

Table A-3: Illustrative Projects (1/3)

System	Lead Agency	RTP ID	Route	Description	Completion Year	Project Cost ($1,000)
Active	Buellton	B-IL-2		Santa Ynez River Trail	TBD	$ 5,000
Highway	Buellton	B-IL-3		Hwy 246 Road Diet between Industrial Way and western city limits	TBD	TBD
Highway	Guadalupe	GU-IL-1	SR 1	Widen or bypass SR 1 through/around Guadalupe. Reconstruction, widen to four lanes, bring up to standard.	TBD	$ 2,874
Active	Guadalupe	GU-IL-3		Construct multiuse levee/walkway from Guadalupe St to coastal area (~4.5 miles) along Santa Maria river	TBD	$ 9,359
Active	Guadalupe	GU-IL-4		Regional Active Transportation Plan - Guadalupe Projects	TBD	$ 6,266
Highway	Goleta	GO-IL-9	US 101	US 101 Auxiliary Lanes: Construct Auxiliary lane on US 101 NB between Los Carneros and Storke Glen Annie, and SB between Fairview and los Carneros.	2040	$ 16,180
Active	Goleta	GO-IL-1		La Patera Overcrossing/ Undercrossing. Construct new pedestrian overcrossing in Goleta Old Town at Calle Real.	TBD	$ 36,000
Active	Lompoc	L-IL-1		Construct bike path near Lompoc Airport. Northside and/or Southside of Lompoc Airport from H Street/SR 1 to V Street.	TBD	$ 1,200
Active	Lompoc	L-IL-2		Bike/Ped Undercrossing connecting SR 1 to Allan Hancock Bikeway	TBD	$ 1,700
Highway	Lompoc	L-IL-3		Extend Central Avenue roadway east to Highway 246	TBD	$ 75,000
Active	Santa Barbara	SB-IL-8		Bike Facilities: Class I Beachway Connection: through Leadbetter Beach to Shoreline Park	2030	$ 7,500
Active	Santa Barbara	SB-IL-1		Bike Facilities: Regional Wayfinding Bike Signage	2028	$ 75
Local Roads	Santa Barbara	SB-IL-2		Corridor Improvements: Cottage Hospital Access Improvements: US 101 between Mission St/ Las Positas	2050	$ 20,000
Active	Santa Barbara	SB-IL-27		Corridor Improvements: Implementation of Create State Master Plan (State Street Promenade Redesign)	2050	$ 80,000
Active	Santa Barbara	SB-IL-3		Corridor Improvements: Las Positas Active Transportation Improvement Study	2035	$ 5,000
Active	Santa Barbara	SB-IL-4		Corridor Improvements: Lower Eastside Ped/Bike Bridge Overcrossing	2035	$ 30,000
Active	Santa Barbara	SB-IL-23		Corridor Improvements: Lower Westside Neighborhood Overcrossing	2050	$ 50,000
Active	Santa Barbara	SB-IL-5		Corridor Improvements: Mission Canyon Corridor Improvements	2050	$ 8,000

Table A-3: Illustrative Projects (Continued, 2/3)

System	Lead Agency	RTP ID	Route	Description	Completion Year	Project Cost ($1,000)
Active	Santa Barbara	SB-IL-9		Corridor Improvements: Modoc Class I Connection to Las Positas: Over US 101 through municipal golf course	2050	$ 15,000
Active	Santa Barbara	SB-IL-18		Corridor Improvements: Upper State Street, pedestrian crossing and sidewalk improvements	2050	$ 17,500
Active	Santa Maria	SM-IL-1		Active Transportation Plan: Class I Bikeways along SMVRR	TBD	$ 20,000
Local Roads	Santa Maria	SM-IL-2		E Street Railroad Crossing	TBD	$ 30,000
Local Roads	Santa Maria	SM-IL-3		Sports Complex SMVRR Grade Separated Crossing	TBD	$ 30,000
Local Roads	Santa Maria	SM-IL-4		Depot Street Improvements from Betteravia Road to Carmen Lane	2030	$ 10,000
Active	Santa Maria	SM-IL-5		Active Transportation Plan: Bradley Channel	2030	$ 10,000
Active	Santa Maria	SM-IL-6		Active Transportation Plan: Jones Trail	2030	$ 5,000
Active	Santa Maria	SM-IL-7		Active Transportation Plan: Blosser Trail (Road Diet)	2030	$ 10,000
Active	Santa Maria	SM-IL-8		Active Transportation Plan: College Trail (Road Diet)	2030	$ 10,000
Active	Santa Maria	SM-IL-9		Active Transportation Plan: Battles Channel Trail	2030	$ 5,000
Active	Santa Maria	SM-IL-10		Active Transportation Bridge over US 101 at Battles Road	2040	$ 25,000
Local Roads	Santa Maria	SM-IL-11		Bridge Preventative Maintenance	2035	$ 3,000
Transit	Santa Maria	SM-IL-12		SR 135/Broadway Bus Rapid Transit (BRT)	TBD	TBD
Local Roads	Santa Maria	SM-IL-13		East Battles Road Overcrossing	TBD	TBD
State Highway	Santa Maria	SM-IL-14	US 101	US 101/Stowell Interchange	2035	$ 35,000
State Highway	Santa Maria	SM-IL-15	US 101	US 101/Santa Maria Way Interchange Improvements	2040	$ 35,000
State Highway	Santa Maria	SM-IL-16	US 101	US 101/Union Valley Parkway Interchange Improvements	2045	$ 10,000
State Highway	Solvang	Sol-IL-1	Hwy 246	Hwy 246/ Alamo Pintado Rd Intersection Improvements	TBD	$ 7,000
State Highway	Caltrans/County	SBC-IL-1		SR135/Lakeview Road-Skyway Drive Intersection Safety Improvements - pending study results	2030	$ 20,000
Active	County	SBC-IL-2		Orcutt Cross-town Multi-Modal Connection	2040	$ 8,000
Local Road	County	SBC-IL-3		Countywide Signal and Operational Improvements	2030	$ 10,000
Active	County	SBC-IL-4		Alan Hancock Trail	2040	$ 60,000
Active	County	SBC-IL-5		Obern Trail Lighting Replacement and Operational Improvements	2028	$ 2,000
Local Road	County	SBC-IL-6		Los Carneros Road Widening	2030	$ 4,200
Active	County	SBC-IL-7		Cathedral Oaks Complete Streets Cooridor Improvement	2035	$ 20,000
State Highway	Caltrans/County	SBC-IL-8		SR1/Santa Lucia Canyon Road intersection improvements - pending study results	2035	$ 30,000
Transit	SB MTD	MTD-IL-2		UCSB Service Enhancements for LRDP - Operations	TBD	$ 103,688
Transit	SB MTD	MTD-IL-3		UCSB Service Enhancements for LRDP - Capital	TBD	$ 25,245
Transit	SB MTD	MTD-IL-4		SBCC Service Enhancement - Operations	TBD	$ 15,158
Transit	SB MTD	MTD-IL-5		SBCC Service Enhancement - Capital	TBD	$ 3,645
Transit	SB MTD	MTD-IL-6		Hollister Corridor Service Enhancement - Operations	TBD	$ 140,582
Transit	SB MTD	MTD-IL-7		Hollister Corridor Service Enhancement - Capital	TBD	$ 34,155
Transit	SB MTD	MTD-IL-8		Goleta Service Enhancement - Operations	TBD	$ 31,616
Transit	SB MTD	MTD-IL-9		Goleta Service Enhancement - Capital	TBD	$ 7,695
Transit	SB MTD	MTD-IL-10		Airport Service Enhancement - Operations	TBD	$ 32,422
Transit	SB MTD	MTD-IL-11		Airport Service Enhancement - Capital	TBD	$ 4,050
Transit	SB MTD	MTD-IL-12		Carpinteria Service Enhancement - Operations	TBD	$ 16,198
Transit	SB MTD	MTD-IL-13		Carpinteria Service Enhancement - Capital	TBD	$ 3,915
Transit	SB MTD	MTD-IL-14		Regional Service Enhancement - Operations	TBD	$ 23,660

Table A-3: Illustrative Projects (Continued, 3/3)

System	Lead Agency	RTP ID	Route	Description	Completion	Project Cost
Transit	SB MTD	MTD-IL-15		Regional Service Enhancement - Capital	TBD	$ 5,805
Transit	SB MTD	MTD-IL-16		Interregional Service Enhancement - Operations	TBD	$ 17,212
Transit	SB MTD	MTD-IL-17		Interregional Service Enhancement - Capital	TBD	$ 4,185
Transit	SB MTD	MTD-IL-18		Aging Population Service Enhancement - Operations	TBD	$ 42,354
Transit	SB MTD	MTD-IL-19		Aging Population Service Enhancement - Capital	TBD	$ 10,260
Transit	SB MTD	MTD-IL-20		Upper State Street Transit Hub	TBD	$ 10,383
Transit	SB MTD	MTD-IL-21		Regional Intermodal Transit Center Expansion	TBD	$ 20,767
Transit	SB MTD	MTD-IL-22		Replacement GPS Suite for Revenue Vehicle Fleet	TBD	$ 7,000
State Highway	Caltrans	CT-IL-5	US 101	CT-IL-5: Castillo Street Seal Slab (CT # 49290)	TBD	$40,000
State Highway	Caltrans	CT-IL-6	US 101	CT-IL-6: US 101 Auxiliary Lanes Goleta	TBD	$5,000
State Highway	Caltrans	CT-IL-8	US 101	CT-IL-8: Lane Realignment on US 101at Arroyo Quemado Canyon Bridge (CT # 40260)	TBD	$10,000
Active	Caltrans	CT-IL-10	US 101	CT-IL-10: Anapamu POC Replacement(CT # OH850)	TBD	$15,000
State Highway	Caltrans	CT-IL-11	US 101	CT-IL-11: US 101 ITS	TBD	$10,000
Rail	Caltrans	CT-IL-12	Rail	CT-IL-12: MP 276 Track Realignmentand SR 1 Overpass Replacement(LOSSAN # SB-01)	TBD	$62,000
Rail	Caltrans	CT-IL-13	Rail	CT-IL-13: Guadalupe Siding Extensionand Island CTC (LOSSAN # SB-02)	TBD	$20,000
Rail	Caltrans	CT-IL-14	Rail	CT-IL-14: Waldorf Siding Extensionand Island CTC (LOSSAN # SB-03)	TBD	$12,000
Rail	Caltrans	CT-IL-15	Rail	CT-IL-15: Devon to Tangair CurveRealignments (LOSSAN # SB-04)	TBD	$196,000
Rail	Caltrans	CT-IL-16	Rail	CT-IL-16: Tangair Siding Extensionand Island CTC (LOSSAN # SB-05)	TBD	$12,000
Rail	Caltrans	CT-IL-17	Rail	CT-IL-17: Santa Barbara County CurveRealignment Projects (LOSSAN # SB-06)	TBD	$677,000
Rail	Caltrans	CT-IL-18	Rail	CT-IL-18: Narlon, Honda, Concepcion– Island CTC (LOSSAN # SB-07)	TBD	$30,000
Rail	Caltrans	CT-IL-19	Rail	CT-IL-19: Capitan Siding Extensionand Island CTC (LOSSAN # SB-08)	TBD	$10,000
Rail	Caltrans	CT-IL-20	Rail	CT-IL-20: Goleta Service TrackExtension (LOSSAN # SB-09)	TBD	$10,000
Rail	Caltrans	CT-IL-21	Rail	CT-IL-21: Sandyland Siding (LOSSAN #SB-10)	TBD	$15,000
Rail	Caltrans	CT-IL-22	Rail	CT-IL-22: Carpinteria Siding (LOSSAN# SB-12)	TBD	$10,000
Rail	Caltrans	CT-IL-23	Rail	CT-IL-23: Increased Pacific SurflinerService	TBD	TBD
Rail	Caltrans	CT-IL-24	Rail	CT-IL-24: Increased Coast DaylightService	TBD	TBD
Active	Caltrans	CT-IL-25	Active	CT-IL-25: Bike Share Program	TBD	TBD
Local Roads	Caltrans	CT-IL-26	Local Roads	CT-IL-26: Relocation of Entrance Roadto Hollister Ranch and Gaviota StatePark	TBD	$2,474
State Highway	Caltrans	CT-IL-27	US 101/SR 135	CT-IL-27: US 101/ SR 135 BroadwayInterchange Project	TBD	TBD
State Highway	Caltrans	CT-IL-28	SR 217/US 101	CT-IL-28: SR 217 at US 101 RampMeter	TBD	$1,000
Rail	SBCAG	SBCAG-IL-1		Construct Passenger Rail Platform to serve Cottage Hospital - Junipero	TBD	$ 12,000
Various	SBCAG	SBCAG-IL-4		Perform modal and subarea planning studies to identify long term needs.	Ongoing	TBD
Rail	SBCAG	SBCAG-IL-2		Construct Passenger Rail Platform to serve Goleta Corporate Park- Castilian	TBD	$ 12,000
Rail	SBCAG	SBCAG-IL-3		Construct commuter and passenger rail operations and maintenance facility	TBD	$ 19,000
Various	SBCAG	SBCAG-IL-6		Zero Emission Vehicle infrastructure	TBD	TBD
State Highway	SBCAG	SBCAG-IL-5		Intersection improvement at Highway 1 and Santa Lucia Canyon Road. Scope to be determined.	TBD	TBD

Table A-4: Airport Projects

The following is a list of Santa Barbara County's airport projects that have been included in the Aeronautics Capital Improvement Plan for the years 2023-2032. More information available at: https://dot.ca.gov/programs/aeronautics/airport-capital-improvement-plan

Project Title	Airport	Funding Source	Year	Cost ($000's)
Airfield Electrical upgrade, Rwy/Twy Rehabilitation Const	Lompoc	FAA, State, Local	2023	3,250
Construct Perimeter Access Road	Lompoc	FAA, State, Local	2025	307
Terminal Addition Environmental	Santa Barbara	FAA, Local	2023	70
Pavement Condition Index Study	Santa Barbara	FAA, Local	2023	250
Building 257 And Hangar 4 Apron Rehabilitation	Santa Barbara	FAA, Local	2023	275
Marking, Signage & Lighting Plan	Santa Barbara	FAA, Local	2023	5,493
Airfield Drainage Study	Santa Barbara	FAA, Local	2023	370
Design Taxiway B, F, G, J, M, P Rehabilitation	Santa Barbara	FAA, Local	2023	438
Runway Rubber Removal Equipment	Santa Barbara	FAA, Local	2023	750
Taxiway G, J, And M Rehabilitation	Santa Barbara	FAA, Local	2023	2,633
Taxiway H Extension	Santa Barbara	FAA, Local	2024	4,114
Vehicle Service Road Rehabilitation	Santa Barbara	FAA, Local	2024	500
Taxiway B, F, P Rehabilitation	Santa Barbara	FAA, Local	2024	1,750
Terminal Addition Design	Santa Barbara	FAA, Local	2024	3,037.86
South Terminal Apron	Santa Barbara	FAA, Local	2025	3,420
Design of Taxiway A, C, E, H, K, L Rehabilitation	Santa Barbara	FAA, Local	2025	480
Taxiway A, E, K, L Rehabilitation	Santa Barbara	FAA, Local	2025	2,800
Taxiway H Extension	Santa Barbara	FAA, Local	2026	12,936
Taxiway C, H Rehabilitation	Santa Barbara	FAA, Local	2026	2,000
Terminal Addition	Santa Barbara	FAA, Local	2026	40,000
Runway 15R-33L Rehabiliation	Santa Barbara	FAA, Local	2027	2,232
Rehabilitate Hangar Taxilanes (Construct & Reimburse Design)	Santa Maria	FAA, Local	2023	1,200
Rehabilitate Taxiways A, A6, S, T, & U (Construct)	Santa Maria	FAA, Local	2023	12,000
Rehabilitate Runway 12-30 (Construct & Reimburse Design)	Santa Maria	FAA, Local	2024	8,800
Rehab segment Twy A, Remove Select Twys (Design)	Santa Maria	FAA, Local	2025	1,050
BIL: Rehab. Terminal Apron, Ph 3 (Construct & Reimburse Des.)	Santa Maria	FAA, Local	2026	4,500
Rehab segment Twy A, Remove Select Twys (Construct)	Santa Maria	FAA, Local	2026	9,000
EA: Extend Taxiway B	Santa Maria	FAA, Local	2027	550
Taxiway Safety Area grading (Construct & Reimburse Des.)	Santa Maria	FAA, Local	2028	1,800
Extend Taxiway B from Taxiway E to Taxiway B7 (Design)	Santa Maria	FAA, Local	2029	440
Extend Taxiway B from Taxiway E to Taxiway B7 (construct)	Santa Maria	FAA, Local	2030	5,500
Rehabilitate Main Hangar Apron (Design)	Santa Maria	FAA, Local	2031	450
Rehabilitate Main Hangar Apron (Construction)	Santa Maria	FAA, Local	2032	6,400
Rehab Runway 8-26, Taxilanes & Taxiways & Aprons (Design)	Santa Ynez	FAA, State, Local	2023	230.3
Rehab Runway 8-26, Taxilanes & Taxiways & Aprons (Construct)	Santa Ynez	FAA, State, Local	2024	3,620
BIL: Rehabilitate Access Road And Parking (Design)	Santa Ynez	FAA, State, Local	2025	180
BIL: Rehabilitate Access Road And Parking (Construct)	Santa Ynez	FAA, State, Local	2026	750
Security Fence And Access Gate Improvements (Design)	Santa Ynez	FAA, State, Local	2027	170
Security Fence And Access Gate Improvements (Construct)	Santa Ynez	FAA, State, Local	2028	890
Fuel Facility Upgrades (Construct & Reimburse Design)	Santa Ynez	FAA, State, Local	2029	2,200
Perimeter Fence Upgrades (Construct & Reimburse Design)	Santa Ynez	FAA, State, Local	2030	600
Pole-mounted Apron Lights (Construct & Reimburse Design)	Santa Ynez	FAA, State, Local	2032	350

Public Participation Plan and Process
Contents

Public Participation Plan

SBCAG

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS

Regional Transportation Plan & Sustainable Communities Strategy

Public Participation Plan

Final

November 16, 2023

Table of Contents

I. Introduction

The Regional Transportation Plan & Sustainable Communities Strategy (RTP-SCS) provides a collective vision for the region's future that balances transportation and housing needs with social, economic, and environmental goals. It helps influence future planning efforts and policy decisions by cities and the County of Santa Barbara that affect transportation, including its relationship with housing and land use, that will reduce greenhouse gas (GHG) emissions in our region.

The Sustainable Communities Strategy (SCS) is one of the elements in the Regional Transportation Plan (RTP) to be developed by the Metropolitan Planning Organization (MPO) such as SBCAG. In alignment with Senate Bill 375 (Sustainable Communities and Climate Protection Act of 2008) an SCS must, among other things, "set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the state board."

If the SCS cannot achieve the greenhouse gas (GHG) emission reduction targets, the MPO must also prepare an alternative planning strategy (APS) "showing how the targets would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies."

Santa Barbara County Association of Governments (SBCAG) updates the region's RTP-SCS every 4 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.

The RTP-SCS update associated with this public participation plan is expected to be adopted by the SBCAG Board of Directors in August 2025. 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 is targeting two aspects of the RTP-SCS for improvement: 1) awareness of the region's transportation priorities, and 2) readability.

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 offering more substantial options for public involvement in the decision-making process of projects and programs that could impact future priorities for the region.

This public participation plan 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 this document preceded adoption of any updated State guidance.

This 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 this RTP-SCS Public Participation Plan will also be made available on the SBCAG website.

Requirements associated in the development of an RTP-SCS public participation plan are provided in Appendix A.

II. Phases of the Public Participation Process

SBCAG is committed to satisfy four objectives with the RTP-SCS Public Participation Plan.

1. Provide ample opportunities for meaningful early and continuing participation in the RTP-SCS process by the public, stakeholders, and member agency officials and staff, as well as interested State and federal agencies, while satisfying the requirements of California Senate Bill (SB) 375.
2. Facilitate comprehensive public access to the decision-making process of the RTP-SCS.
3. Incorporate lessons learned from the previous RTP-SCS cycles to enhance the effectiveness and responsiveness of public participation.
    - Style and location of public events
    - Methods of noticing
    - Provision for online engagement
4. Fulfill the requirements of SB 375 and other state and federal laws.

With consideration of these objectives, the SBCAG public participation process is structured around three phases:

Phase 1 – Direct Stakeholder Outreach and Engagement *(Fall 2023 / Winter 2024)*

Phase 2 – Public Participation *(Spring to Fall 2024)*

Phase 3 – Public Hearings *(Winter to Spring 2025)*

Phase 1: Direct Stakeholder Outreach and Engagement

Fall 2023 / Winter 2024

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 will work to develop an overview of the RTP-SCS planning process, explain the significance of SB 375, and outline 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.

Additionally, SBCAG will develop visualization materials to explain the types of land use and transportation methods the region could use to meet GHG targets and highlight example scenarios with estimates of how much GHG reduction such examples would provide. The examples will focus on 20+ year concepts of transportation infrastructure and operations, land use development patterns, and transportation measures and policies.

Equally important, SBCAG will actively seek out direct input from a broad range of stakeholders, including member jurisdictions, public agencies, community leaders/organizations, civic groups, and private organizations. This direct stakeholder input will focus on:

1. The range of land use and transportation alternative scenarios and information the RTP-SCS should consider.

2. Goals, objectives, and performance measures to be used in the development of the RTP-SCS, as well as the project priorities, project selection criteria, and funding alternatives. As this will be limited due to the scope of the update, SBCAG will focus on two aspects for improvement: 1) awareness of the region's transportation priorities, and 2) readability.

During this first phase, SBCAG will employ the following tactics:

- **Technical Advisory Meeting:** Convene the SBCAG Joint Technical Advisory Committee (JTAC). JTAC formed to provided professional technical advice and recommendations to the SBCAG Board of Directors on issues related to the RTP-SCS.
- **Online Platform:** Create a dedicated webpage for sharing information and receiving online feedback and questions. A frequently asked questions (FAQ) document will be developed and regularly updated to address common inquiries and also demonstrate transparency and responsiveness to stakeholder concerns.
- **Workshop:** Conduct a hybrid in-person and online workshop to educate a broad range of stakeholder groups and interested parties, such as those listed in Appendix B, about the RTP & SCS. This workshop is anticipated to be conducted in January 2024.

To implement Phase 1 - Direct Stakeholder Outreach and Engagement, SBCAG will first develop a list of the most relevant stakeholder groups (i.e., groups with which the consultation/coordination is mandated, groups most directly affected by the RTP-SCS, etc., see Appendix B). SBCAG will invite these stakeholders to participate in a workshop. At the workshop, SBCAG will provide information about the RTP-SCS and seek input. SBCAG will also explain the public participation process and how stakeholders can remain involved. At the workshop, SBCAG will confirm contact person(s) for the stakeholder groups and to keep them informed of input opportunities via a contact list *(for a detailed description of this tactic see Section IV: Participation Tools below)*. SBCAG will offer personalized consultation and coordination to fulfill objectives to provide stakeholders with the necessary information and resources to make informed decisions about their potential participation. Ultimately, it is important to note that it is completely up to the stakeholder to decide whether they want to participate in this process. Another key point about implementation is coordination with the advisory committees and JTAC provides an additional opportunity for direct outreach and engagement.

A summary of scheduled of public outreach meetings, workshops, and hearings is presented in Table 1 below.

Phase 2: Public Participation

Spring to Fall 2024

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

During this second phase, SBCAG will employ the following tactics:

- **Listening Session:** Conduct one in-person public listening session at a central location in Santa Barbara County and one virtual listening session to provide details about the RTP-SCS and gather feedback.
- **Focus Groups:** SBCAG will offer to make a presentation and solicit feedback from each member jurisdiction and Santa Barbara Metropolitan Transportation District to delve deeper into the specific topics and perspectives of that particular community.
- **Surveys and Questionnaires:** Distribute a survey and questionnaire to gather feedback from a broader audience and maintain a dedicated webpage to link to the FAQ document and survey.
- **Public Meetings:** Present updates in formal public meetings including SBCAG Board of Directors and technical advisory committees where the public can present their views and concerns to decision-makers.

To implement Phase 2 – Public Participation, SBCAG will develop presentations and materials to assist in explaining and describing the scenarios future development patterns and alternative transportation/land use scenarios for the region developed after input received in Phase 1. SBCAG will also develop content to continue targeted engagement on two improvements: 1) awareness of the region's transportation priorities, and 2) readability. The presentations will include highlighting results of the travel and land use model analysis of each scenario, and how well the scenarios achieve the GHG targets, as well as other performance measures.

In previous update cycles, SBCAG faced the challenge of minimal participation in public workshops that involved a significant amount of preparation work. Despite the agency's efforts to notify and invite as many people as possible, the turnout remained low. However, SBCAG experienced better participation in prior virtual public workshops compared to traditional in-person events, which suggests that the convenience and accessibility of the virtual format may be more appealing to members of the public.

The in-person and virtual listening session will be 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. Where disadvantaged and traditionally underserved communities exist, SBCAG will coordinate with host jurisdiction staff to

determine and utilize the most successful noticing and outreach methods. SBCAG staff will remain present for a minimum of three hours to enable drop-in attendance and one-to-one conversations with the public.

A summary of scheduled public outreach meetings, workshops, and hearings is presented in Table 1 below.

Phase 3: Public Hearings

Winter to Spring 2025

This phase focuses on development and distribution of the final draft RTP-SCS with preferred transportation/land use scenario for individual public review and formal public hearings with decision makers. If applicable, the APS, will also be distributed for public review.

During this third phase, SBCAG will employ the following tactics:

Public Review and Feedback: Public review period of the final draft RTP-SCS and, if applicable, APS, for a minimum of 55 days or nearly 2 months prior to the final SBCAG Board of Directors public hearing to allow review of the content, provide feedback, and suggest any necessary revisions.

- **Public Hearings:** Hold at least two formal public hearings where the public can present their views and concerns to decision-makers on the final draft RTP-SCS and, if applicable, the APS.

To implement Phase 3 – Public Hearings, SBCAG will plan and prepare objectives, presentation materials, and select dates and times appropriate for public hearings of the SBCAG Board of Directors. SBCAG will make the draft document(s) available on the SBCAG website, www.sbcag.org, and notify stakeholders and the public through various communication channels (website, social media, traditional media, mailing lists).

As the process of developing the RTP-SCS continues, SBCAG staff will provide regular updates throughout the three phases of the public outreach process. These updates will be provided to the SBCAG Board and advisory committees, namely, JTAC, TTAC, TPAC, and Santa Barbara County Transit Advisory Committee (SBCTAC).

Table 1, below exhibits the phases of the public participation process.

Table 1: Public Outreach Meetings, Workshops, and Hearings

Phase 1		Phase 2			Phase 3	
Direct Stakeholder Outreach and Engagement		**Public Participation**			**Public Hearings**	
Fall 2023	Winter 2024	Spring 2024	Summer 2024	Fall 2024	Winter 2025	Spring 2025
+ Advisory Committee Meetings + Online Platform (dedicated webpage and FAQ) +Workshop		+ Listening Session(s) + Focus Groups + Surveys and Questionnaires + Public Meetings			+ Public Review and Feedback + Public Hearings	

Metrics of Success

When it comes to evaluating the success of the public participation plan for the RTP-SCS, SBCAG will focus on the extent and quality of engagement throughout the process.

Here are some examples of metrics SBCAG will employ to measure the success of the public participation plan:

- **Participation:** Document how many stakeholders and members of the public participation in the process. SBCAG will employ tactics to support participation that is diverse and inclusive, reaching a broad cross-section of the community.
- **Effectiveness of outreach methods:** Evaluate and measure the response rate from various outreach methods, such as traditional news media, social media, newsletters, member jurisdiction outreach, and community meetings.
- **Quality of feedback:** Assess the relevance, depth, and diversity of perspective shared to better understand the needs and desires of stakeholders and the public.
- **Implementation:** Track the implementation of recommendations into the final RTP-SCS based on stakeholder and public input.

Ultimately, the success of any participation plan can be judged by how well it enables all stakeholders and the public to have a voice in shaping the decisions that impact their lives and neighborhoods. SBCAG acknowledges that regional planning is a difficult topic to attract active public engagement, and will utilize a range of metrics to provide a comprehensive picture of how well the public participation plan achieved its objectives.

III. Process Participants

a. Member Agency and Committee Involvement

Member agencies and committees play a critical role in the development and execution of the RTP-SCS. Their active involvement in the decision-making process is essential to find solutions for sustainable transportation, housing and an equitable quality of life throughout Santa Barbara County.

SBCAG was established in 1966 as a voluntary council of governments. Its member jurisdictions include Santa Barbara County and each of the eight general purpose city governments (Buellton, Carpinteria, Goleta, Guadalupe, Lompoc, Santa Barbara, Santa Maria, and Solvang) in the county. The governing board consists of all five, county board of supervisors plus one representative from each city council.

As outlined in the three phases of public participation, SBCAG staff will host in-person and online stakeholder workshops at centralized and convenient locations designed for member agencies and interested parties. SBCAG will also offer to make a presentation and solicit feedback from each member jurisdiction. Involvement of planning commissions and local agencies in the workshops will be encouraged.

SBCAG will also give regular updates to and seek guidance from SBCAG's advisory committees, JTAC, and the Santa Barbara County Transit Advisory Committee (SBCTAC). SBCAG relies on the expertise and input from diverse professional and personal backgrounds of advisory committee members to inform decision-making of the Board of Directors. The committees consist of local city, county, and transit agency staff. Here is a description of the committees who will provide input on the RTP-SCS:

Technical Transportation Advisory Committee (TTAC)
TTAC provides technical advice and makes recommendations to the SBCAG Board of Directors on transportation issues affecting the region. It also serves as a forum to exchange transportation-related information among members. The committee membership is comprised of staff representatives from the County of Santa Barbara, each incorporated city within the county, Santa Barbara Metropolitan Transit District, Air Pollution Control District and Caltrans. The Public Works Director, General Manager or department director, as appropriate, from each member agency. Ex-officio (non-voting) members include the Federal Highway Administration, Federal Transit Administration, U.S. Space Force, and University of California at Santa Barbara.

Technical Planning Advisory Committee (TPAC)
TPAC provides technical advice and makes recommendations to the SBCAG Board of Directors on issues related to land use planning affecting the region. It also serves as a forum to exchange planning-related information among member agencies. The committee membership is comprised of staff representatives from the County of Santa Barbara, each incorporated city

within the county, and the Air Pollution Control District. The Planning or Community Development Director, General Manager, or department director, as appropriate, from each member agency. Ex-officio (non-voting) members include the U.S. Space Force, University of California at Santa Barbara, Santa Barbara County Local Agency Formation Commission, and the County Housing Program Manager.

Joint Technical Advisory Committee (JTAC)
JTAC provides professional technical advice and recommendations to the SBCAG Board of Directors on issues related to the RTP-SCS, or issues related to a combination of transportation and land use. The committee also offers a forum to exchange transportation and land use related information among member agencies. Committee membership includes the combined members of the Technical Planning Advisory Committee and the Technical Transportation Advisory Committee. Voting members represent the County Public Works Department and Planning and Development, City Public Works Department and Community Development or Planning Department, SBCAG, consolidated Transit Service Agency, Caltrans District 5, and Santa Barbara Metropolitan Transit District. Ex-officio (non-voting) members include the Air Pollution Control District, Federal Highway Administration, Federal Transit Administration, U.S. Space Force, and University of California at Santa Barbara.

Santa Barbara County Transit Advisory Committee (SBCTAC)
SBCTAC provides valuable input on transit issues affecting those who are transit dependent and transit disadvantaged persons, including the elderly, disabled, and persons of limited means. The committee advises the SBCAG Board of Directors on significant transit issues and functions as the social services transportation advisory council, as specified in the Transportation Development Act, California Public Utilities Code Section 99238(a) for SBCAG.

b. Government Agency Involvement

To foster effective collaboration and ensure a comprehensive approach to the RTP-SCS process, SBCAG recognizes the importance of collaborating with a wide range of government agencies beyond member jurisdictions. An example of key government agencies SBCAG will coordinate and consult with are listed in Appendix C.

Notably, SBCAG coordinates with California Air Resources Board (CARB) to develop the technical methodology for estimating GHG emissions.

Additionally, recognizing the high volume of inter-regional commuting between neighboring counties, SBCAG plans to work closely with San Luis Obispo Council of Governments, Ventura County Transportation Commission, and Southern California Association of Governments. SBCAG coordinates with those agencies regularly regarding the modeling of inter-regional travel and will continue to do so throughout the RTP-SCS process.

Federal land management agencies with jurisdiction within Santa Barbara County will also be sought to participate.

c. Stakeholder Group Involvement

Engaging a diverse range of stakeholder groups is at the forefront of SBCAG approach to the development of the RTP-SCS. This includes reaching out to affordable housing advocates, transportation advocates, neighborhood and community groups, environmental and social justice advocates, home builder representatives, business organizations, landowners, commercial property interests, and homeowner associations. An example of stakeholder groups SBCAG will coordinate and consult with are listed in Appendix B.

To ensure that SBCAG engages as many stakeholders as possible, the agency will utilize a list of contacts from the previous RTP-SCS update. Additionally, the advisory committee, JTAC, will be asked to review and consider adding additional stakeholders within their respective jurisdictions.

During the process, SBCAG will maintain a contact list of interested parties, including stakeholder groups, and provide advance notice of all RTP-SCS related planning activities, workshops, meetings, notices, and public hearings.

d. Public Involvement

At the heart of SBCAG public participation plan is the invaluable contribution of the public, whose insights and perspectives play an important role in shaping the development of the RTP-SCS. Public involvement helps SBCAG identify the best paths to a sustainable future that reflects community desires and needs, while enhancing public health, improving safety and equity, complying with existing laws, and preparing for anticipated growth in our region.

Several tactics will be used to engage the public for a clear understanding of the issues and decision-making choices as outlined in Phase 2 of the public participation plan. This includes conducting listening sessions, focus groups, surveys, frequently asked questions, and public meetings.

SBCAG will focus on encouraging ideas on how communities should grow and be improved while uniquely targeting input on two areas for improvement in this RTP-SCS update: 1) awareness of the region's transportation priorities, and 2) readability.

To ensure an all-encompassing engagement process, SBCAG is committed to an inclusive and multilingual process for public participation. SBCAG will employ a range of tactics including engaging trusted community stakeholders, translating essential materials, and prioritizing linguistic diversity and accessibility. SBCAG values empowering every member of the community to actively contribute their insights, fostering a more comprehensive and representative planning process.

SBCAG will specifically seek the input of residents historically underrepresented and underserved by transportation systems. This will be done through the public notifications, direct stakeholder engagement and utilization of key advisory committees dedicated to advise on issues affecting those who are transit dependent and transit disadvantaged persons, including the elderly, disabled, and persons of limited means.

SBCAG will coordinate with neighboring county agencies to inform residents of San Luis Obispo and Ventura Counties recognizing the high volume of inter-regional commuting.

IV. Engagement Techniques

a. Contact List

SBCAG will develop and maintain a contact list of all interested parties, including stakeholder groups and the public, which it will maintain and enhance throughout the RTP-SCS process. Using this contact list, SBCAG will provide advance notice of all RTP-SCS related planning activities, workshops, meetings, notices, and public hearings.

b. Internet

SBCAG flagship website is www.sbcag.org. The agency will utilize its website to create an online dedicated webpage for the public and stakeholders to access RTP-SCS information. SBCAG flagship website is currently being reconstructed with an anticipated launch by Winter 2023, incorporating more advanced features and functionalities to facilitate easy access to information, promote transparency and broaden engagement. SBCAG will maintain a RTP-SCS webpage on the existing site and update materials on the new website.

An example of materials to be posted on an RTP-SCS webpage SBCAG, include:

- **Resources:** Fact sheets and frequently asked questions.
- **Information:** Description of how to get involved in the planning process.
- **Calendar:** Schedules of upcoming and completed workshops, listening sessions, meetings and public hearing schedules.
- **Materials:** essential documents such as this RTP-SCS Public Participation Plan, the draft RTP-SCS, and the RTP Environmental Impact Report.

A project-specific website may be employed and if so, will be linked to the SBCAG website.

c. Traditional News Media

Traditional news media is essential to a healthy public-information system and remains the core of public information practices to reach wider audiences. Traditional media is a source for public good and provides a platform for community members to share their input and feedback, making the RTP-SCS planning process more collaborative and inclusive. SBCAG recognizes the role of

various media and production requirements to keep the public informed of the RTP-SCS process. SBCAG will promote awareness among the news media and work to foster meaningful and accurate news coverage. Some of the local and regional media outlets include radio stations, newspapers, community magazines and journals, online news sources and broadcast media. SBCAG will employ a range of traditional news media tactics including distributing press releases, offering interviews, and purchasing legal classified advertisements through the county. SBCAG is committed to prioritizing linguistic diversity and accessibility with its traditional news media tactics.

Appendix A: Public Process Requirements

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

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

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

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

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

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

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

Beyond SB 375, several requirements exist for the Regional Transportation Plan aspect of public outreach.

The MPO shall develop and use a documented participation plan that defines a process for providing individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the

metropolitan transportation planning process." -Title 23 Code of Federal Regulations (CFR), section 450.316(a)

Consultation requirements include the following.

1. Provide adequate public notice and the opportunity to comment on proposed RTPs and public participation plans;
2. Employ visualization techniques to describe the RTP;
3. Make the RTP electronically accessible, such as placing it on the Internet;
4. Hold public hearings at convenient and accessible locations and times;
5. Demonstrate explicit consideration and response to public input on the RTP (documentation);
6. Seek out and consider the needs of those traditionally underserved by existing transportation systems, such as low income and minority households;
7. Provide additional opportunities to comment on the RTP and the FTIP, if the final version differs due to additional comments;
8. Coordinate with the state transportation planning and public involvement processes; and,
9. Periodically revisit intended RTP outcomes , products and/or services.

Consultation should include, but not be limited to, agencies and officials responsible for planning activities, including:

1. State and local growth;
2. Public health;
3. Housing;
4. Economic development;
5. Tourism:
6. Natural disaster risk reduction;
7. Environmental protection;
8. Airport operations; and,
9. Goods Movement.

In addition, MPOs shall consult with Indian Tribes within a region and federal land management agencies with jurisdiction in the region.

Consultation shall also include interested parties and organizations, including:

1. Individuals;
2. Affected public agencies;
3. Representatives of public transportation employees;
4. Public ports;
5. Freight shippers;

6. Private providers of transportation;
7. Representatives of users of public transportation;
8. Representatives of users of pedestrian walkways and bicycle transportation facilities;
9. Representatives of people with disabilities;
10. Providers of freight transportation services; and,
11. Other interested parties.

Appendix B: List of Stakeholder Groups

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

- Santa Barbara Community Action Network
- Peoples Self Help Housing
- Community Environmental Council
- MOVE Santa Barbara County
- Santa Ynez Band of Chumash Indians
- League of Women Voters of Santa Barbara
- Los Olivos Business Organization
- Preservation of Los Olivos
- Preservation of Santa Ynez
- Santa Barbara South Coast Chamber of Commerce
- Santa Barbara County Air Pollution Control District
- Santa Ynez Valley Alliance
- Central Coast Alliance United for a Sustainable Economy (CAUSE)
- Santa Barbara Foundation
- EconAlliance
- Grower-Shipper Association
- Santa Barbara County Trails Council
- Visit Santa Barbara
- The Trust for Public Land
- Citizens Planning Association
- Carpinteria Valley Association
- Lompoc Valley Chamber of Commerce
- Home Builders Association of the Central Coast
- Santa Maria Valley Association of Realtors
- COLAB
- Sierra Club, Los Padres Chapter
- Santa Barbara Association of Realtors
- American Institute of Architects
- County of Santa Barbara Agriculture Advisory Committee
- Women's Environmental Watch
- Sierra Club Santa Barbara
- Solvang Chamber of Commerce
- Surfrider Foundation, Santa Barbara Chapter
- Santa Barbara Homebuilders Association
- Guadalupe Chamber of Commerce

- Santa Barbara County Community Housing Corporation
- Santa Barbara Hispanic Chamber of Commerce
- California Rural Legal Assistance
- Santa Maria Valley Chamber of Commerce
- PUEBLO
- Area Agency on Aging/Central Coast Commission for Senior Citizens
- Buellton Chamber of Commerce
- League of Women Voters of Santa Maria Valley
- REACH Central Coast
- Law Office of Marc Chytilo
- Committees for Land, Air, Water, and Species

Appendix C: List of Government Agencies

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

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

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

- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- U.S. Bureau of Land Management
- U.S. Forest Service
- U.S. Fish and Wildlife Service
- U.S. Bureau of Reclamation
- U.S. Bureau of Indian Affairs
- California Air Resources Board (ARB)
- California Coastal Commission
- California Department of Conservation
- California Department of Fish and Game
- California Department of Parks and Recreation
- California Department of Transportation (Caltrans)
- California Natural Resources Agency
- Santa Barbara Air Pollution Control District (APCD)
- San Luis Obispo Council of Governments (SLOCOG)
- Ventura County Transportation Commission (VCTC)
- City of Buellton
- City of Carpinteria
- City of Goleta

- City of Guadalupe, including Guadalupe Transit
- City of Lompoc, including City of Lompoc Transit (COLT)
- City of Santa Barbara, including the Santa Barbara Airport
- City of Santa Maria, including Santa Maria Regional Transit (SMRT) and the Santa Maria Airport
- City of Solvang, including Santa Ynez Valley Transit (SYVT)
- County of Santa Barbara
- Santa Barbara Metropolitan Transit District (SBMTD)
- San Luis Obispo Regional Transit Agency (RTA)
- Vandenberg Space Force Base (VSFB)
- Santa Barbara Local Agency Formation Commission (LAFCO)

Native American Tribes, include the following:

- Santa Ynez Band of Chumash Indians

Appendix D: List of Acronyms

MPO	Metropolitan Planning Organization
RTPA	Regional Transportation Planning Agency
RTP	Regional Transportation Plan
SCS	Sustainable Communities Strategy
GHG	Greenhouse Gas
APS	Alternative Planning Strategy
FTIP	Federal Transportation Improvement Program
SBCAG	Santa Barbara County Association of Governments
SB 375	Senate Bill 375
JTAC	Joint Technical Advisory Committee
TTAC	Technical Transportation Advisory Committee
TPAC	Technical Planning Advisory Committee
SBCTAC	Santa Barbara County Transit Advisory Committee

Phase 1 Invitation

SBCAG SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS

260 North San Antonio Road, Suite B, Santa Barbara, CA 93110
PHONE: (805) 961-8900 • FAX: (805) 961-8901 • WWW.SBCAG.ORG

January 16, 2023

Dear Community Leaders and Key Advocates:

You are invited to participate in a stakeholder briefing on updates to the **Regional Transportation Plan and Sustainable Communities Strategy (RTP-SCS)**, also known as **Connected2050**.

SBCAG is updating Connected2050, a long-term vision and investment plan for transportation in Santa Barbara County. The next iteration of this plan must be adopted by the SBCAG Board of Directors by August 2025.

The August 2025 update is focused on: 1) modifying the project's list to focus on regionally significant projects and raise awareness of those projects; and 2) making the overall document easier to understand.

The briefing is scheduled for **2 p.m. on Thursday, February 15, 2024**. Attendees can choose to participate in-person at SBCAG offices at the Wisteria Conference Room, 260 N. San Antonio Road in Santa Barbara, or register to participate online via Zoom using this link: https://bit.ly/RTP-SCS.

At the briefing, SBCAG staff will describe how the plan integrates transportation and land use, outlines regional goals and objectives, conducts performance measures and communicates options for the region to grow in a financially and environmentally responsible way.

Who should attend? Government officials/staff, Caltrans District 5, public transit agencies, community organizations or advocacy groups, school and university representatives, business leaders, and organizations involved in utilities and infrastructure planning.

Please contact Michael Becker, Director of Planning, to RSVP for the briefing or ask questions via email at: mbecker@sbcag.org, or by phone at (805) 961-8912. RSVPing is strongly encouraged for in-person attendees to ensure enough seats are available and to request any accommodation. Participation via Zoom requires registration at https://bit.ly/RTP-SCS.

Thank you for your continued support in advancing the Connected2050 vision of our region's transportation network.

Sincerely,

Marjie Kirn
Executive Director

Phase 1 Presentation

SBCAG SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS

2050 CONNECTED

Regional Transportation Plan
Sustainable Communities Strategy

February 15, 2024

draft

Stakeholder Briefing

Housekeeping

1. Silence all devices
2. Restrooms
3. Emergency Exits
4. Hybrid/Virtual Meeting Reminders
5. Open Question & Answers (raise hand)
6. Briefing is Being Recorded

SBCAG

Today's Briefing

1. Why we are here today
2. Who is SBCAG
3. What is an RTP-SCS
4. Overview of Connected2050
5. Focus of 2025 Update
6. Challenges & Opportunities
7. What's Next?

Purpose of the Briefing

1. Provide ample opportunities for early and continuing public participation
2. Facilitate public access to the decision-making process
3. Incorporate lessons learned from previous public participation
4. Fulfill legal requirements

Who we are

"Many of the issues that face local governments and the people they serve such as **traffic, housing, air quality,** and **growth** extend beyond jurisdictional boundaries…"

Primary Board Authority

- Metropolitan Planning Organization (MPO)
- Regional Transportation Planning Agency (RTPA)
- Local Transportation Authority (LTA) - Measure A Administration
- Airport Land Use Commission (ALUC)
- Service Authority for Freeway Emergencies (SAFE)
- Council of Governments (COG)
- Affiliate Census Center
- Transit Agency (Clean Air Express)
- Rideshare Agency

SBCAG

Core MPO Functions

1. Maintain a setting for regional decision-making
2. Prepare an Overall Work Program
3. Involve the public in the decision-making
4. Prepare a Regional Transportation Plan
5. Develop a Transportation Improvement Program

Planning Division

- Carry out State-mandated planning activities:
  - Regional Transportation Plan/Sustainable Communities Strategy
  - Regional Housing Needs Allocation
  - Unmet Transit Needs
- Administer Airport Land Use Commission
- Serve as Census Affiliate Center
- Work to identify long-term transportation investments

Regional Transportation Plans

HIGHLIGHTS:

- Requirement of State and Federal law
- Defines region's vision and goals
- Guides decision making
- Minimum 20-year horizon
- Fiscally constrained
- Advances State and Federal plans and policies

Regional Transportation Plans

FOUR PLAN COMPONENTS:

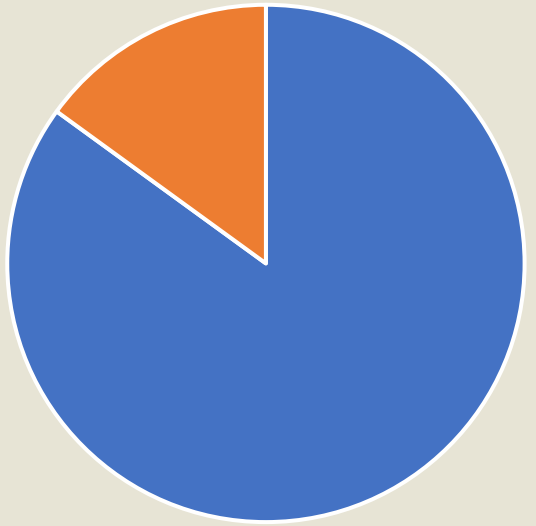
1. Policy Element
2. Sustainable Communities Strategy
3. Action Element
4. Financial Element

Sustainable Communities Strategies

"Set forth a **forecasted development pattern** for the region, which, when integrated with the transportation network, and other transportation measures and policies, **will reduce greenhouse gas emissions** from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emissions reductions target **approved by the state board**."

-SB 375 (2008)

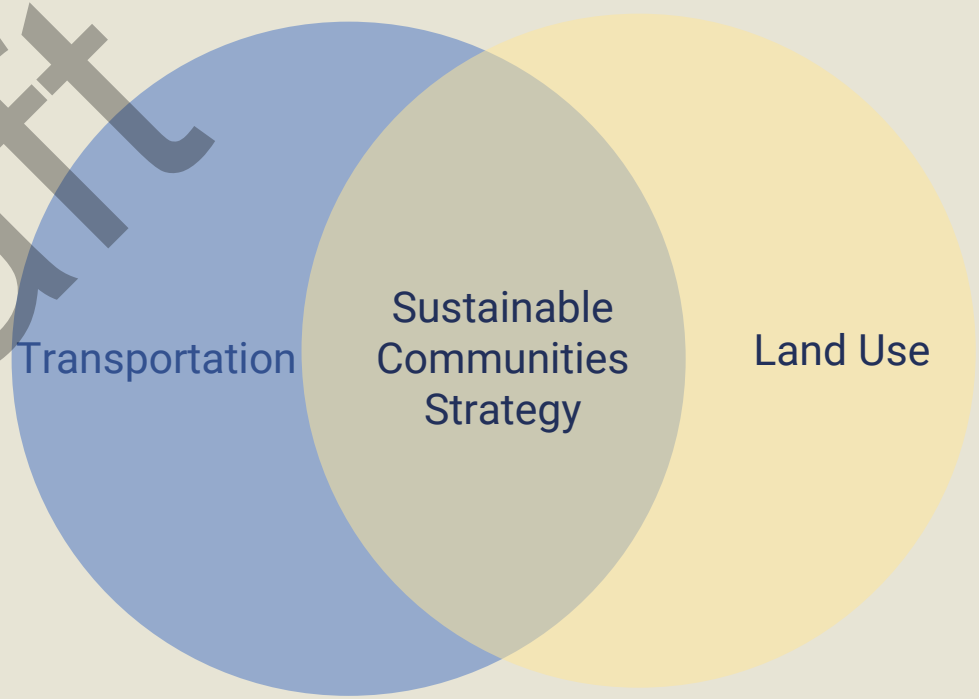
SB 375 (2008)
Sustainable Communities and Climate Protection Act



AB/SB 32 (2006/2016)
Global Warming Solutions Act

Sustainable Communities Strategies

- Greenhouse Gas Reduction Targets
  - (-10%) 2020 vs. 2005
  - (-17%) 2035 vs. 2005
- Tools
  - Transportation Projects
  - Land Use Development Patterns
  - Regional Policies
  - CEQA Streamlining
- No requirement of consistency
- Alternative Planning Strategy option



2050 CONNECTED

Regional Transportation Plan
Sustainable Communities Strategy

Goals

Environment

Health & Safety

Equity

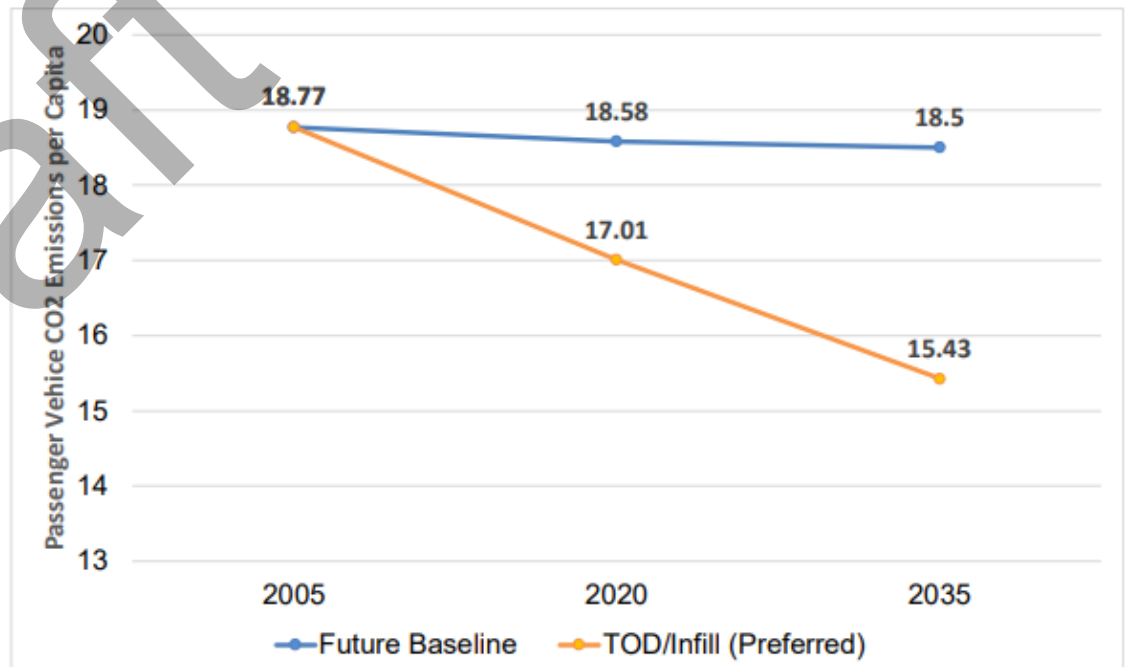
Mobility & System Reliability

Prosperous Economy

RTP QUICK FACTS (2021)

- Time period: 2021 to 2050
- Adopted: August 2021
- $11.3 B forecasted revenue
- $8.3 B regional project costs
- Achieved (-17%) GHG Reductions (2035 vs. base year of 2005)

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



2050 CONNECTED
Regional Transportation Plan
Sustainable Communities Strategy

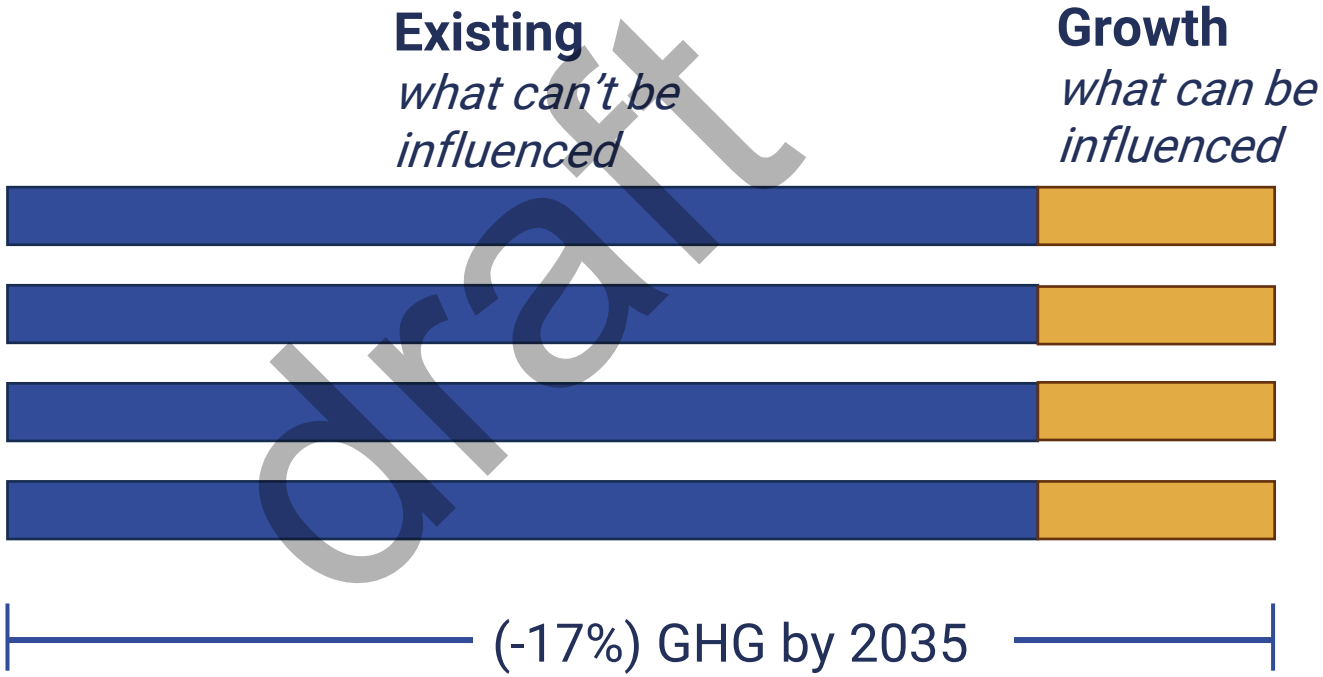
SBCAG

SCS QUICK FACTS (2021)

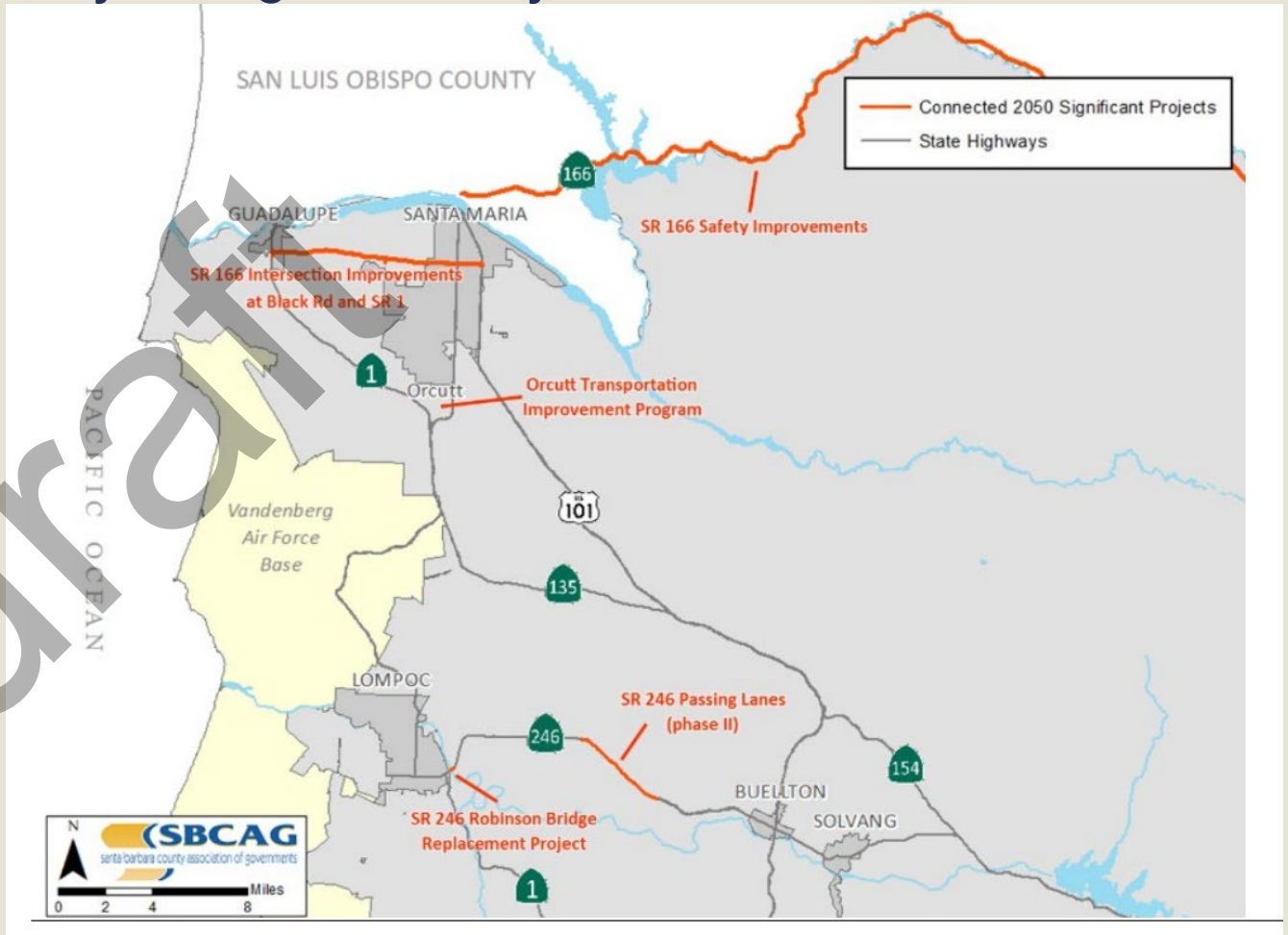
- Focused on jobs/housing imbalance
- Develop in a location-efficient manner
- Support remote work, van pools, EV infrastructure
- ~90% of spending is on maintenance
- Implement Measure A projects
  - Lane and a Train
  - Santa Maria Interchanges
- Tied to Regional Housing Needs Allocation (RHNA)

The Challenge

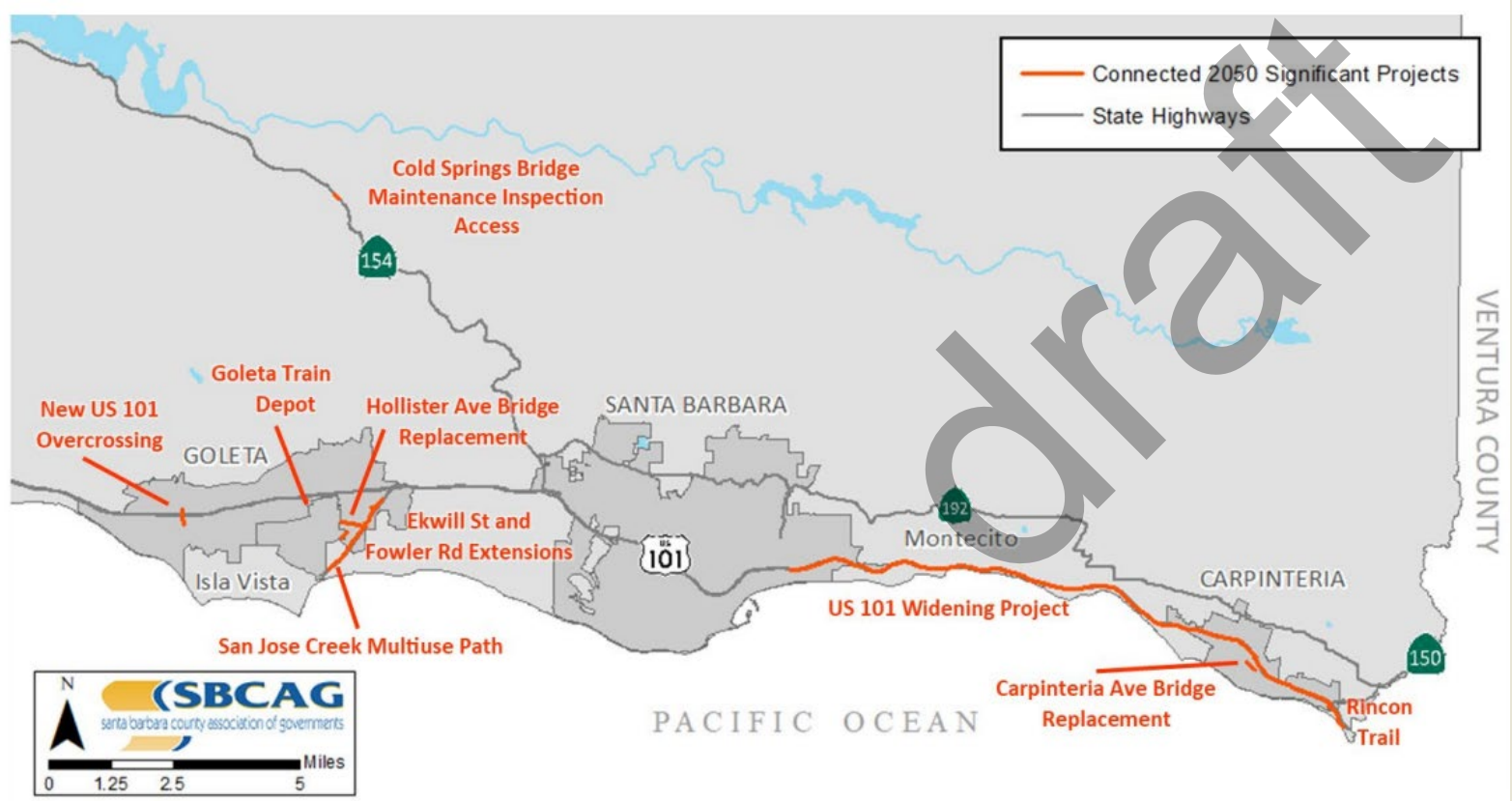
- Population
- Jobs
- Households
- Investment

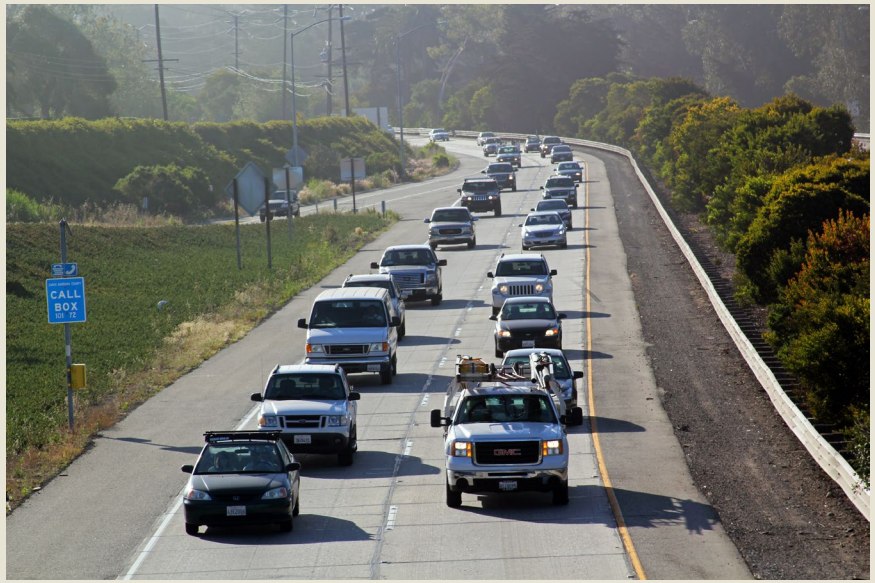


Major Regional Projects - North

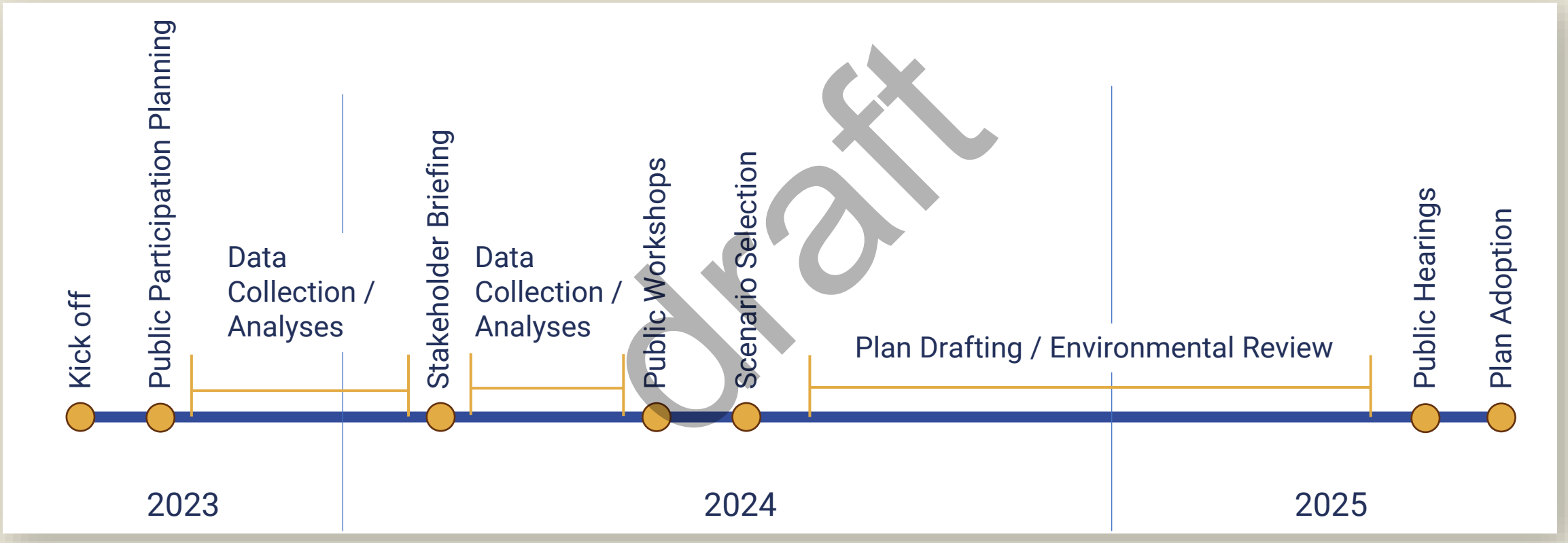


Major Regional Projects - South





Connected 2050 Update Timeline



Update Focus Areas

Project Lists

Project Title	Project Type	Phase	Description	Primary Funding Source(s)	Year	Total Cost ($000's)
CITY OF SANTA MARIA						
SM-1: Roadway Maintenance, Improvement, and Construction	ST/RDS	Construction, Monitoring	Supplement local funding to maintain, improve, or construct roadways and bridges.	Measure A	Ongoing	19,895
SM-2: Traffic Safety	ST/RDS	Construction	Supplement local funding to construct safety improvements, to include: signage replacements and improvements; street lighting maintenance and improvements; street lighting upgrades - underlit neighborhoods; pavement delineation, traffic signal maintenance and improvements.	Measure A	Ongoing	7,104
SM-3: Highway Improvements	ST/RDS	Engineering, Construction	Supplement local funding for Downtown Multimodal Streetscape Plan (Hwy 135).	Measure A	Ongoing	150

Readability

- Reduces overall vehicle miles traveled by 16 percent, vehicle hours traveled by 14 percent, and average daily traffic (ADT) volumes by one percent.
- Reduces overall congestion (as measured by congested vehicle miles traveled) by 32 percent compared to the future baseline scenario.
- Reduces average vehicle trip time by 10 percent and average vehicle commute time for workers by six percent.
- Saves residents and workers nearly $500,000 annually in auto operating costs (a 16 percent reduction).

New Requirements

Project Lists

Three types

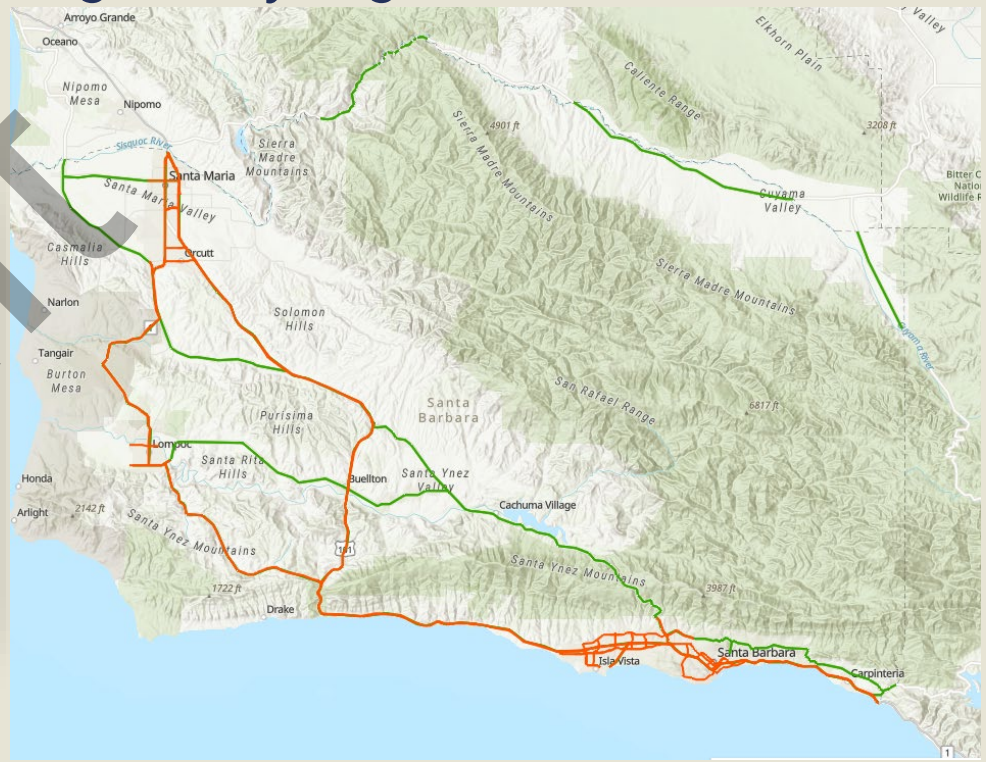
- Programmed
- Planned
- Illustrative

Fiscal Constraint

Why Change?

- No SBCAG discretion
- Not regionally significant
- Local Capital Improvement Plans

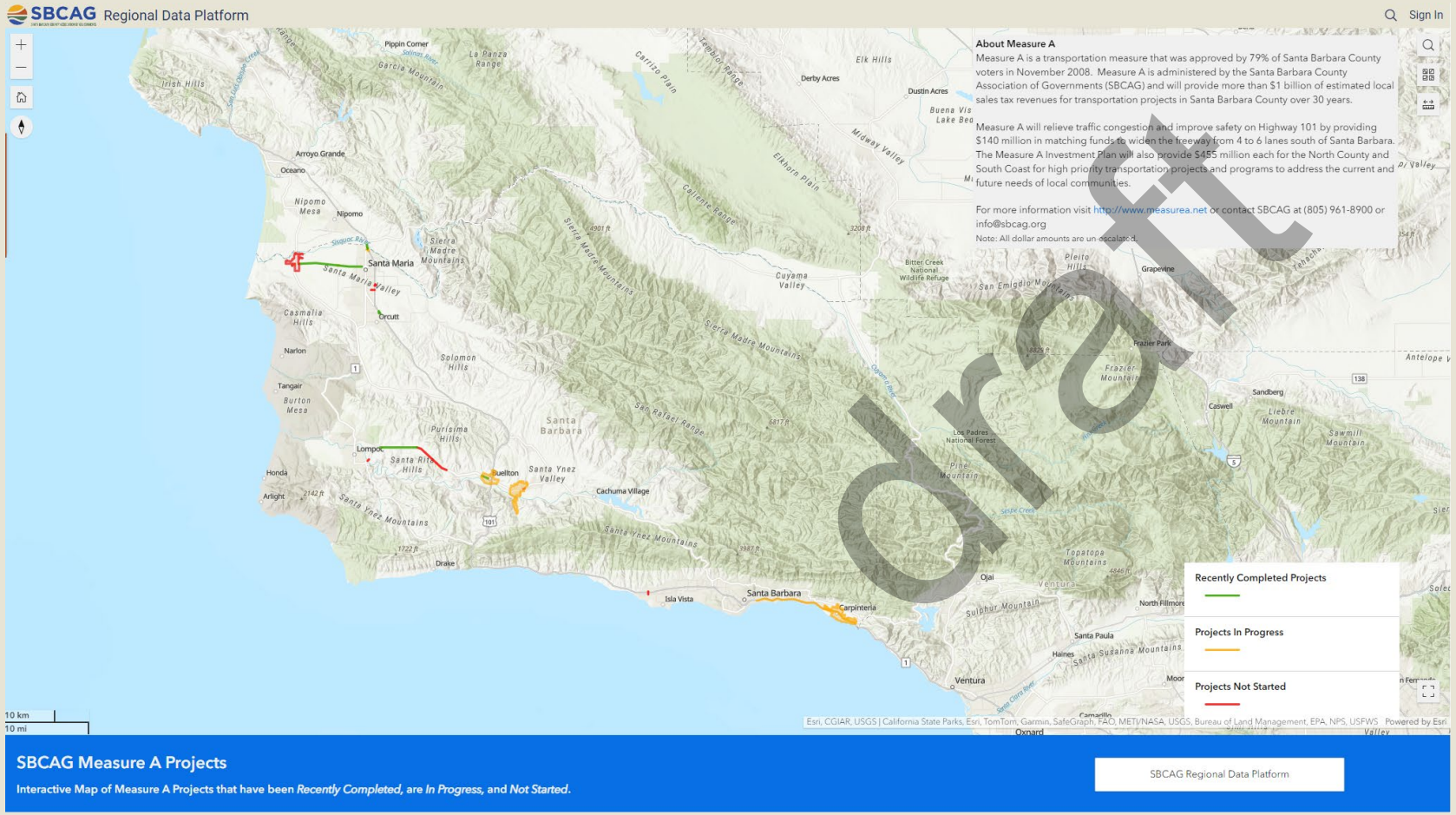
Regionally Significant Network



National Highway System (NHS)

State Highway System not on NHS

Project Lists



Regional Data Platform

Readability

"The Regional Transportation Plan and Sustainable Communities Strategy defines the region's vision and goals, along with identifying future transportation investments. Residents of Santa Barbara County should be able to read and understand it."

-Mike Becker

Why Change?

- Variety of legal requirements have led to an overly technical plan.
- Re-focus on the intended audience.

New Requirements

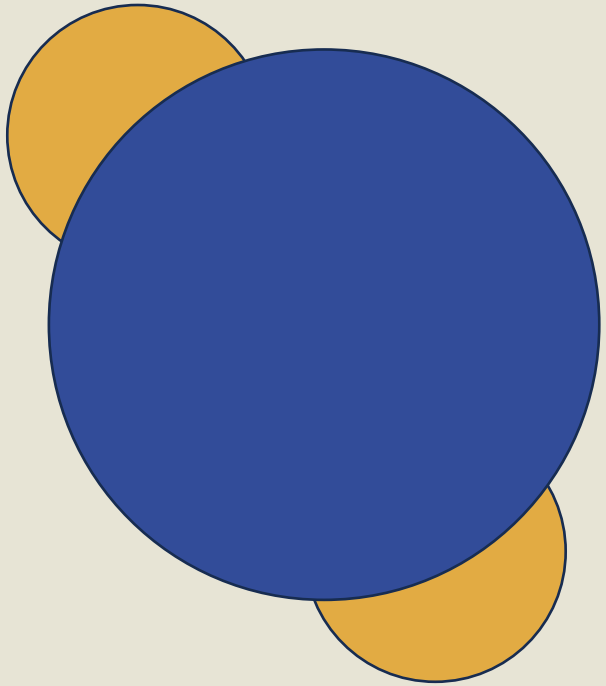
Why Change?

- Guidelines are in the process of being updated.
- Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL)(2021)

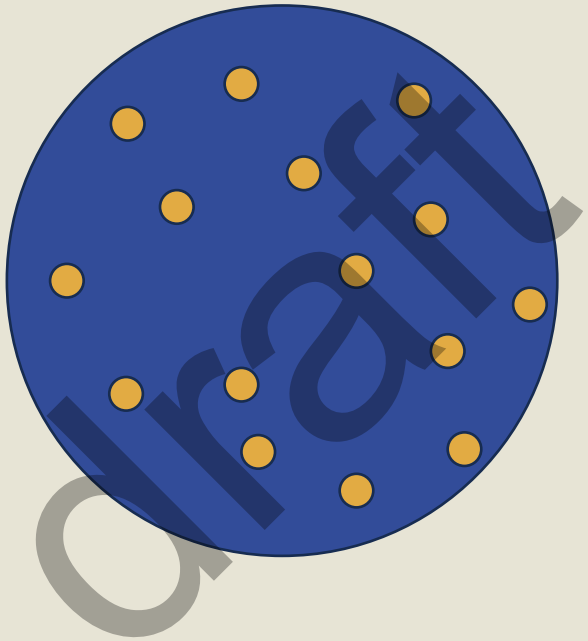
Scenario Alternatives

Scenario	Land Use	Transportation
Future Baseline	Continue current trends	Programmed and Planned
TOD/Infill*	Jobs/Housing, Location Efficiency	Programmed and Planned
Weighted Jobs/Housing	Jobs/Housing	Programmed and Planned
Alternative Transportation Emphasis	Continue current trends	Programmed + all Alt. Transportation

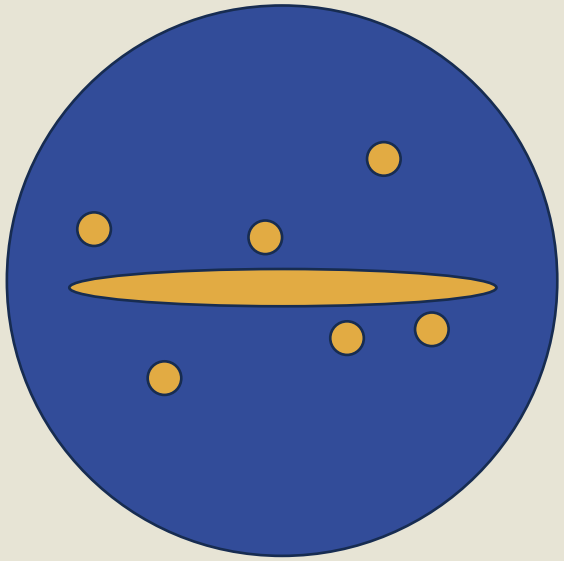
Scenario Alternatives



Sprawl
Outward Growth

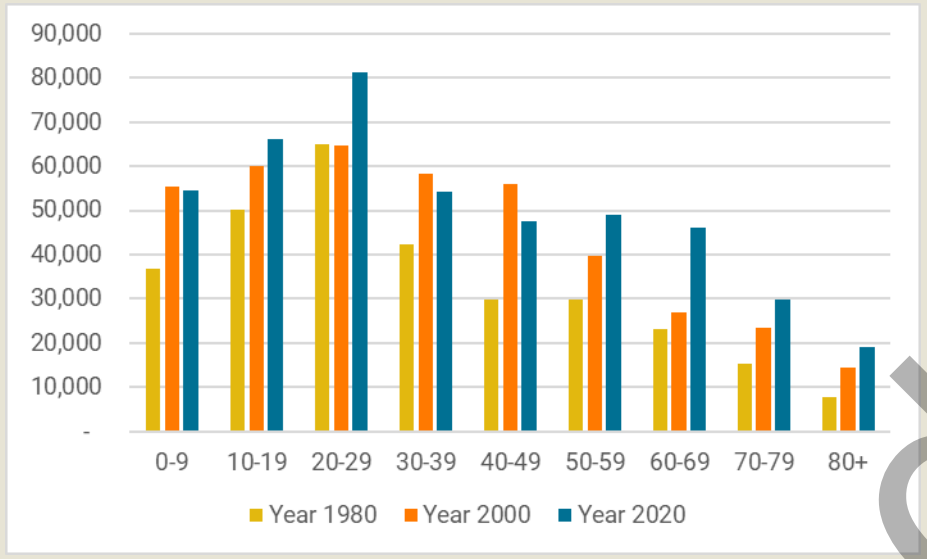


Infill
Within Existing Urban Area

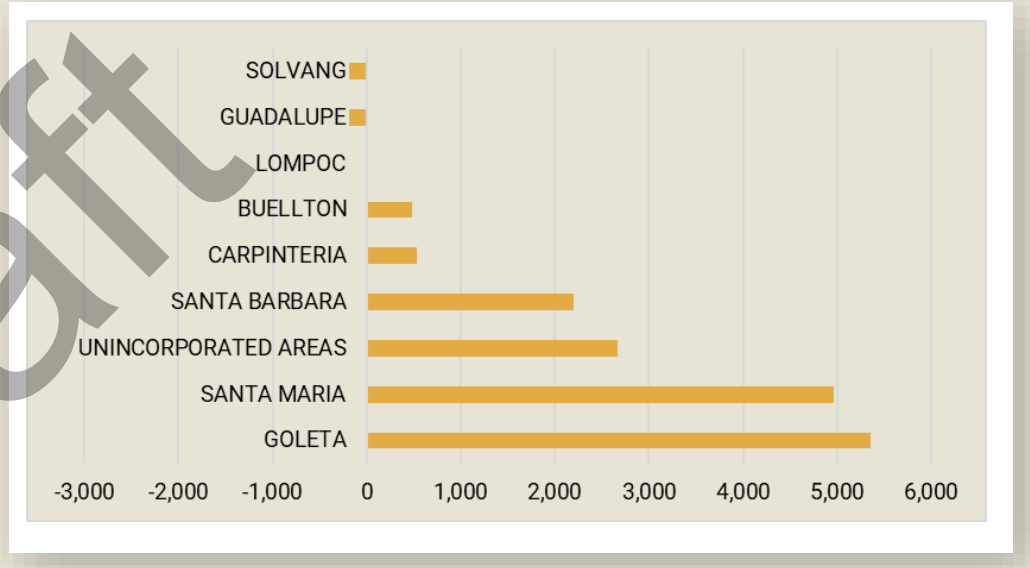


TOD/Infill
Location Efficient

Regional Challenges & Opportunities

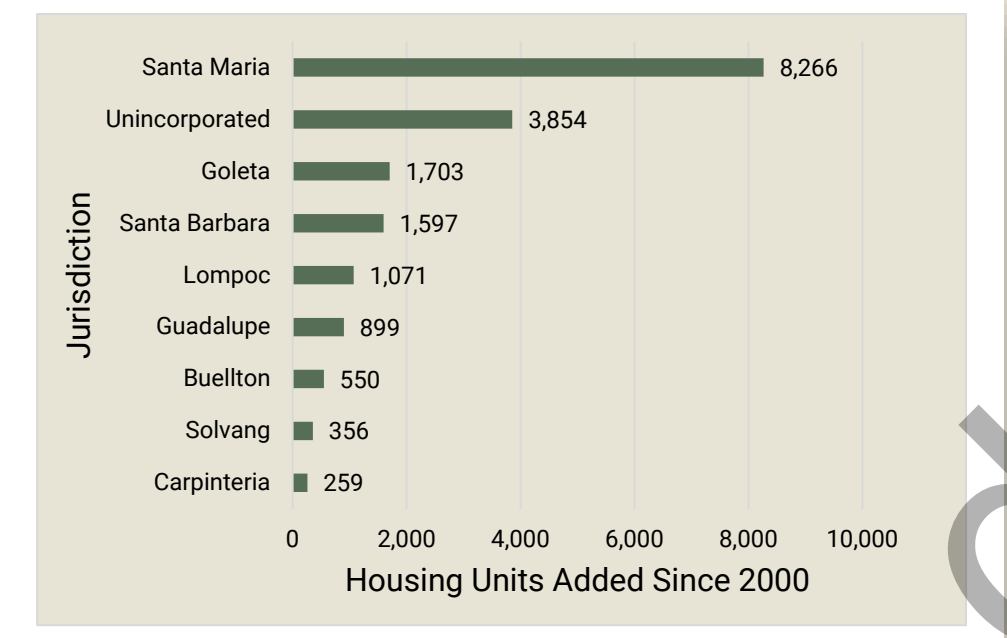


Age, 1980-2020, we are getting older

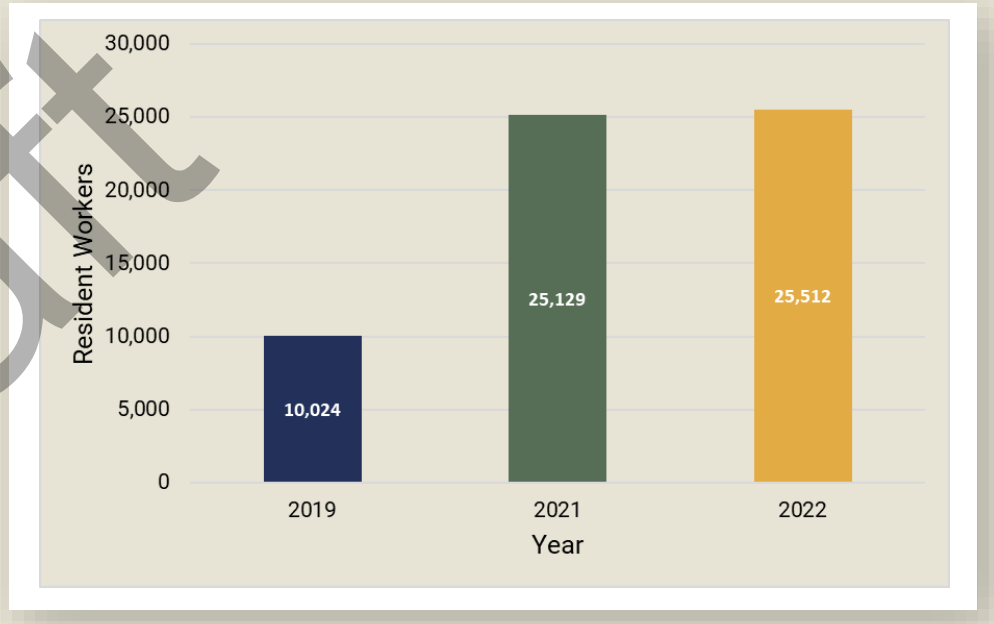


Jobs, 2010-20, we are growing economically

Regional Challenges & Opportunities



2000-23 Housing
We are building new housing



Remote Work, 2019-22
We are working from home more

Regional Challenges & Opportunities

Jurisdiction	% work trips originating in host jurisdiction (filled by local labor)	# work trips originating in host jurisdiction (filled by local labor)	% work trips originating outside host jurisdiction (imported labor)	# work trips originating outside host jurisdiction (imported labor)
Buellton	19.6%	600	72.9%	1,600
Carpinteria	41.2%	2,700	59.7%	4,000
Goleta	37.0%	7,000	65.9%	13,600
Guadalupe	19.9%	600	72.1%	1,500
Lompoc	50.0%	9,100	31.2%	4,100
Santa Barbara	66.0%	31,900	43.7%	24,700
Santa Maria	66.1%	37,100	33.8%	19,000
Solvang	35.1%	1,000	68.4%	2,100
North County	92.4%	97,200	18.0%	21,300
South County	86.5%	89,400	13.5%	13,900
County	93.7%	200,500	9.5%	21,100

Some people don't live close to their work

Origin Jurisdiction	# Work trips originating in jurisdiction	% work trips originating in jurisdiction, 16+ miles	% work trips originating in jurisdiction, 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%

Which creates a lot of long-distance commuting

Regional Challenges & Opportunities

Jurisdiction	Population (2020)	VMT/Capita Fall 2022	VMT/Capita Fall 2019	% Change 2022-2019
Buellton	5,161	52.4	54.4	-3.7%
Carpinteria	13,264	20.7	25.0	-17.5%
Goleta	32,690	26.4	27.9	-5.4%
Guadalupe	8,057	16.5	14.8	12.1%
Lompoc	44,444	14.0	13.6	2.8%
Santa Barbara	88,665	21.4	22.5	-4.8%
Santa Maria	109,707	16.1	17.9	-10.0%
Solvang	6,126	30.3	40.8	-25.8%
North County	239,868	17.5	19.9	-11.7%
South County	208,361	20.0	21.1	-5.1%
County	448,229	18.7	20.5	-8.9%

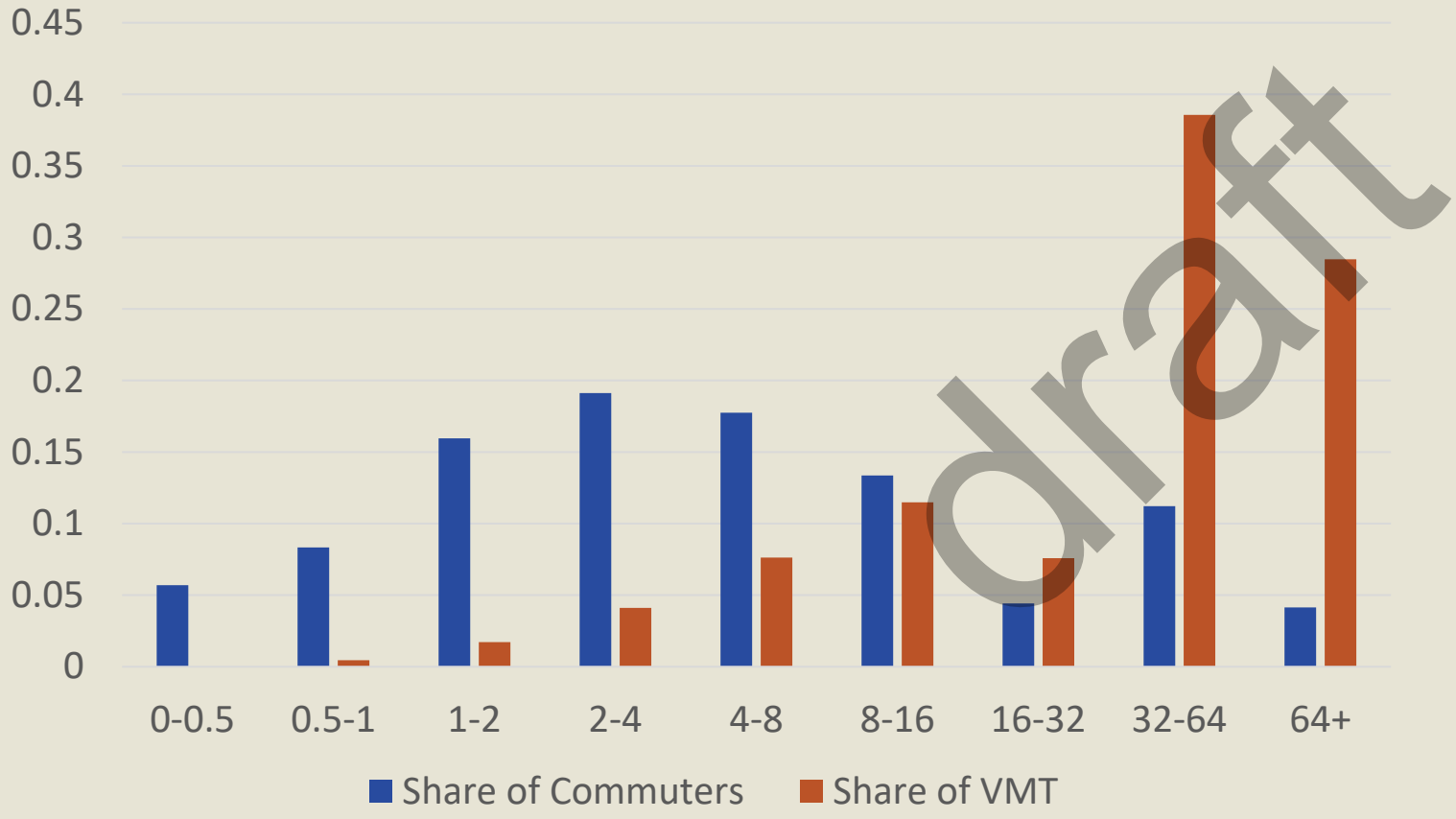
We are driving less

City – Trip Type	Bicycle	Pedestrian	Transit*
Buellton - All	1.0%	9.6%	N/A
Buellton – Work/School	0.2%	8.6%	N/A
Carpinteria - All	2.0%	16.4%	0.5%
Carpinteria – Work/School	4.3%	16.7%	0.3%
Goleta - All	3.7%	12.2%	2.0%
Goleta – Work/School	6.6%	11.4%	1.9%
Guadalupe - All	0.6%	14.2%	N/A
Guadalupe – Work/School	0.4%	15.2%	N/A
Lompoc - All	0.5%	16.5%	N/A
Lompoc – Work/School	0.6%	17.1%	N/A
Santa Barbara - All	2.9%	13.9%	1.5%
Santa Barbara – Work/School	5.2%	13.6%	1.2%
Santa Maria - All	0.9%	9.6%	<0.0%
Santa Maria – Work/School	1.7%	8.1%	0.1%
Solvang - All	1.4%	12.2%	N/A
Solvang – Work/School	1.1%	14.7%	N/A

And walking and biking more

Regional Challenges & Opportunities

South County – Journey-to-Work



Key Points:

- 118,495 commute trips
- Bottom 80% responsible for 25% of VMT
- Top 20% responsible for 75% of VMT
- Top 15% responsible for 67% of VMT
- Top 4% responsible for 28% of VMT

What's Next

UPCOMING WORKSHOPS/HEARINGS

- Public Workshop (Spring 2024)
- SCS Scenario Selection (Summer 2024)
- Public Hearings (Summer 2025)
- Plan Adoption (August 2025)

STAY ENGAGED

- Sign up for SBCAG News Alerts
- Follow SBCAG Board and committee Agendas
- Follow SBCAG on social media
- Request to be on Connected2050 stakeholder list

SBCAG SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS

Thank You!

Mike Becker
mbecker@sbcag.org

Phase 2 Flyers – English and Spanish

SBCAG SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS

Shape Santa Barbara County's Future:

CONNECTED2050 PUBLIC LISTENING SESSION

Connected2050 is the Regional Transportation Plan and Sustainable Communities Strategy guiding our county's transportation and land use future with a focus on mobility, health, sustainability, equity, and lower emissions.

Attend the listening session to learn more and give input on:

- **Transportation Funding**
- **Regional Priority Projects**
- **Transportation & Land Use Opportunities**
- **California's Climate Goals**

PUBLIC MEETING SCHEDULE

In-Person

May 23 at 4 p.m.
Solvang City Council Chambers
1644 Oak Street, Solvang, CA 93463

Welcoming remarks by Joan Hartmann, SBCAG Director & Third District County Supervisor.

English program, with English/Spanish interpretation.

Virtual

May 29 at 4 p.m. via Zoom
Register at bit.ly/Connected2050

Welcoming remarks by Steve Lavagnino, SBCAG Board Chair & Fifth District County Supervisor.

Presented in English and Spanish.

Accessibility: For accommodations, contact us 48 hours in advance at (805) 961-8900 or info@sbcag.org.

CONTRIBUTE TO A HEALTHIER, MORE CONNECTED SANTA BARBARA COUNTY.

www.sbcag.org 805. 961.8900 info@sbcag.org

SBCAG SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS

Desarrolle el futuro del condado de Santa Bárbara:

SESIÓN DE OPINIÓN PÚBLICA DE CONECTADOS2050

Conectados2050 es el Plan de Transporte Regional y la Estrategia de Comunidades Sostenibles que guían el futuro del transporte y el uso del terreno de nuestro condado centrándose en la movilidad, la salud, la sostenibilidad, la equidad y la reducción de emisiones.

Asista a la sesión de escucha para saber más y dar su opinión sobre:

- **Financiación del transporte**
- **Proyectos regionales prioritarios**
- **Oportunidades de transporte y uso del suelo**
- **Objetivos climáticos de California**

CALENDARIO DE REUNIONES PÚBLICAS

En persona

23 de mayo a las 4 p.m.
Cámaras del Ayuntamiento de Solvang
1644 Oak Street, Solvang, CA 93463

Palabras de bienvenida de Joan Hartmann, Directora de SBCAG y Supervisora del Tercer Distrito del Condado.

Programa en inglés, con interpretación inglés/español.

Virtual

29 de mayo a las 4 p.m. vía Zoom
Inscríbase en bit.ly/Connected2050

Palabras de bienvenida de Steve Lavagnino, Presidente de la Junta de SBCAG y Supervisor del Quinto Distrito del Condado.

Presentado en inglés y español.

Accesibilidad: Para solicitar acomodaciones, póngase en contacto con nosotros con 48 horas de antelación en (805) 961-8900 o info@sbcag.org.

CONTRIBUYA A UN CONDADO DE SANTA BÁRBARA MÁS SANO Y MEJOR CONECTADO.

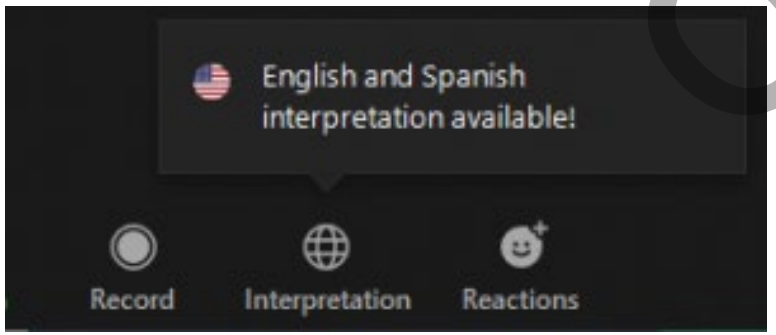
www.sbcag.org 805. 961.8900 info@sbcag.org

Phase 2 Presentation

Interpretation

We have interpretation available for this meeting

1. **If tuning by computer,** look for the globe icon at the bottom of the screen
   - Click on the globe and select English (if you are not bilingual)
2. **If you are joining us by phone or tablet,** look for the 3-dot menu, select "language interpretation" and select English



Intérpretacion

Tenemos interpretación disponible para esta reunión

1. **Si se sintoniza por computadora,** busque el icono de mundo en la parte inferior de la pantalla
   - Haga clic en el mundo y seleccione español
2. **Si nos acompaña por teléfono o tableta,** busque el menú de 3 puntos, seleccione “language interpretation” y seleccione español.

SBCAG SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS

CONNECTED 2050

Regional Transportation Plan
Sustainable Communities Strategy

May 23, 2024: Solvang
May 29, 2024: Virtual

draft

Public Workshops

SBCAG

Today's Workshop

1. Why we are here today
2. Who is SBCAG
3. What is an RTP-SCS
4. Connected 2050 Update Timeline
5. Update Focus Areas
6. What's Next?

Purpose of the Workshop

1. Provide ample opportunities for early and continuing public participation
2. Facilitate public access to the decision-making process
3. Incorporate lessons learned from previous public participation
4. Fulfill legal requirements

Who we are

"Many of the issues that face local governments and the people they serve such as **traffic, housing, air quality,** and **growth** extend beyond jurisdictional boundaries…"

Regional Transportation Plans

HIGHLIGHTS:

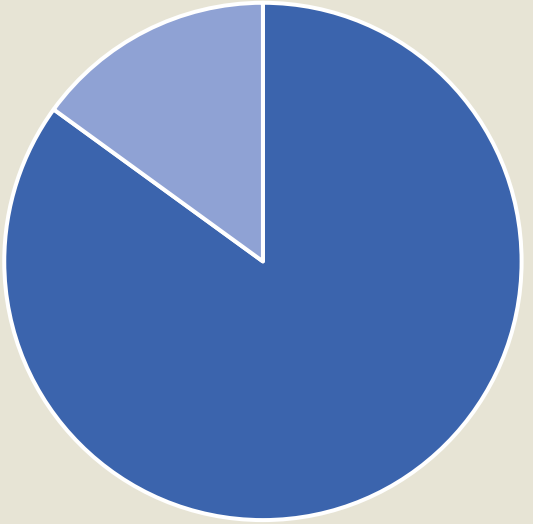
- Requirement of State and Federal law
- Defines region's vision and goals
- Guides decision making
- Minimum 20-year horizon
- Fiscally constrained
- Advances State and Federal plans and policies

Sustainable Communities Strategies

"Set forth a **forecasted development pattern** for the region, which, when integrated with the transportation network, and other transportation measures and policies, **will reduce greenhouse gas emissions** from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emissions reductions target **approved by the state board**."

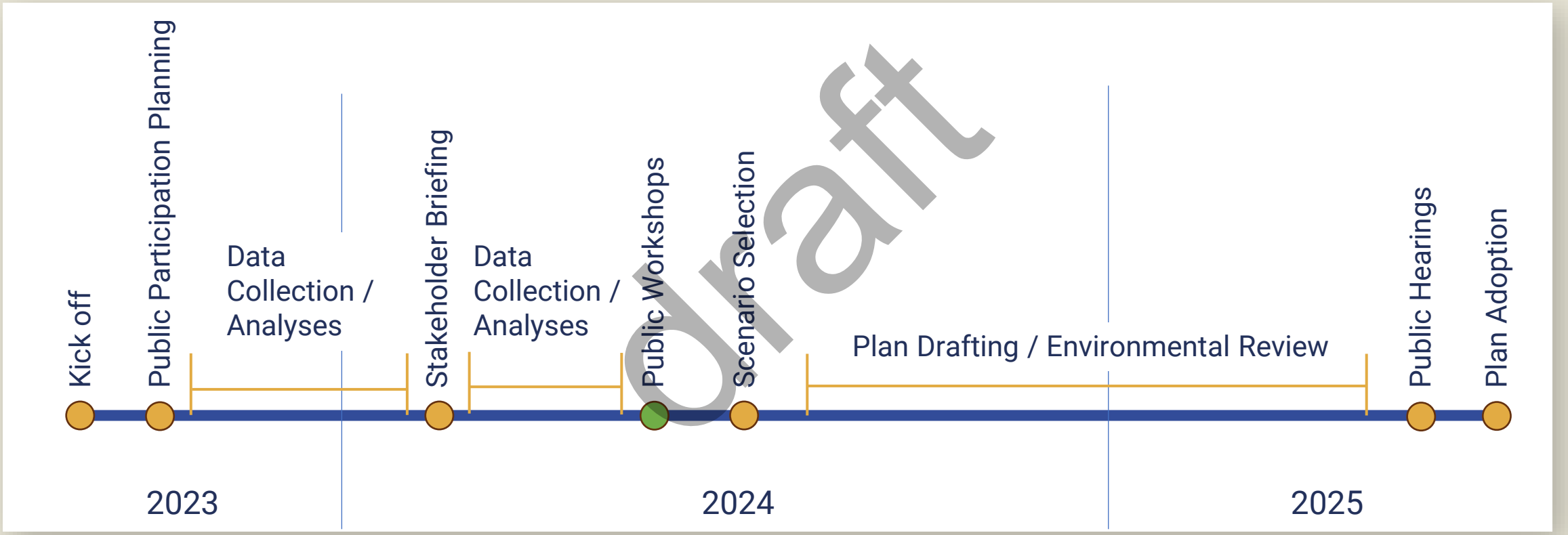
-SB 375 (2008)

SB 375 (2008)
Sustainable Communities and Climate Protection Act



AB/SB 32 (2006/2016)
Global Warming Solutions Act

Connected 2050 Update Timeline



SBCAG

Update Focus Areas

1. Build the plan around public input
2. Project Lists
3. Readability
4. New Requirements

What's Next

Workshop Rooms:

- Spanish
- Revenues
- Major Projects – North and South
- Scenario Options

Stay Engaged

- Sign up for SBCAG News Alerts
- Follow SBCAG Board and Committee Agendas
- Follow social media
- Request to be on Connected2050 stakeholder list

SBCAG SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS

Thank You!

Survey

Mike Becker
mbecker@sbcag.org

Phase 2 Comments

Connected 2050 Public Participation Survey Comments

230 Responses, May 23 – June 7, 2024

Participation by Geographic Area: North County 21%, South County 77%, Out of County 2%

(sic)

Other, not shown (if a respondent selected "other" for their preferred scenario, they were offered the opportunity to describe their preferred scenario.)

1. None of the options provided include an option as a hybrid. some infill and some expansion to the east for the city of Santa Maria. by only
2. Not scenario 1. I think we should have a goal of getting more jobs in the North County and growth may occur more in the North County if affordability does not improve.
3. We need green spaces. This means looking to make open spaces left open, with new developments beening planned in a way that prevents urban sprawl.
4. Train
5. I believe 3% is much too low for bike/pedestrian spending. This spending should be ramped up, starting now.
6. This survey is a joke! Nobody outside the industry can understand.
7. Limited government and free market approach. Lower taxes and few regulations
8. What about the long range planning that was already in place? Until transprotation providers and infrastructure are reliable and afordable the rest is just noise.
9. My preferred scenario is with an Alternative Transportation Emphasis where most of Measure A funding prioritizes bikes, pedestrians and transit.
10. No growth will take place on the south coast. Jobs will continue to migrate north, south, and out of the area.
11. Hybrid w/ TOD, Infill, and Annexation
12. The city is scheduled to have over 40,000 people in the next 25 years.
    The city has been very proactive in providing housing and jobs in the north county according to your Understanding Regional Travel Patterns.

    there are so many more jobs in the North County and the balance is happening already but need more land to develop.
13. I think we need to have a goal of getting more housing in the South and jobs in the North County. I like a hybrid of the 2nd and 3rd depending on needs. I find the older I get the less I am able to use bicycles or walking. I guess if I have to stick to the 3 choices I would vote for the last one. I do want to have welcome mat out for younger families to come and stay in the County.
14. If not a complete reallocation of "regional" road funds to active transportation and transit/rail, then a partial reallocation would be my preference. The north county still needs more funding for regional projects, so can understand if scenario 3 is not completely feasible. But 2 is to incremental.
15. Road conditions are so bad in Goleta. More money needs to be allocated to repair and maintenance. As a resident and citizen, I need to see funding used for that before I can select any of the scenarios above as priorities.
16. We need green spaces. This means looking to make open spaces left open, with new developments beening planned in a way that prevents urban sprawl, yet allows for

autonomous growth. Thomas Kunh's book Human Scale addresses this. I think increasing population densities impinges on the freedoms of our country.

17. None of these are transformative enough! We need more transit, and a radical reconfiguration of our cities. More density! More walkable town centers!
18. The bridge / walkway proposed from the santa barbara tennis center over the 101 to the duck pond area. This is an amazing idea and would be top notch improvement to the area.
19. Train from Santa Maria to Lompoc to Goleta to SB to carp to ventura to Oxnard. Collaborate with Ventura County. Have secure bike lockers at each stop. Who uses the roads and where are they going? Workers in the trades spend so much time in traffic that it drives up the cost of all construction. So many other jobs are now remote so that should be relieving traffic.
20. Housing costs are high due to over regulation and taxes. We need to shrink government and allow market forces to work.
21. More infrastructure for pleasant and safe bike and pedestrian transport
22. As per Friedrich Hayek
    "The curious task of economics is to illustrate to men how little they really know about what they imagine they can design. To the naive mind that can conceive of order only as the product of deliberate arrangement, it may seem absurd that in complex conditions order, and adaptation to the unknown, can be achieved more effectively by decentralizing decisions and that a division of authority will actually extend the possibility of overall order. Yet that decentralization actually leads to more information being taken into account."
    In other words, stop the planning. Let the free unregulated market decide!
23. This survey is incredibly difficult to understand.
24. Stop destroying our communities with your social engineering.
    I don't support subsidizing businesses cheap labor by using our tax dollars for affordable housing. Business will pay what it takes to provide services.
25. Face the facts that Santa Barbara is too big to ignore but is too small to matter. All of the commissions, committees and hearings will not change human nature and the reality of individual wants.

    Moreover, any planning involving Amtrak is a waste of time and money if they can not run on time.
26. Population and economic growth should be directed toward the North County where there is more room for it to occur. The South Coast environment cannot sustain continual growth without permanent damage.
27. We need to start prioritizing our environment by implementing commuter trams, individual safe bike lanes, bike parking, and wide sidewalks.
28. Almost no one but the chamber of commerce and the state of California want more growth on the south coast. Lack of/ability to attract will continue to shift jobs/industry out of the area. To north county, Ventura, other California, and out of state.
29. Offer pay incentives for walking to work and home in Goleta. Only offered in SB
30. It is difficult to get the N County to agree on the same priorities as the S Coast. I think the last scenario could be realistic for the S County but probably not for the North.
31. Transit is the best way to address current and future transportation needs in a cost- and resource-constrained future. The optimal scenario will therefore be similar to "Transit-Oriented Development/ Infill Development - Alternative Transportation Emphasis" except

that it begins to shift a greater percentage of funding to alternative transportation, especially transit, by no later than 2026.

32. The hybrid would be looking at various options that include looking at denser in-fill that can include an option for a TOD. We will also need to look at expanding out unless everyone is happy with taking care of the RHNA requirements through an increase high-rise development since you will have to go up rather than out.
    We need to look at how we plan on connecting the various communities in SB County with alternate means of travel to help facilitate the desire for TOD's and to change the public's perception of the lack of alternate modes of travel throughout SB County.
    The plan also needs to look at what has been recently approved for the various cities in the county and see how that will be incorporated into a preferred land-use scenario.
33. Transit-Oriented Development/ Food Security Development: Selective increase of agricultural land capacity within existing transit corridors with development of robust transit services --especially alternate and public subsidized rail to serve these areas. This scenario will alleviate jobs/housing balance issues by emphasizing and making sustainable access a reality. The development of northern housing is not a bad thing--the lack of access to southern jobs is.
34. Emphasize achieving transportation improvements in South County like widening the railroad underpass on State/Hollister Ave. to four lanes.

Do you have any comments on the scenarios or selection process?

1. City's need to start to grow upward and not outward.
2. I think the first one is stuck in the past and is not true anymore for the North County based on other studies. The growth at VSFB and supporting industries are reducing the VMT and commuters to the south coast.
3. Just encourage you to plan for growth of commuting into VSFB and remain as nimble as possible to accommodate changes in commuting trends as major employment areas potentially shift.
4. It's great to see the consideration of transit-oriented development together with decreasing VMT through more transit and active transportation. Option 3 is a clear winner, but I would argue that there should be more emphasis placed on transit. Imagine upper State & Hollister with BRT - that would reduce VMT significantly. More rail improvements would shift the mode further.
5. I highly appreciate the much larger portions allocated to transit and active. I would suggest making it clear what maintenance can be used for—it sounded like this could be used for an active transportation improvement if a road were being resurfaced anyways.
6. It doesn't make sense to me why the best case scenario for alternative transportation is 40%; the goal should be the majority. Presumably the primary benefits of the 60% toward maintenance serves private autos first and foremost. By rapidly accelerating upfront investment in alternative transportation, you accelerate the reduction in VMT, thus reducing the need for maintenance. Under all possible circumstances, transit, bike and pedestrian infrastructure should be prioritized over any completion. Once those projects are done, the rest can be spent on counter-productive programs like Goleta's road widening goals.
7. There should be as much emphasis as possible placed on transit. Has SBCAG considered BRT on Hollister or State? That could connect major destinations like La Cumbre Plaza and San Marcos High School. Also, any land uses near transit or dense

areas should not have any parking minimums. If anything, there should be parking maximums. 15% is great for bike and pedestrian, but I'd like to see even more.

8. Transit oriented development is most cost effective and best for the environment
9. The South Coast is a dense enough area that improvements to alternative transportation solutions could help more people at a lower cost than just expanding road use. Better segregated biking paths could move a lot of people and help alleviate congestion on the existing roadways, whereas expanded public public transit options could do some other things for those who need to travel farther than a bike will allow.
10. In order to meet housing, jobs, economic, and livability goals, without increasing traffic, pollution, housing instability, we need to aggressively pursue scenario 3.
11. I think we need to recognize we cannot build our way out of congestion when it comes to more vehicle lanes. We need to prioritize investments that generate more local trips with more energy and cost efficient technologies, e.g. cycling, transit or rail.
12. There are roads everywhere. We don't need any more roads and absolutely no more freeway expansion.
13. Percentages on the third scenario were confusing since the first section has 3 percentages and the second section has five percentages. Can't tell what they mean the way it is phrased.
14. ALL the research says alternative transportation is central to shifting climate change. Enough catering to cars and NIMBYs that are about to die away anyway and who put is in this mess of luxury for a few at the expense of the many. We MUST be thinking about future generations, not the immediate present.
15. We need to plan for better alternative transportation. More bike lanes, better buses and train options. Less CARS. Slower speeds.
16. It is time for us to shift away from major regional road improvements. Let's maintain what we have and expand transit and active transportation.
17. While I'd like to see more money spent on bicycle and pedestrian transportation options, I can also understand why some people would want money allocated for "regional road improvement projects." However, I'm assuming that there are other local, state, or federal funds that can be used towards this purpose.
18. The Sola corridor created to accommodate bike, crosstown traffic, does not seem to be effective. Rarely do I see bikes using it. Most in the bikes are traveling I their usual routes. Bikers do it seem to seek the biking corridor. The disruption of creation and the continued disruption to Dailey car drivers is an expensive mistake.
19. If we look to develop cities that have between 30 to 40 thousand people will have a greater say in how they want to live and the culture they want to develop. This will add to the personal investment in how they live.
20. I sold my car and bike for the my form of transportation. I'd love for more robust bike lanes/more street sweeping in bike lanes. The bus system in SB is not reliable nor are they on time. Bikinis the future transport.
21. Certainly, we need to move away from individual motor-vehicles, and toward alternative and public transportation. I support defunding any new road-building, instead maintaining roads for public transportation, bicyclists, and pedestrians.
22. I feel emphasis on south county projects continues the cycle of neglrct to promoting better north county transit options which primarily focus on weekday transit while neglecting the transit needs for weekend leisure and traveling public transit for all dsys of the week.
23. I'd like to see more money allocated to a bike and pedestrian infrastructure as we continue to need safe alternative means of transportation.

24. Yes, who is your audience of this survey? Students? Workforce? Travelers? Working age? Retired? Delivery?
25. Santa Barbara and surrounding towns are loosing the qualities that makes this a unique and sought after destination. Stand at the corner of Gutierrez and State and look North - the mountains are not longer visible. Stand at the corner of Storke and Hollister - this is now anywhere and nowhere. Review what previous decision makers have emphasized: low building heights of characteristic design set back from property lines, public spaces including streets that invite travel at a pace to appreciate this unique place, as examples. Take with a grain of salt any mandate that smacks of a developers urgency. Survey existing properties and develop incentives to adapt what is already here to greater community service and use. Consider that these are times of sweeping change; a beneficial characteristic is that people are valuing relationship with others and the community where we live. Work at a human scale encouraging interaction; take a trip up State Street during mealtimes as an example.
26. Bring the electric shuttle back to Carpinteria. Put distinct barriers separations between cyclists and cars on all roads, especially busy routes.Allocate funding for electric bike safety classes for middle and high school. Lobby for legislation requiring all e-Bike riders take mandatory bike safety class and receive an e-bike license, and require e Bike liability insurance. Build bike paths up 192 and 150 highway. Build bikeways/paths down the entire length of Carpinteria Ave.
27. All development should be infill. All development needs funding for alternative transportation
28. Actually stick to the established general plans. In Orcutt there is the Orcutt General Plan that has been butchered and in many cases abandoned, only to have county staff make recommendations on projects that are restatements of the original ideals. Stop bending to developers who seek rezoning and amendments to the general plan.
29. Consider Public Transit versus Private Transit. Public Transit is funded by tax dollars. Private Transit is funded with private investment dollars. Find a way to allow the private sector (via easements on existing roads, railways, public land, and such) to operate a for profit transit system. It's been done successfully, you know, here in the USA since 1840 or so.
30. I want to live in a community that does not require car dependency, is people centric, truly sustainable in every sense of the word, and has a tightly woven community fabric. Only the last option can satisfy this vision.
31. Invest heavily in bicycle infrastructure to support the new e-bike trend.
32. Sliders below don't seem to allow for 1% granular changes, so it's hard/impossible to total exactly 100%.
33. One of the largest employers is the SB County government. Isn't it time to move the hub of the government to North County. This would eliminate many of the buses from North to South.
34. Tired of seeing streets narrowed. Sick of bike paths that are not used and speed ways for e-bikes. Do not want see high jamed in housing enough is enough.

    Need to reopen streets.
35. Priority should be given to "alternative" transportation - public transit, cycling, walking.
36. The Reality is that currently most working adults have and used cars. Parking lots in the sides of streets are nearing capacity and traffic is increasing. Unless specific legal restrictions on new housing are made where tenants guarantee a limited number of cars, those cars will spread to surrounding neighborhoods narrowing roadways and creating

less safety, more congestion, and more traffic. The best investment is to create dedicated bike path wherever possible throughout the county. With the advent of electric bikes, the speed of going almost anywhere in the county by bike almost equals the speed and a car. The county should make every effort to expand bicycle architecture and infrastructure.

37. More bike infrastructure please.
38. If I had to pick one, I would pick the first.
    Emphasize the primacy of individual transportation using cars.
    Get government out of the way.
39. I wish we slowed residential and commercial building. Accelerated transportation growth (implementing light rail, safe bicycle use, electric shuttles, etc)
40. The TOD scenarios have been in existence since the 70s. Why doesn't Santa Barbara County implement it?
    What will SBCG do to help
41. We need to protect farmland and other open space through infill development. Bicycle and pedestrian improvements have been underfunded for a long time.
42. No
43. The scenario is trying to maintain our county the only issue we fail to consider is the ability for so many to afford staying here. Even with new housing and transit it is an issue for so many
44. I hope North County would increase the priority in funding and future project plans to include better bike transportation accommodations, i. e., lanes, stations, facilities, marketing awareness, etc.
45. Most plans require goals and objectives. What are they here? Where is the answer to the question of why? Is this needed and if so, who says so? Who's going to pay and how? Is it legal? After decades of no growth winthin the South Coast it is now build, build and build some more. Where is the planning for such things and water, electricity, traffic, and sewage to name a few issues?
46. The disruption from the widening of highways has been a huge burden to our community, with little benefit other than bringing more congestion and accidents. PLEASE STOP! We need our existing roads which are full of potholes, cracks and hazards repaired instead of new massive projects.
47. I'd prefer to see a scenario where the majority of the Measure A funding is going towards transit, bicycle, and pedestrian infrastructure. I'd also like to see intracity rail broken out into its own category instead of needing to share a budget with buses.
48. Cycle almost everyday to work
49. I prefer an Alternative Transportation Emphasis and believe that more money should be spent on transit as well as bicycle and pedestrian, however, I think it is unrealistic to think that 0% can be pent on regional road improvement projects. Perhaps a compromise? For example, allocate 10% to road improvement and allocate the remaining 12% split between transit and bikes/peds.
50. I urge you to increase infrastructure for bicycles and pedestrians. We need multi-modal transportation choices for everyone right now, including more and safer bicycle routes and pedestrian pathways. We need more public transportation, increased train service up and down the coast, better bus service throughout SB county. Multi-modal forms of transportation encourage more residents to get out of their cars; walk, stroll, cycle or roll to their destinations, and foster a sense of community. Alternative modes of transportation also contribute toward Vision ZERO (no more pedestrian and bicycle

fatalities), toward climate neutrality, and create equity across different segments of the populations. The time to shift transportation and land use priorities is now.

51. 30% of the population in this area will soon be over 60. We need transit so they can maintain active lives, and so our young people can spend their time and money on things other than traffic and gasoline.
52. I would like to see more alternative-to-cars investment - whether it is increase public transportation, bike lanes/paths, pedestrian options. Maybe a private-public partnership with companies like Uber or Chumash that have car services and shuttles running already.
53. We need the Transit-Oriented Development/ Infill Development - Alternative Transportation Emphasis in order to reduce GHG emissions and improve safety for all road users
54. SY Regional Connector Trail, BUILD IT!!!
55. The infill plan is nuts - 0 for transit?
56. Most of Measure A funding should focus on alternative transportation.
57. What are you selecting? Our future? Don't. The job of bureaucrats and politicians is to maintain the level of service we have now for cars and trucks, and maintain the current infrastructure.
58. Transit system analysis should review local agencies housing elements, especially affirmatively furthering fair housing discussions, and consider how to best develop transit to accommodate said growth and facilitate fair transit.
59. More sidewalks in busy streets for biking. Slow down Patterson road
60. As an urban planner, I feel strongly that we need to start making big investments in alternative transportation (and alternative transportation-oriented housing).
61. Bicycle lanes have become too much of a priority in the south county and have made it more dangerous by narrowing too many streets. We do not need bike lanes on almost every street.
62. We need a balanced approach. But we need to emphasize more funding for public transit and biking because we spend proportionately too much on streets for motor vehicle transit.
63. The "Transit Oriented Development/Infill Development" (Option 2) scenario is not transit oriented. You cannot call it "transit-oriented" if more money is going towards road (AKA car infrastructure) improvement projects than transit projects. We know road expansions/highway expansions only induce demand and generate more traffic. Move on from this mindset. Public transit is the key to less traffic AND greenhouse gas emissions!
64. It is difficult to get the N County to agree on the same priorities as the S Coast. I think the last scenario could be realistic for the S County but probably not for the North.
65. Why do we not have effective rail options? Europe has an extensive network of eco-friendly and wallet friendly trains running all over but we do not, how can we get more people onto trains than congesting up our freeways and highways?
66. We need more routes east/west
67. This is an esoteric, linguistically exclusive survey that will not make sense to a majority of constituients. Please revise your survey method.
68. The status quo won't work to get the real mode share shifts we need to enhance the quality of life for those who currently have long commutes due to exorbitant housing costs. The immediate goal in addition to adopting policies to increase housing supply is to fund rail & transit to be the most cost-effective, convenient transportation option. The highway is getting another lane yet our passenger rail service is weak. Popular

perception is that taking Amtrak is a leisure activity that isn't used when you need to get somewhere on time. Decrease funding for roads, build fewer roads, focus on maintenance of roads that get the most use. Don't subsidize costs of roads that are the result of bad land use planning.

69. The status quo of transportation does not scale up - land area is scarce and in high demand for housing, businesses, agriculture, and natural areas. Huge amounts of land are dedicated to cars: roads, parking lots, and street parking. We should not expand existing roads. As we are increasing density of commercial and residential development we must also increase the density of transportation capacity, which means we need to shift to transit. It therefore seems quite odd that none of the scenarios suggests shifting a greater proportion of funding to transit at any point in the near future. Planning to increase transit funding percentages in 2040, 16 years from now, sounds absurd. Based on the SB County population and typical US statistics, around 70,000 County residents will die between now and 2040 - and about that same number of babies will be born. For their sake, and ours, we must start to make investment in change sooner than that.
70. They need to take into account the proposed GPA for the City of Santa Maria and the HEU for SB County as well as plans that other cities have adopted to accommodate the RHNA requirements.

    It needs to look at the recent report by SBCAG that shows that not as many people are commuting the long distances as previously thought. COVID changed the corporate work environment which is seeing more employees being able to work from home which will change transit patterns in the area.

    Has any thought been given to the cost these policies will place on future development?
71. We need to emphasize alternative transportation. Anything else will require devouring more land to service individual vehicles and is not desirable nor sustainable.
72. We need a plan to get more people using sustainable transportation. We need infrastructure for pedestrians and bicyclists; let's make biking, walking and all forms of multi-modal transportation a safe and enjoyable option for everyone.
73. Please make this town more bike friendly. Less cars on the road= safe
74. How is spending $0 on highway improvements a realistic alternative? Need to keep it real.
75. The scenario descriptions are cryptic and not very informative. All ASSUME GROWTH. Growth cannot continue unabated. We need to preserve our planet and ourselves.
76. Our communities are small and easily walkable and bikable and we need more frequent bus connections rather than requiring us each to use our personal vehicles to get from town to town.
77. I would prioritize pedestrian over bicycle as pedestrian is accessible/usable by more people and e-bikes are their own beast and complicate matters for bikers, pedestrians and drivers.
78. I am an avid bicyclist who opposes more money being spent on bicycle infrastructure because we are not succeeding in convincing people to use bicycles instead of cars (see my article in the Santa Barbara Independent (https://www.independent.com/2024/05/03/is-the-bicycle-movement-failing-santa-barbara/)

    I believe we spend money on new approaches to increase the use of bike lanes, not just continue to blindly build more.

79. Emphasizing housing development is not a wise choice given that water is and will continue to be a major limiting factor in south coast development. Local agriculture enhancement and development with a greater emphasis on animal husbandry would be responsible choices not mentioned here. Local food increases security in all communities.

What would you like to read or see in the plan?

1. Need to have information on Hybrid plan for the North County. For Santa Maria and Lompoc

   Update the job growth in the North County that also needs to see additional housing and other urban needs schools, shopping, parks etc.
2. yes
3. I would like to see concrete measures of how we can achieve the VMT reduction goals, or exceed them! We have an opportunity to build out a great transit and active transportation network. Specifically, how will SBCAG be the glue to work with other agencies for change? Example: Union Pacific owns the tracks, LOSSAN operates it, Metrolink will as well, Caltrans is involved - but SBCAG can drive the improvements.

   Similarly - Santa Barbara is pursuing Cliff Drive, Goleta is pursuing the San Jose Creek bike path - SBCAG can be the agency to make sure that someone could bike from Carpenteria to Goleta. Aggressively close the gaps, to the point where young children and elderly can use the network.

   For TOD - for it to be successful it needs to be dense. It also needs to be served by frequent, reliable bus service. How can SBCAG make this happen?
4. Easy to read explanations of how funding is generated/granted and how it is allocated. Also, many examples when concepts are discussed (such as infill development).
5. Safety, climate and equity based justifications of not only the amount t spent on projects serving each mode, but the order in which they are built. For example, the HOV lane on the 101 is much less urgent than making major arterials like Upper State St safe complete streets. There is an opportunity cost to delaying dollars for one project to be spent on another, that opportunity cost takes the form of injuries, emissions and decay. Those impacts of the sectioning of projects need to be fully analyzed, explained and justified based on their timely implementation of the three goals above.
6. Gap closure in transit and bike networks. Usage of the rail right of way for a Class I bike path through Santa Barbara, and Montecito, connecting key destinations. This could be similar to the rail trail in SLO. Overall, there should be one continuous coastal walking and biking trail. Jameson Rd in Montecito is especially precarious for cycling, but its the only way to reach the Ortega Ridge Bike Path from Coast Village Rd and beyond.
   We should also aggressively pursue our VMT goals. I would like to see denser housing with less parking and smaller setbacks near transit and amenities.
   Also, SBCAG should work with Amtrak for more frequent service. With the number of people commuting in from Ventura the demand is there.
   SBCAG should try to increase transit frequencies to 15 minutes to take advantage of SB 2097.
7. Commitment from cities to up zone transit areas and enable mixed use

8. More protected bike lanes.
9. More improvements to biking infrastructure with a focus on permanent infrastructure rather than paint. The Modoc path was a great start! For those moving between cities on the south coast at increased frequency of buses or even a dedicated BRT could help move loads of people and also alleviate what traffic there is, especially in the downtown area. Also, expansion of the existing rail system in the form of additional trains per day could help us tie into the greater Southern California area, further alleviating traffic on an already congested 101.
10. Consideration of purchase of the UP rail right of way. Addition of BRT or Tram/LR service by MTD on Hollister/State- Cabrillo to Winchester, combined with redone/infill on Hollister from San Antonio to La Cumbre
11. A description of where housing is planned (or explanation how it is not planned), and the likely impacts of where the housing could go. As people age in place, new workers cannot afford to purchase homes and are unable replace/displace existing residents. More housing will be needed. The jobs will not necessarily grow in the county, but the housing needs to keep up with workforce needs. To build more housing is inevitable. Even if unaffordable. It would be good to see a map reflecting where the housing will be given the different scenarios.
12. A world in which very few people need to own cars, and no household needs more than one.
13. Road repairs. The roads in this county are ruining our vehicles and wasting individuals' and businesses' money and adding to climate problems by requiring more frequent tire replacement and more rapid wear and tear on vehicles.
14. Yes
15. More transit, bike lanes, and dense housing. The majority of the population should ride bikes in Santa Barbara comnsidering the weather, mostly flat land, and number of people who can afford an e bike.
16. We need to plan for better alternative transportation. More bike lanes, better buses and train options. Less CARS. Slower speeds.
17. An a knowledge t of the true reality of perceived problems. Really test the theories before endless expensive construction begins.
18. Increased rail service to Ventura County and south
19. We need an upgrade to roads. If we expect people to bicycle the roads must be smoother and cleaner than automobile roads. Too many bicycle roads are built shoudly and become uneven and crack and are unuseable to biycles and pedestrians.
20. To add more amenities for bicyclists! Examples would be bike pumps/safe places to lock up your bike, more bike spots for locked storage of bikes, frequent bike lane sweeping, more safer bike lanes. Incentives to bike vs have a car.
21. We need a change of mindset: We can no longer assume that we are each entitled to our own individual motor vehicles, nor that motor vehicles have primary rights to the thoroughfares. Trace the real cost of motor vehicles -- from mining and drilling, through manufacturing, operation and maintenance, to disposal -- in terms of not only money, but also damage to environment and health. Put that in writing, as a preamble to the Plan.
22. Options to shift funding in a nimble needs to meet proposed infill needs.
23. My eyes crossed at the plan’s descriptions. A community outreach at a city meeting or the local libraries. I want efficiency and maintenance of our infrastructure. And public communication. Where can I read where measure A funds come from, how much money they have and how it has been spent?

24. Well thought out alternative transportation routes especially for non-motorists. Please don't plan a bike lane and then end it at a major intersection or crossing without proper routes around/over/ or under. Also, more fully separated paths for cyclists
25. Thoughtful, mature decision making that takes into account the above.
26. More commuter busses, trains, and perhaps make 101 a toll road with a fee larger the bus fare. Also, improve Jamison bikeway to include a designated bike lane, barriers and reflective paint. More 3 feet signs on local roads to tell drivers 3 feet is the law, and ticket those who ignore the law!
27. An major emphasis on alternative transportation infrastructure funding and development
28. The Original Orcutt General Plan has guidelines and recommendations for bike paths, alternate transportation and open spaces. Stop attempting to skirt the General plan.
29. The term "robust interconnected network of PROTECTED bicycle infrastructure" which is prioritized for both the North and South counties.
30. Improved biking infrastructure throughout the county.
31. Definitely an increase of bike accesibility, paving pitholes etc. and making sure the bridges connecting the Wedtside to downtown are clean/ glass free
32. Yes
33. yes
34. No more infill housing, needed off street parking, stop stupid planning that changes the nature and look of south county. The next drought is around the corner and water even with desal will not be afordable
35. Emphasis in promoting and improving pedestrian and cycling infrastructure - making Santa Barbara county a destination for cyclists and a car-lite mecca.
36. I would like to see how this plan incorporates the need of seniors and adults living with disabilities. Especially how they can access public or volunteer transportation services. I think it is also very difficult when the closest bus stops are more than a mile away and folks have difficulty getting to that transportation.
37. See above.
38. Things to address my comments above.

    Also, considering the large amount of money spent on maintenance, there needs to be better quality checks in place. Resurfacing of parts of the freeway, filling potholes, all of which are bumpy, unsmooth, and or fall apart within a matter of months is a complete waste of time and money. Doing the job right, and having regulators confirmed that the job is done right, or requiring contractors to place bonds that guarantee their work is important and making sure maintenance dollars are being well invested and not just a quick slap on job that was unsatisfactory from the moment it was completed.
39. I'd like to see a meaningful commitment to supporting safety and infrastructure for alternative transportation, especially bicycles (with Class I and Class IV bikeways preferred over those where bicycles must share the lane with cars), and ESPECIALLY along routes to school.

    For example, access to Dos Pueblos High School. Many if not most of the students who attend DP don't live in the El Encanto Heights neighborhood and access the school by bus (slow, limited service for students on alternate schedules) or private vehicle (causing road backups a half mile long many mornings). Cathedral Oaks and Storke Road are high-speed roads without separated bike lanes, making them dangerous for bicyclists. A class I or class IV bike lane along both roads would radically improve bicycle options for students there.

40. Strengthened transportation connections for outlying communities; for example, the new bike/walking path between Carpinteria and Santa Claus Lane is a huge improvement for safe alternative transportation routes
41. More funding for bicycle transportation infrastructure
42. Absolutely no increased taxes, new taxes or bonds. We the taxpayers are suffocating! Stop the spending!
43. Incentives. Data to show effectiveness in similar situations . Bicycles are ineffective for an aging population. Make transit more attractive and faster than SOVs. Invest in the most effective and realistically usable transportation
44. Less bike lanes; less bulb-outs
45. I don't approve of your plans
46. Sure
47. What is the mission, the goal, the true documented need? Where is the hard evidnece that what is proposed works?

    For example: When was the last time you saw a hosewife riding a bike with the kids droping off the dry cleaning and shopping? In fact, how many real commuter bikers are there and where is the evedence to support the finding. Most of the bikes I see are older men and kids breaking through traffic. Where is the value to the cost?

    Politics and emotions are poluting good business practices. Gas lighting the public only goes so far.
48. More repair of existing roadways, and STOP the huge wasteful projects.
49. Yes
50. Support bicycle e bike infrastucture to grow
51. Safety improvements for bike paths and more separated bike paths.
52. more infrastructure for bicycles
    more downtowns/ centers that are pedestrian/ family friendly
    more train and bus services
    land use that focuses on public parks and community spaces
    reduction of single vehicle car use
53. bus rapid transit lines every 12 minutes during commuting hours from Oxnard to Goleta and back.
54. An expansion of bus routes in places that are not just city traditional core routes
55. A big emphasis on alternative transportation projects including more bikeways and multi-use path projects. These include signage, lighting, and maintenance.
56. SY Regional Connector Trail, BUILD IT!!!
57. None of the plans address that new housing is likely to be expensive which will encourage jobs and housing for workers to support expensive family lifestyles. With this balance of incomes in the current economy, many new homes will be corporate -owned rentals. Some transit will be needed for support workers.

    Transit is also needed for climate mitigation.
58. Prioritize alternative transportation over cars downtown. Build more bike lanes, bike parking, wider sidewalks & transit to schools, shops, beaches, parks, hiking trails, museums, libraries, work, etc.
59. More transit services to rural communities.
60. Clear delineation of major transit stops and expansion of bus terminals with 15 minute services intervals during peak commuting hours. A focus on reducing car transit through

bus and bicycle infrastructure, including the corresponding health and safety benefits (fewer accidents, less pollution, less GHGs, reduced noise, etc.) associated with less car dependent infrastructure.

61. I would like to see maps that show how all neighborhoods within the subject area are served by bus/transit stops. If someone in a suburb has to walk more than 1/2 mile to a stop (or likely even less), they're probably just going to drive instead. Government has to make transit easy and accessible for people to actually make the switch in their day-to-day lives.
62. Emphasis on accommodating teleworking and flexible work schedules to reduce the need for peak road capacity. Commitment to real commuter rail... not just one retimed Amtrak train. Sub-regional networks for safe e-bike travel.
63. Increased public transportation options. Increased bicycle/pedestrian safe access. Protected bikeways, bike lanes, walkways to public transport,etc.
64. Better rail infrastructure. There is too much Semi-Truck traffic contributing to congestion in addition to what was mentioned above.
65. More routes and more frequent
66. I would like to see more emphasis on moving large amounts of people not in single-occupancy vehicles. Encouragement programs for people to get out of their cars are ineffective, what we need is good transit service & safe corridors for active transportation in the 1st and last mile. Transit & active transportation shouldn't be aspirational. We need the transition because traffic will just keep getting worse.
67. I would like to see additional attention and money towards pedestrian/bike infrastructure and local transit. Parking is intensely difficult with most living places having inadequate parking. We need to invest in improvements that will allow resident to reach their jobs in a reasonable amount of time EASILY. This means, more buses, more routes, etc
68. I believe that "alternative" transportation (transit, biking, walking) must become the primary mode of transportation in the future due to numerous benefits including the reduction in land usage, the convenience of not driving, the reduction in traffic deaths, the reduction in energy usage, and the accessibility for the elderly and disabled who cannot drive. Our transit system should be improved so that it meets four criteria of a good transit system: (1) end-to-end, (2) safe, (3) comfortable, (4) fast, and (5) frequent. Our transit today is safe, but does not satisfy the other criteria except in a few isolated cases. I would like to see discussion of how the system can be improved to meet these criteria. If we do not achieve a critical mass of good transit people will not shift to transit, and we are just dumping money into a failed system.
69. As much safe protected bike lanes as possible PARTICULARLY with the huge upsurge in youth riding e-bikes. Since these youth are not drivers they often aren't aware of driving rules or visibility, plus teens are in their risk taking development phase. Bikes are great, low cost transportation. Let's make it preferential and safe
70. get all these fat a-holes out of their cars and on alternative transportation
71. I would like to see the plan incorporate a growth scenario that takes into consideration annexation of land outside current city boundaries. The scenarios should take into consideration the cost to implement these policies since ultimately those costs end-up being borne by the future home buyer.
72. Improved safe public transit options. Design communities to be more pedestrian and bike friendly.
73. Contained development for bike and public transpiration systems

74. Last mile transportation options, more bike paths and wide sidewalks or DG paths for pedestrians.
75. I would like infill development to move forward - we need more walkable bike able housing projects to ensure this place can offer options for more than the super wealthy. Developers need flexibility and certainty - otherwise you are driving up costs. More bus routes. More bike paths more side walks and curb enhancements are key
    ! Thank you
76. Please make this town more bike friendly. Less cars on the road= safe And improves quality of life
77. Overall transportation solution including trains & station projects. What is the status of the Goleta train station?!
78. Walkable neighborhoods, easy public transit and a clear exposition that we CANNOT continue with blinders on to assume that we can "build:" out way out of too many people for the planet... which is what this document is assuming
79. Miles of bike routes by class of bicycle facility. Miles of Roads. Number of employers with long-term bicycle storage (Lockers) . Quantity of car parking spaces. Quantity of bicycle parking facilities (racks). Regional bus carrying capacity of bicycles . Train stations with long-term bicycle storage Quantified. Bus terminals with long-term bicycles storage quantified. Inventory of bicycle parking racks by type: outdated, inverted you or equivalent, Davis approved. Inventory of signalized intersections with bicycle accommodations: detection certified, timing, pavement marking, location of detection Zone. Transit metrics. Pedestrian facilities metrics: Pedestrian delay at signaluzed intersections. Stores and other entities located adjacent to street with car parking behind. Inventory of public car parking by paid/free status. Walkability and bikeability metrics.
80. A commitment from each municipality to reduce their VMT with targets.
81. A review of data to support the increased funding of bicycle lanes
82. Transit-Oriented should include the establishment of mass transit easy-access by rail between north and south counties. An aspect of this entire situation is the urgency to maintain and increase food security local to population centers, because climate changes will have a strong impact on food security. Alternate energy development is also crucial to improve local control and local sustainable sourcing. Population control is vital so that those who choose can opt to not have children or have fewer children if that is their desire.
83. Better transit service to affordable housing infill sites like San Marcos Growers property.

Do you have new ideas for major regional projects?

1. Complete full improvement of the Union Valley Parkway interchange and the widening of UVP through the full route. Traffic has increase substantial on this route.

   Upgrade the Santa Maria Interchange.

   Upgrade all of the interchanges along 101 in Santa Maria for the next generation of development on the east side of the freeway
2. Double down on MTD Operations funding. With increased frequencies, you will see more ridership. With Santa Barbara growing, they lost a lot of federal funding. How can be shift them from struggling to thriving?

- Bus infrastructure improvements. Can the MTD transit center buy the empty lot next to it to improve the transit center? It currently struggles due to the small loop. SBCAG could help them expand it. Could we implement our first BRT?

- Rail improvements. Commuter service is great, but how can we do sidings etc that speed up the train and make it more reliable? Can we do an infill station between Santa Barbara and Goleta?
- ATP Network. One continuous coastal walking and biking trail.
- Goleta & SB both have pedestrian overdressing projects - these should be a high priority as they stitch together communities across the freeway

3. I think it's unrealistic to expect any LRT in SB County before 2050. There are multi-lane stroads, however, that could incorporate a true BRT system with center-aligned bus lanes and stations. Furthermore, having fully separated bike infrastructure along the major corridors within cities should be a priority (often these will be the same stroads that are fit for BRT).
4. Both inter and intra local rail and/or bus rapid-transit via bus lanes.
5. Yes. The rail right of way should be used for a Class I multiuse path from the Bacara to Carpinteria. One continuous path, who's primary use is not for tourists, would connect people across the region from various socioeconomic backgrounds to job centers and destinations. A separate path would act as a bike and pedestrian freeway, making movement easy with few grade crossings.
   Also, there should be more freeway over and under crossings, particularly in Goleta, Montecito and Summerland.
   SBCAG should also work with the city of Santa Barbara to consider a tram/streetcar network, particularly up State St and along the waterfront. We had one in the early 1900s, why not bring it back?
6. Let’s build new transit options.

   Close a lane of State / Hollister between SB and Goleta and run BRT with a dedicated bus lane.

   Let’s start laying tracks owned by the people. They can even just go SB <-> Ventura. Then we can make that line the best it can be
7. Adding in a free trolley on or adjacent to State Street would help the usability of the entire pedestrian area, especially for moving people from the beach in towards the boardwalk. Other than that, expanding the boardwalk to go all the way to the beach would be the next best solution.
8. Hollister/State BRT/LR
9. Regional Road improvements = Commuter Rail Service??? That is not clear from the scenario selection above. This should have been restated and clarified. The regional road improvements does not mean improvements to "rail" service. This looks like an error. I would increase regional road if I believed rail was actually going to get more of the funding. Currently it gets about 4-5% which is not enough to actually operate service.
10. Commuter rail currently focuses heavily on 9-5 hours and traveling from Ventura to work in SB, need more options for other direction and expanded hours.
11. Olive street bridge replacement in Burbank, bridge is old and not safe for pedestrians exiting amtrak/metrolink station and going to downtown burbank
12. No, just waiting for these projects to get done.

13. free bike riders program on Amtrak in between Central Coast cities. If you're bringing your bike on the Amtrak to travel when you arrive at your destination, you ride for free. Or set up free bike share at the Amtrak stations.
14. Protected bike path away from cars, connecting Santa Maria, Guadalupe, down to Santa Barbara
15. Two tracks through Santa Barbara. More ped/bike bridges over 101.
16. Bike path along rail tracks
17. We need to invest in current residential transportation infrastructure. That means current resendetial streets our in desprate need of repaving. In Santa Maria in particular there are too many roads that are in disrepair. Where are tax dollars are going I don't know, but this is crucial for cyclest.
18. More safe bike paths away from cars. And safer bike lanes on busy roads. Incentives to purchase e-bikes vs owning a car. More car free areas.
19. None, unless public transportation and bike & pedestrian projects require expansion.
20. More trains! More regularly! Cheaper! Faster!
21. The proposed bicyle path between Guadalupe and Santa Maria needs to be funded and started.
22. The bridge connecting the santa barbara tennis center to the east beach duck pond would be fabulous.
23. More rail and commuter services.
24. I don't like HOV. It doesn't make good use of the roads. With so many exceptions of who can use the lane it's public manipulation .
25. Intermediate projects: I tried to commute from SB to Goleta for several years in the early 2010s and gave up after an assault by a Toyota Land Cruiser. We need better links between communities like SB/Goleta, probably Orcutt/Santa Maria, etc.
26. More commuter rail, safe bikeways, and walkways, less new road development. Employer incentives via money or time off paid to employees for riding a bike to work or taking public transport.
27. Implement comprehensive bicycle corridors for north and south counties
28. Continue to improve options for commuter rail service. It may be a pipe dream but instead of this endless widening of Highway 101, why cannot we not have a dedicated bus line or light rail service to and between main cities in this region like most civilized cities in Europe? Public transit will only get the users it needs when it is faster and more convenient than driving.
29. Rail to where? Spur or closed loop? HOV will be useless unless enforced. The bridge is fine (unless there are hidden structural issues).
    Better use of funds would to create alternate capacity secondary roads. Removing traffic from one area (making Main Street more bike/parking friendly) without having capacity to accept the extra cars onto alternate roads
30. Maintenance = 61%
    Major Road = 25%
    Transit = 11%
    Bicycle = 3
31. Lightrail service between the North and South counties, as well as into the Santa Ynez valley.
32. Invest heavily in bicycle infrastructure to support the new e-bike trend along major commuter routes and local routes to cut down on traffic and mitigate need for increasing road infrastructure

33. Measure A was approved by the voters with the existing percentages. We need to keep to that breakdown or create a new measure to change it.
34. Drop the River Bridge replacement, Plan trees for shade everywhere
35. regional rail is a waste of money, there is not enough room

    How about getting rid of most of MTD.
36. The road between Santa Maria and Guadalupe needs safety improvements. I love the idea of commuter rail service that bridges North County to South and mid-County.
37. Repeal measure A and lower taxes
38. How about light rail between Ventura and Santa Barbara and from Buellton to Santa Maria and Santa Barbara? That would be amazing.
39. Goleta needs its own transportation hub on the Hollister corridor (not just UCSB); the airport needs to have better transportation alternatives to allow for a reduced vehicle usage.
40. Commuter rail from Ventura county with frequent service to Carpinteria, Santa Barbara and Goleta
41. Commuter rail is a vital resource that may serve to link North and South County residents and commerce.
42. Yes, startting with getting the trains to run on time. No one is going to take trains that are late or frequently never arive. Get the roads designed to facilitate buses and larger vehicles so traffic can move. Dump HOV lanes. The push for more housing is only going to exacerbate the problems.
43. NO we have enough already
1. Improve commuter rail service, bring in Metro trains, and get cars of 101. Reliable and frequent commuter trains will allow employees to commute on public transportation and contribute toward carbon neutrality.
    2. Improve bicycle infrastructure and pedestrian corridors. Dedicated, separate bike paths increase safety for all, coming closer to VisionZero goals.
    3. Consider ferry service from Ventura to SB (as was done briefly during the fire storms)
44. convert a lane on the highway to bus rapid transit with buses every 12 minutes or less.
45. improve safety on the 154?
46. Rail service improvements, new light rail
47. SY Regional Connector Trail, BUILD IT!!!
48. Fund bus and rail travel, particularly bus transfer stations.
49. Safe biking and walking routes in and around schools, shops, beaches, parks, hiking trails, museums, libraries, work, downtown, funk zone, etc.
50. A tramway from Goleta to carpinteria. Really preferred, that goes through SB state st and Hollister
    Or use the third lane on the 101 for dedicated bus line, like a tramway
51. Expand Clean Air Express by adding services at the weekend, e.g. service to Solvang
52. Don't waste money on commuter rail. Put more effort into ride sharing. Ride sharing apps turned into Uber. Public transit is too expensive for the few it benefits. Biking improvements are an even more inefficient use of money and cost per user is HUGE. So numbers benefited is infentesimal.
53. I am a resident of Los Alamos, CA, and I am a student at UCSB with my brother being a student at SBCC, and my parents working in the Goleta area. We currently have no transit that is adequate enough to get us to the area and the transit that does is severely limited. I would love to be able to not have to drive to reduce my stress levels and also improve the transit access for others in the town and would highly suggest looking into

how we can get more transit, and convenient options at that. Currently to take transit fully to school I have to take the SMRT Route 20 that doesn't stop near the Clean Air Express that goes to goleta nor can I take the Amtrak Thruway (Buellton to UCSB) without purchasing a train ticket as part of my ride. It is just unacceptable in my opinion especially considering that both Clean Air and Amtrak Thruway bypass the town instead without stopping in it. I urge new transit services to be built here to show that transit in rural areas is possible, please.

54. Focus on community transit solutions that are more low maintenance than large scale road works. Improved (or replacement) functional rail service to Ventura and Santa Ynez valley may be critical to reduce long commutes if housing supply in these areas continues to outpace job growth.
55. Open up a direct freeway to the 5 highway from SB instead of Paso Robles and Ventura
56. I hope that commuter-hour rail and bus services can help commuters going both north and south. E.g. I live in Goleta and work in Carpinteria and there are no adequate commuter options for me. All the buses and the proposed new metrolink time help commuters going south to north in the morning, or are coming from North County and going to Goleta/SB.
57. Commuter rail service is not a road improvement project. I would group that with transit, and make it a priority. We don't need more road capacity.
58. Regional projects should also ensure safe & convenient connections in the 1st & last mile. This means reliable transit connections & 1st class active transportation networks. The service and active transportation networks to & from the Goleta & Santa Barbara Amtraks are inadequate & dangerous depending on where you are headed. Hollister Rd. in the City of SB & Goleta's jurisdictions is very dangerous.
59. Bus only lanes
60. Regional transit such as commuter rail will be very limited if it is not connected at both ends by strong transit systems. All such regional transit projects should include analysis of transit connectivity at the ends and improvement if necessary. With increasing passenger rail, the need for additional rail lines should also be analyzed. As roads are owned by the governments, additional passenger rail lines if they are needed, could also be owned by the government.
61. With consistent bad traffic south of Santa Barbara during peak commute hours, I would like to see consistent commuter rail service between Santa Barbara and Camarillo. I am excited for the Metrolink extension to Santa Barbara, and hope the service is made more frequent.

    I would also dearly like to see track improvements that make taking the train faster than driving. As it stands, taking the train from Santa Barbara to Los Angeles takes 50% longer than driving.
62. I could support major projects that improve public transportation, such as commuter rail, but not adding additional freeway lanes.
63. You're asking about road improvements, but commuter rail is mentioned. I want to see commuter rail and other last-mile options for current and future transit and train users.
64. Emphasize public transit (rail). Ignore highways. A
65. Easy and common reservation and pay method for transit services with adjoining regions. A safe and convenient alternative to riding bicycles in a car Lane in the Gaviota tunnel.
66. Please stop adding lanes and invest in walking, bicycle and transit!
67. I think light rail projects connecting dense housing areas and job centers would be amazing

68. I'd prefer to see the HOV lane used for some sort of dedicated transit instead of more single occupancy vehicles.
69. Regular transit service to the beaches (Avila and Pismo) and to San Luis Obispo.
    Transit stops at the parks and museums in Santa Maria.
    Regular transit service to trailheads and beaches in Santa Barbara.
    Transit service to the Science Center in Los Angeles for special events
70. Increasing bus frequency. More busses with 3-bike racks. Any separated public transit from traffic (BRT, light rail, etc).
71. Widening the railroad underpass on State/Hollister to four lanes.

Scenario Selection Presentation

SBCAG SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS

CONNECTED 2050

Regional Transportation Plan
Sustainable Communities Strategy

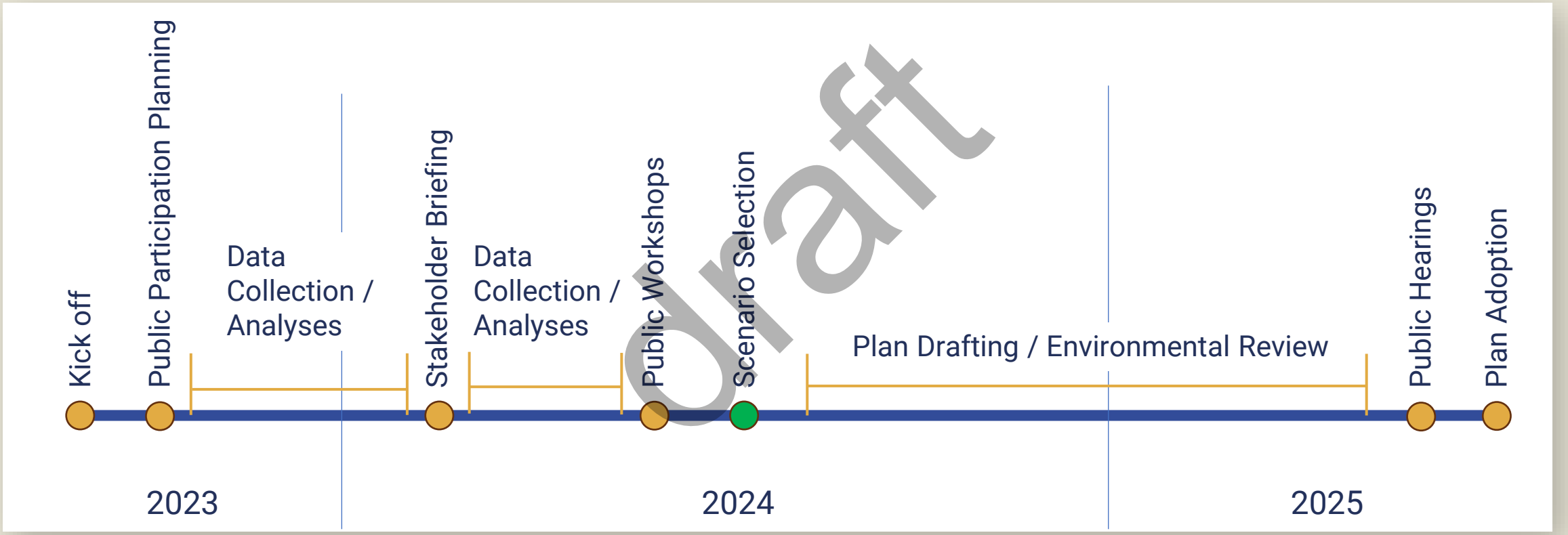
June 20, 2024

Connected 2050 Sustainable Communities Strategy Scenario Selection

Recommended Action

Review sustainable communities strategy scenario alternatives and direct staff on the scenario to be used as the foundation to the update of the Connected 2050 Regional Transportation Plan and Sustainable Communities Strategy.

Connected 2050 Update Timeline



SBCAG

Presentation Outline

1. RTP-SCS Overview
2. Public Outreach
3. Summary of Scenarios

Regional Transportation Plans

HIGHLIGHTS:

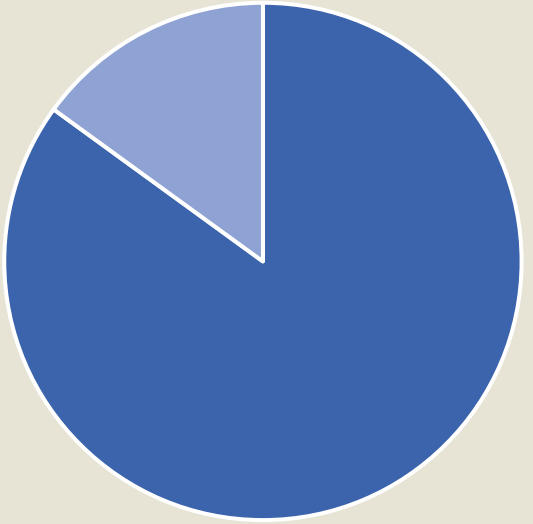
- Requirement of State and Federal law
- Defines region's vision and goals
- Guides decision making
- Minimum 20-year horizon
- Fiscally constrained
- Advances State and Federal plans and policies

Sustainable Communities Strategies

"Set forth a **forecasted development pattern** for the region, which, when integrated with the transportation network, and other transportation measures and policies, **will reduce greenhouse gas emissions** from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emissions reductions target **approved by the state board**."

-SB 375 (2008)

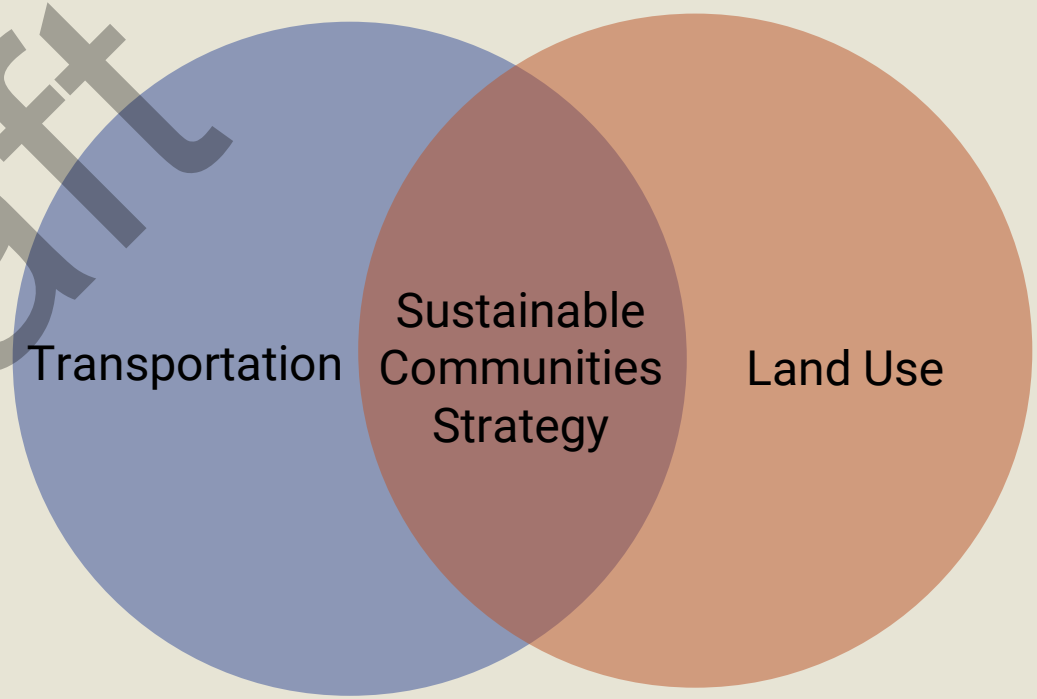
SB 375 (2008)
Sustainable Communities and Climate Protection Act



AB/SB 32 (2006/2016)
Global Warming Solutions Act

Sustainable Communities Strategies

- Greenhouse Gas Reduction Targets
  - (-10%) 2020 vs. 2005
  - (-17%) 2035 vs. 2005
- Tools
  - Transportation Projects
  - Land Use Development Patterns
  - Regional Policies
  - CEQA Streamlining
- No requirement of consistency
- Alternative Planning Strategy option



2050 CONNECTED
Regional Transportation Plan
Sustainable Communities Strategy

SBCAG

SCS QUICK FACTS (2021)

- Focused on jobs/housing imbalance
- Develop in a location-efficient manner
- Support remote work, van pools, EV infrastructure
- ~90% of spending is on maintenance
- Implement Measure A projects
  - Lane and a Train
  - Santa Maria Interchanges
- Tied to Regional Housing Needs Allocation (RHNA)

SBCAG

Public Process

1. Public Participation Plan
    1. Board approval – November 2023
    2. JTAC recommendation – November 2023
2. Three Phases
    1. Stakeholder Outreach and Engagement
        1. February 15, 2024
    2. Public Participation (Workshops)
        1. In-person, Solvang, May 23, 2024
        2. Virtual, May 29, 2024
    3. Public Hearings
        1. June and August 2025

Sustainable Communities Strategy Scenarios

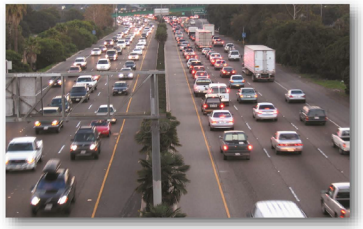
2005-2019 Growth Patterns to 2050

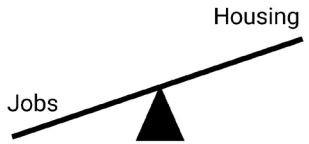
Land Use:

- Growth continues as it has in the past.
- In-commuting will double between 2010 and 2050.
- Jobs growth is consistent 40% North County, 60% South County.
- Population Growth (2017-2050), North County +26%, South County +7%

Transportation:

Programmed and planned projects are delivered as scheduled.





Performance	
Environment	C
Mobility & System Reliability	B
Equity	A
Health and Safety	B
Prosperous Economy	B

Transit-Oriented/Infill Development

Land Use:

- Growth (population and households) follows jobs, 60% South County, 40% North County. Addresses the region's jobs-housing imbalance.
- New growth is focused where transportation options are efficient.
- In-commuting holds steady or declines.

Transportation:

Programmed and planned projects are delivered as scheduled. Locally controlled funding is consistent with Measure A through 2050.

Measure A Funding
(Locally Controlled)

Maintenance of Existing Infrastructure	Road Improvement Projects	Transit Operations and Capital	Bicycle and Pedestrian Infrastructure
58%	22%	17%	3%

Performance	
Environment	A
Mobility & System Reliability	A
Equity	A
Health and Safety	A
Prosperous Economy	A

Transit-Oriented/Infill Development — Alternative Transportation Emphasis

Land Use:

- Growth (population and households) follows jobs, 60% South County, 40% North County. Addresses the region's jobs-housing imbalance.
- New growth is focused where transportation options are efficient.
- In-commuting holds steady or declines.

Transportation:

Programmed and planned projects are delivered as scheduled. Locally controlled funding changes focus in 2040.

Measure Funding (2040-50)
(Locally Controlled)

Maintenance of Existing Infrastructure	Road Improvement Projects	Transit Operations and Capital	Bicycle and Pedestrian Infrastructure
60%	0%	25%	15%

Performance	
Environment	A
Mobility & System Reliability	A
Equity	A
Health and Safety	A
Prosperous Economy	A

Survey Results

230 Responses – 21% North County, 77% South County, 2% Out of Region

Scenario Preference

Scenario	Votes	% Favored
2005-2019 Growth Patterns to 2050 (BAU)	14	6.1%
TOD/Infill + Enhanced Transit Strategy	50	21.7%
TOD/Infill, Alternative Transportation Emphasis	147	63.9%
Other	19	8.3%
Total	127	100.0%

Measure Spending by Category

	Maintenance	Major Projects	Transit	Bike / Ped
Current	58%	22%	17%	3%
Survey Respondents	45%	15%	23%	17%
Scenario Example	60%	0%	25%	15%

Scenario Compatibility

For Transit Oriented/Infill Development Scenarios

Land Use:

1. Residential development consistent with RHNA allocations
2. Job-producing development in North County
3. Any development that mitigates its VMT to 15% below regional average, if necessary
4. Projects subject to CEQA streamlining through SB 375

Transportation:

1. Any project listed in the RTP
2. Projects that benefit transit services, vanpools, rail services, or bicycle and pedestrian mobility
3. Any project that mitigates its VMT to 15% below regional average, if necessary
4. Projects that benefit alternative fuels
5. Maintenance

Scenario Alternatives

Recommended Action:
Review sustainable communities strategy scenario alternatives and direct staff on the scenario to be used as the foundation to the update of the Connected 2050 Regional Transportation Plan and Sustainable Communities Strategy.

Scenarios:

1. 2005-2019 Growth Patterns to 2050 (Business as Usual)
2. Transit Oriented/Infill Development
3. Transit Oriented/Infill Development, Alternative Transportation Emphasis *(JTAC recommendation, Santa Maria and Lompoc members dissented)*
4. Hybrid?

+Enhanced Transit Strategy

	Maintenance	Major Projects	Transit	Bike / Ped
Current	58%	22%	17%	3%
Survey Respondents	45%	15%	23%	17%
Scenario Example	60%	0%	25%	15%

SBCAG SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS

Thank You!

Mike Becker
mbecker@sbcag.org

Funding Sources

CITIZEN'S GUIDE TO TRANSPORTATION FUNDING IN SANTA BARBARA COUNTY

SPRING 2019

*Developed by the SBCAG Programming Division

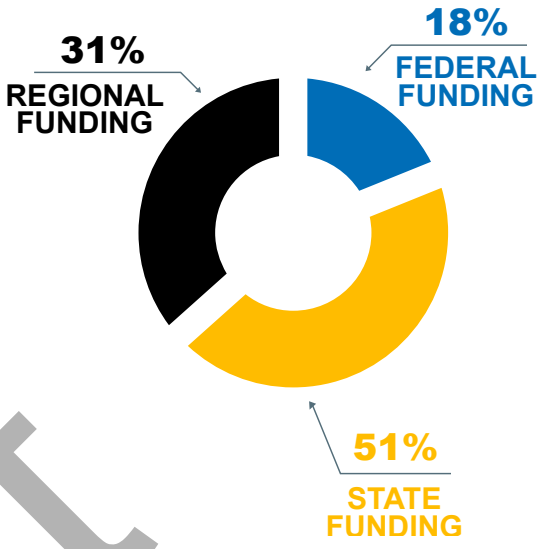
SBCAG
santa barbara county association of governments

EXECUTIVE SUMMARY

PURPOSE

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

SANTA BARBARA COUTY FUNDING SPLIT



OVERVIEW

FEDERAL FUNDING

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

STATE FUNDING

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

REGIONAL FUNDING

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

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

FEDERAL FUNDING

HOW FEDERAL FUNDING WORKS

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

WHAT IS AN AUTHORIZATION BILL?

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

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

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

WHERE DOES FEDERAL FUNDING COME FROM?

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

Highway Trust Fund

Federal Fuel Excise Tax

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

Federal Diesel Fuel Tax

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

WHERE DOES THE MONEY GO?

(FUNDING AMOUNTS REPRESENT SANTA BARBARA COUNTY APPORTIONMENTS)

FEDERAL HIGHWAY ADMINISTRATION FUNDING PROGRAMS

Regional Surface Transportation Program ($5 Million/Year)

Flexible funding that may be used on highways, bridge and tunnel projects, pedestrian and bicycle infrastructure, and transit capital projects.

Highway Safety Improvement Program ($2.6 Million/Year)

Data-driven funding program that may be used on on all public roads.

Highway Bridge Program ($6.5 Million/Year)

Funding that may be used to replace or rehabilitate public highway bridges over waterways, other topographical barriers, highways, or railroads.

FEDERAL TRANSIT ADMINISTRATION FUNDING PROGRAMS

Urbanized Area Formula Grants 5307 ($9 Million/Year)

Provides funding to public transit systems in Urbanized Areas for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses.

Enhanced Mobility of Seniors & Individuals with Disabilities Program 5310 ($240,000/Year)

Formula funding to states for the purpose of assisting private nonprofit groups in meeting transportation needs of the elderly and persons with disabilities.

Formula Grants for Rural Areas Program 5311 ($265,000/Year)

Provides capital, planning, and operating assistance to support public transportation in rural areas with populations less than 50,000.

STATE FUNDING

STATE FUNDING DECISION MAKERS

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

WHERE DOES STATE FUNDING COME FROM?

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

HOW STATE FUNDING WORKS

STATE LEGISLATURE

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

CALIFORNIA TRANSPORTATION COMMISSION (CTC)

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

CALTRANS & SBCAG

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

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

CALTRANS, LOCAL GOVERNMENTS & TRANSIT OPERATORS

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

SENATE BILL 1

WHAT IS SENATE BILL 1?

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

WHAT PROJECTS ARE ELIGIBLE FOR FUNDING UNDER SB1?

Santa Barbara County Roads

Traffic Congestion Relief

Pedestrian and Bicycle Facilities

Highway and Bridge Rehab

Public Transit Improvements

PROJECTS FUNDED UNDER SB1

U.S. 101 Corridor ($280 Million)

Highway 1 Improvements ($30 Million)

Highway 246 Repairs ($17.8 Million)

Active Transportation Projects - County Wide ($28 Million)

Transit Vehicle Replacement - County Wide ($1 Million)

SR 154 Bridge Project ($12 Million)

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

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

CAP AND TRADE FUNDING

WHAT IS CAP & TRADE?

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

WHERE DOES CAP & TRADE FUNDING COME FROM?

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

FORMULA

LOW CARBON TRANSIT OPERATIONS PROGRAM

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

COMPETITIVE GRANT

TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM

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

WHERE DOES THE MONEY GO?

Pacific Surfliner & Local Transit Ticket Subsidies

Coastal Express Bus Service Expansion

Transit Service Expansion

Transit Facility Improvements

Community Organizing Efforts Aimed at Promoting Active Transportation

New Train Station in Goleta

MEASURE A

WHAT IS MEASURE A?

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

REQUIRED INVESTMENTS

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

MEASURE A INVESTMENT PLAN

(2008 DOLLARS)

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

HOW IS MEASURE A ADMINISTERED?

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

FUNDING DISTRIBUTION

(2008 DOLLARS)

MORE INFORMATION

SBCAG BOARD OF DIRECTORS

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Director Gregg Hart
Vice Chair, 2nd District Supervisor

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Tim Gubbins
Director, Caltrans District 5

Executive Director
Marjie Kirn

FOR MORE INFORMATION PERTAINING TO TRANSPORTATION FUNDING PLEASE CONTACT:

SBCAG PROGRAMMING STAFF

Director of Programming, Sarkes Khachek
SKhachek@sbcag.org | 805.961.8913

Transportation Planner, Dylan Tonningsen
dtonningsen@sbcag.org | 805.961.8915

Transportation Planner, Jaquelin Mata
JMata@sbcag.org | 805.961.8904

FEDERAL HIGHWAY ADMINISTRATION

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

FEDERAL TRANSIT ADMINISTRATION

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

CALIFORNIA TRANSPORTATION COMMISSION

www.catc.ca.gov/

CALIFORNIA DEPARTMENT OF TRANSPORTATION

www.caltrans.ca.gov/

SBCAG

http://www.sbcag.org/

MEASURE A

http://www.measurea.net/

SBCAG
santa barbara county association of governments

Congestion Management Process

Contents

Introduction

Travel demand on the Santa Barbara County regional road network continues to increase along with growth in population. When this demand exceeds the capacity of the roadway system, the result is congestion. Congestion leads to increased delays on major freeways and arterials and leads to quality of life and economic effects such as wasted fuel, air pollution, and increased delays for freight and commercial and emergency service providers. This problem is exacerbated due to jobs-housing imbalances in certain areas, which result in longer commutes for workers, generally concentrated in the morning and evening peak hours.

SBCAG has been working with the state and local jurisdictions on implementing the congestion management process through the Regional Transportation Plan Action Element. The Congestion Management Process has been established to encourage a collaborative approach and serve as a resource for data to provide informed decision-making. This technical report has been prepared to inform our stakeholders, committees, and members of the public regarding SBCAG's Congestion Management process. The report includes the following sections:

- Federal requirements
    - System Performance Management and Targets
    - Congestion Management Process
- State requirements and guidance
- Connected 2050 RTP-SCS Analytical Approach
    - Goals, objectives, and performance
    - Identified congestion relief strategies

Federal Requirements

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

System Performance Management (PM3) Target

On May 20, 2017, the Federal Highway Administration (FHWA) final System Performance Management rule took effect. The rule, published in the Federal Register (82 FR 5970) on January 18, 2017, established performance measures that Caltrans and MPOs would use to report on the performance of the Interstate and Non-Interstate National Highway System (NHS) to carry out the National Highway Performance Program (NHPP). The portions of the rule that apply performance measures on the Interstate system do not pertain to Santa Barbara County, since there are no Interstate freeways in the region.

Of the six measures developed for the rule, only one applies to the Santa Barbara County region: *Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS*. The rule states that MPOs have the flexibility to either adopt the state target and "plan and program projects so that they contribute toward the accomplishment of the Caltrans system performance target for each performance measure" or choose their own target. In September 2018, SBCAG elected to adopt

the state target for the *Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS*. The PM3 target that SBCAG elected to adopt is shown in **Table D-1**.

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

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

Santa Barbara County Performance: Travel Time Reliability on the Non-Interstate NHS

The FHWA and State DOTs (including Caltrans) have partnered with the University of Maryland CATT Lab to gather vehicle probe data on the nation's National Highway System (NHS) and develop a National Performance Monitoring Research Dataset (NPMRDS) for performance monitoring for the System Performance Management rule. MPO and RTPA staff have been given access to the RITIS MAP-21 data portal to access the regional performance within the state of California.

A summary of the data for the Santa Barbara County region is shown in **Figure D-1** and **Figure D-2**. **Figure D-1** shows the region is below the statewide target, with congestion mainly concentrated along the U.S. 101 corridor in the South Coast area. This corridor continues to be a major focus of improvement for SBCAG and our partners through the Measure A and SB1 funding programs. **Figure D-2** shows the historical travel time reliability on the NHS, going back as far as 2021. The Santa Barbara County regional network is consistently below the statewide target for the federal measure over the last several years.[1]

[1] https://npmrds.ritis.org/

THE METRIC – TRAVEL TIME RELIABILITY

A definition of travel time reliability can be found in the FHWA Travel Time Reliability: Making It There On Time, All The Time report:

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

Figure D-1: Non-Interstate Travel Time Reliability, Santa Barbara County NHS (2023)

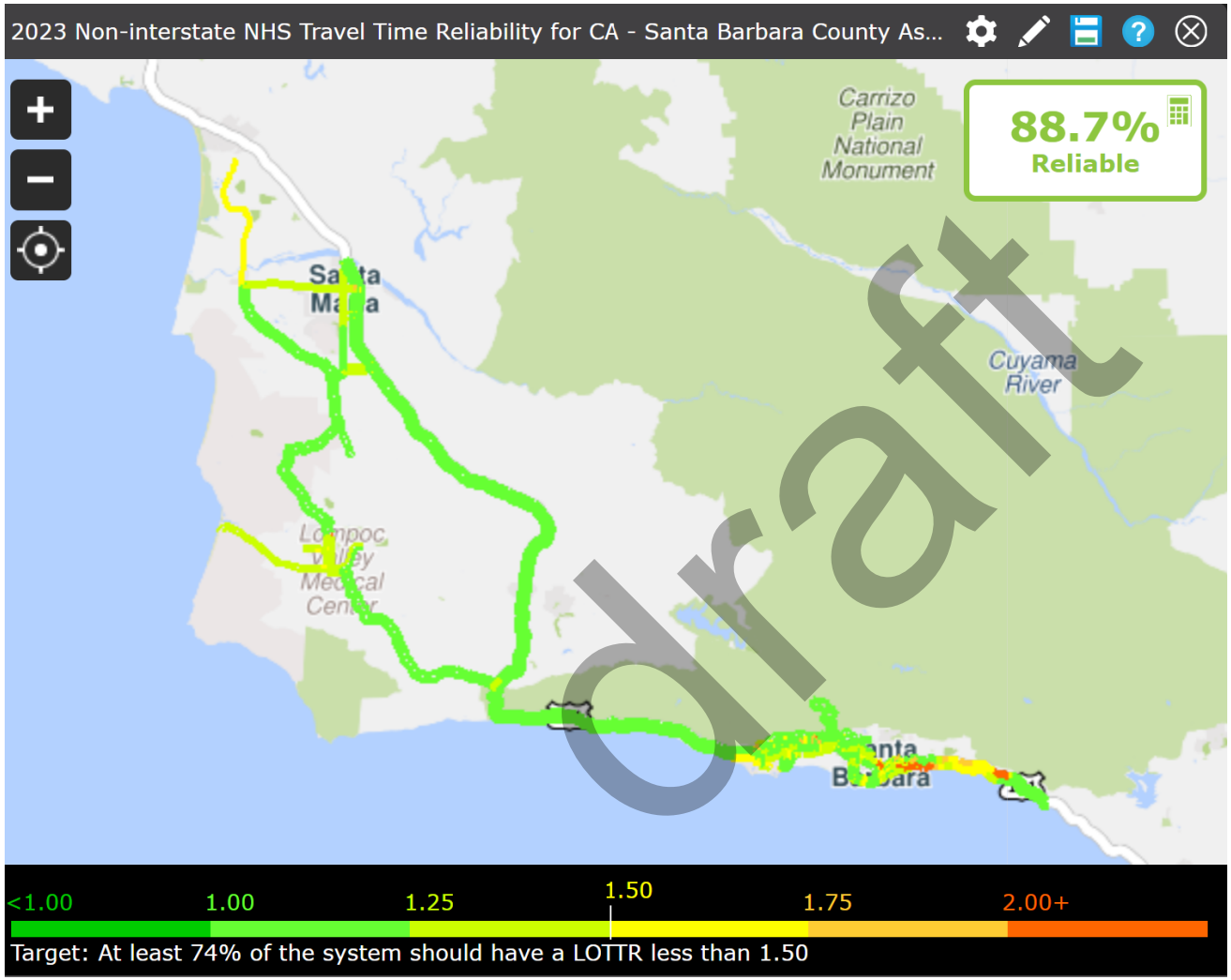
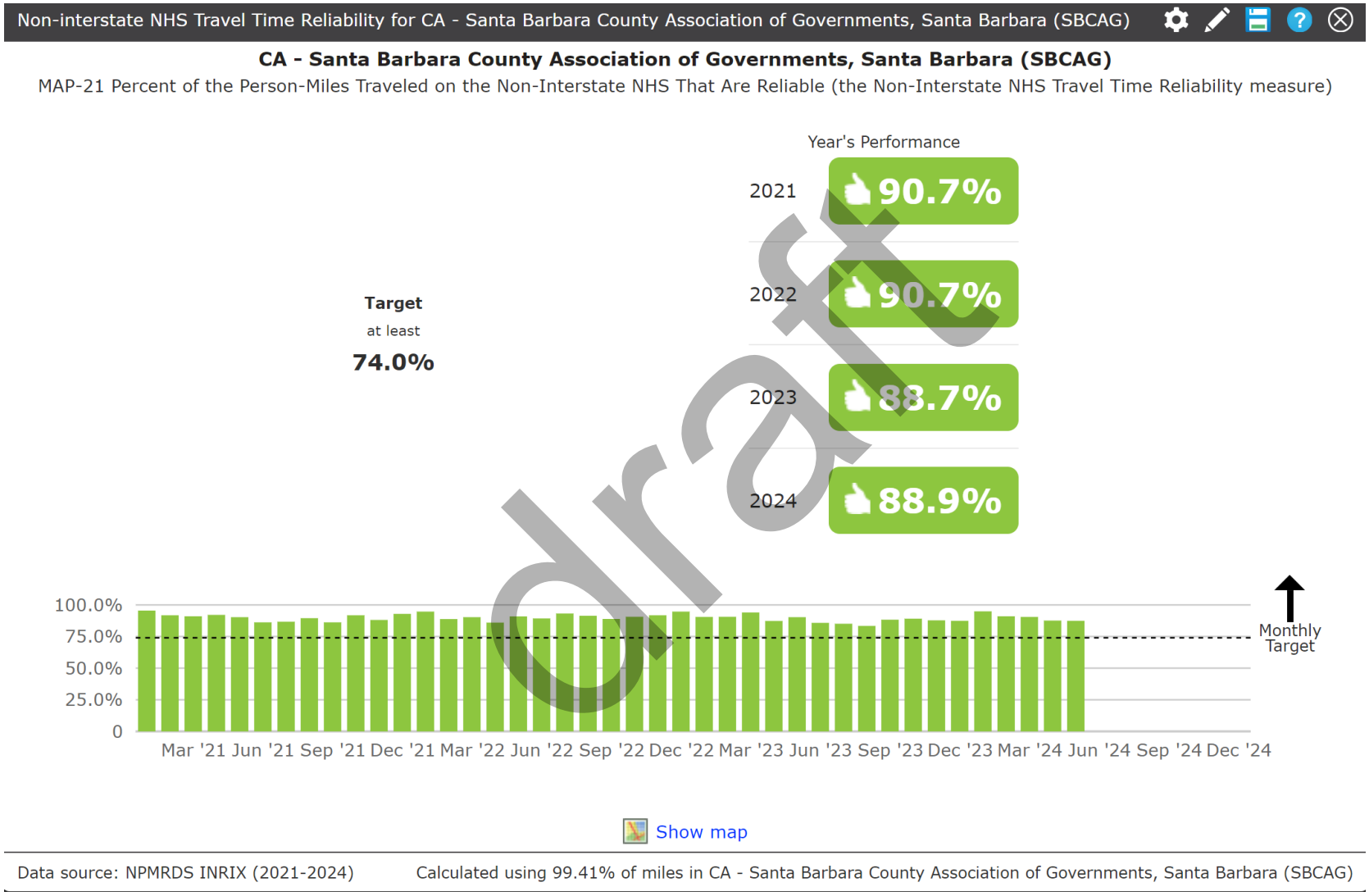


Figure D-2: Historical Non-Interstate Travel Time Reliability, Santa Barbara County NHS, 2021-2024



Congestion Management Process

SBCAG's congestion management process adheres to the requirements outlined in Title 23 CFR §450.322. This is a requirement for designated Transportation Management Areas (TMAs). Not all requirements are applicable and vary based on each area's attainment of the state and federal air quality ozone designation. Santa Barbara County is currently in attainment of the federal ozone standard. The infographic below outlines the federal Congestion Management Process requirements in Santa Barbara County.

Title 23 CFR §450.322 Congestion Management Process in Transportation Management Areas

(a) The transportation planning process in a TMA shall address congestion management through a process that provides for safe and effective integrated management and operation of the multimodal transportation system, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for funding under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53 through the use of travel demand reduction (including intercity bus operators and employer-based commuting programs), job access projects, and operational management strategies.

(b) The development of a congestion management process should result in multimodal system performance measures and strategies that can be reflected in the RTP and the TIP.

(c) ***Not applicable*** (see 2024 RTP Guidelines pg. 299).

(d) The congestion management process shall be developed, established, and implemented as part of the metropolitan transportation planning process that includes coordination with transportation system management and operations activities. The congestion management process shall include:

1. Methods to monitor and evaluate the performance of the multimodal transportation system, identify the underlying causes of recurring and nonrecurring congestion, identify and evaluate alternative strategies, provide information supporting the implementation of actions, and evaluate the effectiveness of implemented actions.
2. Definition of congestion management objectives and appropriate performance measures to assess the extent of congestion and support the evaluation of the effectiveness of congestion reduction and mobility enhancement strategies for the movement of people and goods.
3. Establishment of a coordinated program for data collection and system performance monitoring to define the extent and duration of congestion, to contribute in determining the causes of congestion, and evaluate the efficiency and effectiveness of implemented actions.
4. Identification and evaluation of the anticipated performance and expected benefits of appropriate congestion management strategies that will contribute to the more effective use and improved safety of existing and future transportation systems based on the established performance measures.

State Requirements and Guidance

Congestion Management Agency Opt-Out and Exemption

SBCAG was designated as the Congestion Management Agency for Santa Barbara County in 1991, after the passage of Proposition 111, which increased the state gasoline tax. In July 2018, the SBCAG Board directed staff to work with local jurisdictions to explore becoming exempt from the state's Congestion Management Program statutes. SBCAG surveyed our local jurisdictions and heard feedback that the data collection requirements were cumbersome, time-consuming, expensive, and often counterintuitive to local planning initiatives.

The exemption process outlined in Assembly Bill 2419 (1996) requires "a majority of local governments collectively comprised of the city councils and the county board of supervisors, which in total also represent a majority of the population in the county, each adopts resolutions electing to become exempt from the congestion management program." (Gov. Code § 65088.3). In October and November 2018, SBCAG staff coordinated with local public works staff, city councils, and the county board of supervisors to adopt local resolutions of support for exemption from the state CMP statute, primarily based on the survey results from local jurisdiction staff. In January 2019, the SBCAG Board approved a resolution exempting the region from the state CMP statute.

SB 743 and Local VMT Thresholds for CEQA

Another consideration for the exemption from the state program was the requirement for local jurisdictions to enact alternative transportation metrics in CEQA analyses. Most, if not all, Santa Barbara County jurisdictions have enacted a vehicle-miles-traveled (VMT) threshold for projects in CEQA analyses. Many local jurisdictions coordinated with SBCAG, utilizing the regional travel demand model data to develop average trip rates and trip lengths in their communities.

Connected 2050 RTP-SCS: System Performance Report

Analytical Approach

The Connected 2050 Plan utilizes a performance-based planning approach for the Santa Barbara County region by developing goals and objectives out to the year 2050 planning horizon. A key element of Connected 2050 is the development of the Sustainable Communities Strategy (SCS). The SCS relies on local jurisdictions' intensification of residential and commercial land uses within allowed capacities specified in adopted General Plans and within urban boundaries. Full buildout of the land use assumptions in the SBCAG SCS is documented in the Connected 2050 Plan and is analyzed in the SBCAG regional land use and travel demand models.

Chapter 2 of the Plan details the goals, objectives, and performance measures for Connected 2050. These were developed while acknowledging the challenges the region is facing. One of the key challenges is the jobs-housing imbalance, which has led many residents to seek affordable housing further from job centers, leading to traffic congestion issues. A mobility goal was established (among others), with policy objectives, and performance metrics to quantify how the Plan achieves the goal. The mobility objectives and metrics related to congestion relief are highlighted in Table H-2. For more information on the SBCAG RTP-SCS goals, objectives, and performance metrics, refer to Chapter 2.

Table D-2: Connected 2050 Mobility Goals, Objectives, and Performance Metrics

Goal	Objective	Performance Metric
Mobility & System Reliability Ensure the reliability of travel by all modes.	Manage congestion at acceptable levels	Congested lane miles (a) Congested vehicle miles traveled Travel time reliability (b)

(a) Calculated using volumes-to-capacity (V/C) ratio on the regional road system in the SBCAG regional road network.

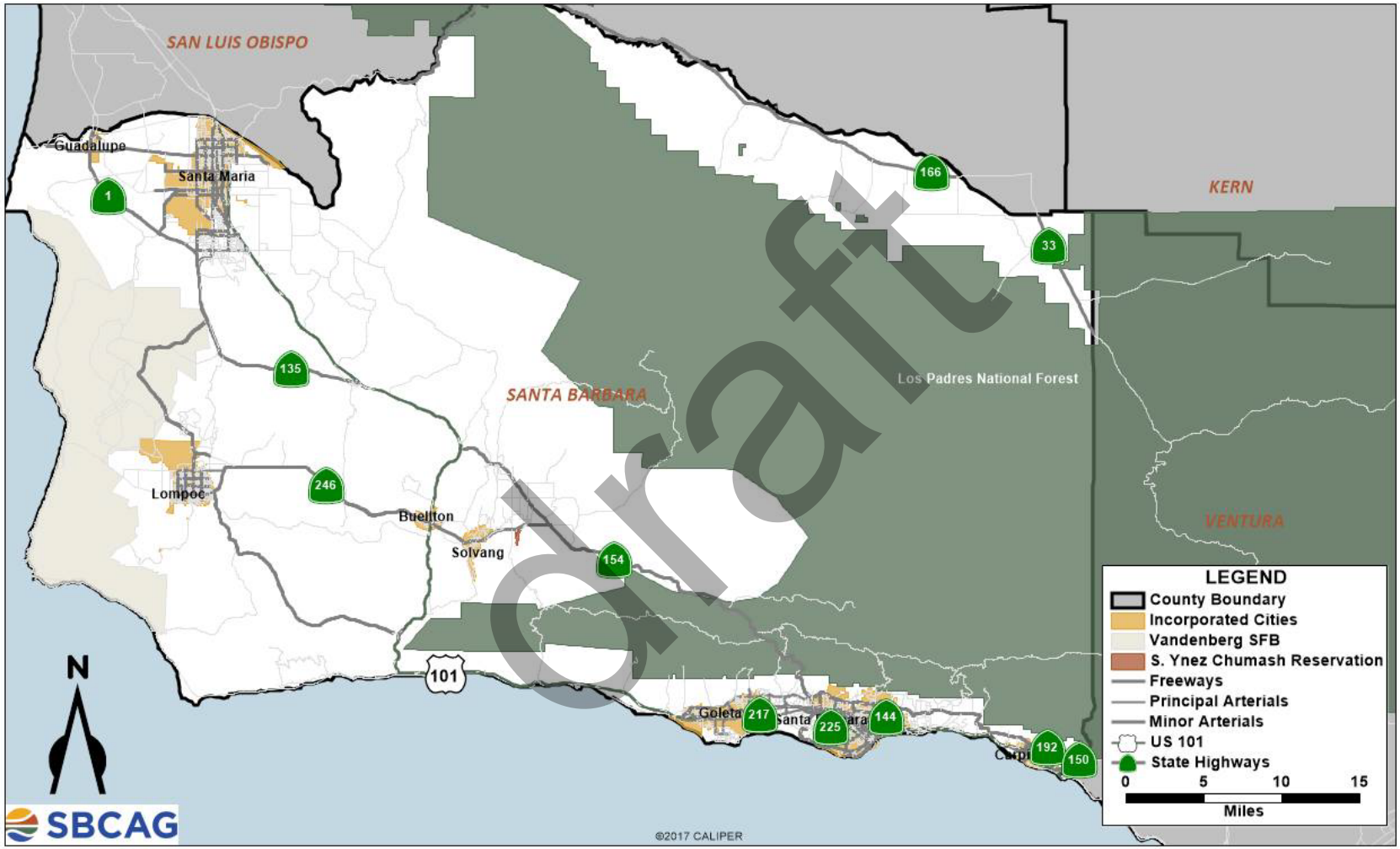
(b) See federal performance reporting system target section above.

The Connected 2050 Plan established a countywide transportation regional road network to determine regionally significant projects. This network is shown in **Figure D-3**. The analytical approach focuses on performance of the regional road network for the metrics shown in **Table D-2** for the base year (2019) and horizon year (2050) for the business-as-usual scenario (BAU) and with the Sustainable Communities Strategy (SCS). It should be noted that the Congested VMT analysis includes all links in the SBCAG regional model, not just those listed in **Figure D-3**. The SBCAG model includes regionally-significant roads, such as freeways and arterial highways as well as regionally insignificant roads, such as collectors and local roads.

Roadway Network Forecasts, Vehicle Miles Traveled, and Level of Service (LOS)

The 2050 travel forecasts for Santa Barbara County are presented by subregion in this section. The forecasts were developed under two scenarios: 2050 business-as-usual (BAU) and 2050 preferred (SCS). The 2050 forecasts presented in this RTP-SCS represent a broad County-wide perspective, focusing on future traffic growth by State route, the U.S. 101 corridor, the South Coast area, and three other major sub-regions: Santa Maria, Lompoc, and the Santa Ynez Valley. Forecasts are presented in terms of average daily traffic (ADT), vehicle miles traveled (VMT) and PM peak period conditions, the most critical congested period of an average day.

Figure D-3: Santa Barbara County Regional Road Network



Countywide Performance

Figure D-4 shows a chart comparing daily traffic growth on select State route locations between the base year and 2050. **Figure D-5** shows a chart comparing vehicle miles traveled by road classification (freeway and arterial) for the base year and 2050.

Figure D-4: Traffic Growth on Selected State Route Locations

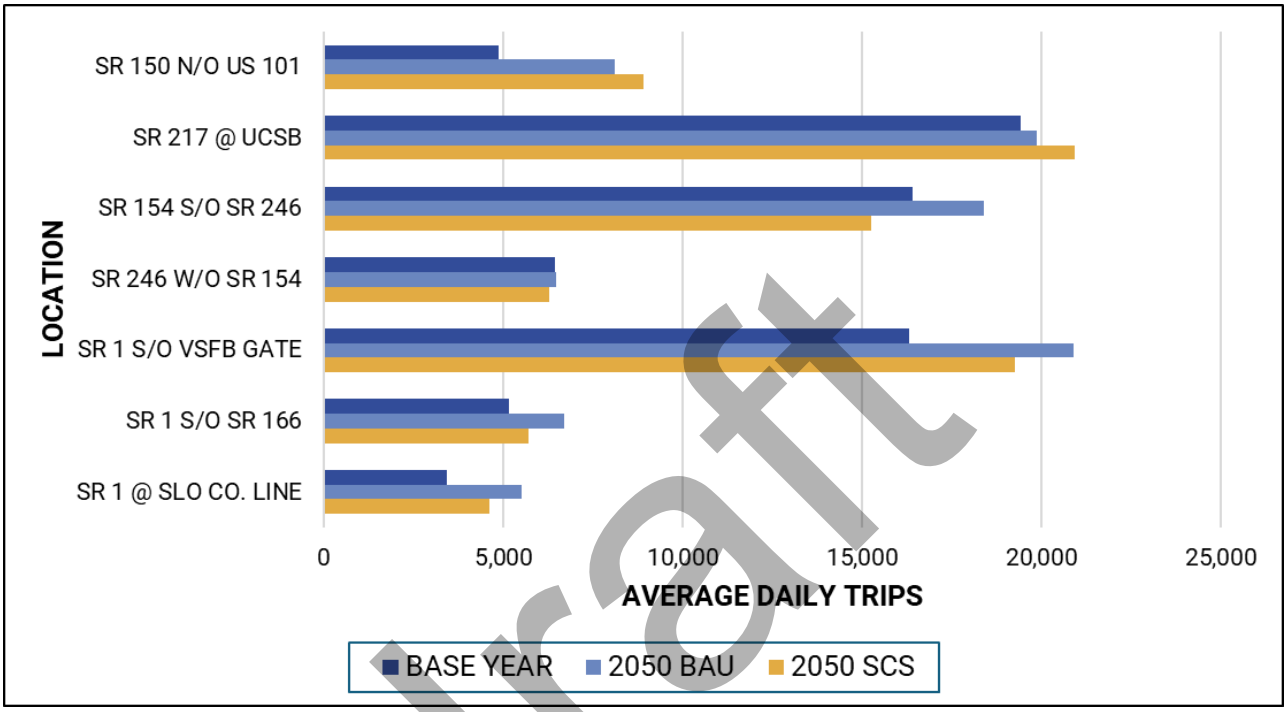
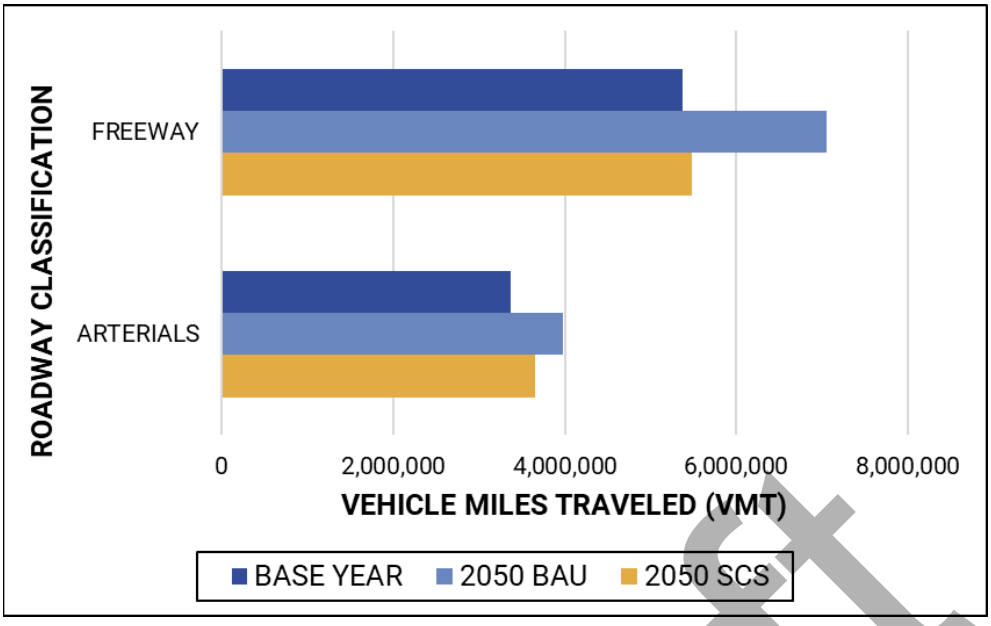


Figure D-5: Countywide VMT Growth by Roadway Classification



In general, the preferred scenario (SCS) shows lower volumes and VMT in 2050 throughout the region when compared with the BAU scenario. **Figure D-4** shows that state highway volumes will increase at the South Coast segments slightly with the implementation of the preferred scenario relative to the BAU at SR 150 (+66 percent for the BAU compared to +83 percent for the SCS) and at SR 217 (+2 percent and +8 percent). In the Santa Ynez Valley and Santa Maria Valley, the traffic volume growth rate will decline with the implementation of the SCS. On Route 1, the forecast shows the following:

- Vandenberg Space Force Base (VSFB) gate: Traffic volumes will increase 28 percent under the BAU scenario and 18 percent under the SCS.
- South of SR 166: Traffic volumes will increase 30 percent under the BAU scenario and 11 percent under the SCS.
- San Luis Obispo (SLO) County line: Traffic volumes will increase 60 percent under the BAU and 34 percent under the SCS.

Figure D-5 shows a lower growth rate on the freeway (US 101) and regional roads (arterials) with implementation of the SCS (+2.1 percent on freeway and +8.2 percent on arterial) when compared with the BAU (+31 percent on freeway and +18 percent on arterials), compared to the base year.

Some of the Countywide system performance metrics are shown in **Table D-3**. These include total average daily traffic, vehicle miles traveled, vehicle hours traveled, vehicle hours of delay, and congested vehicle miles traveled.

Table D-3: Regional Level / Countywide Indicators (Daily)

Metric	Base Year	2050 BAU	% Change 2019-2050	2050 SCS	% Change 2019-2050	% Change BAU vs. SCS
Average Daily Traffic (Millions)	1.426	1.671	17%	1.656	16%	-1%
Vehicle Miles Traveled (Millions)	10.713	13.587	27%	11.514	8%	-15%
Vehicle Hours Traveled (Thousands)	226.384	293.165	30%	248.898	10%	-15%
Vehicle Hours of Delay (Thousands)	8.441	17.046	102%	13.686	62%	-25%
Congested Vehicle Miles Traveled (Millions)	1.366	2.586	90%	1.806	32%	-30%

Average Daily Traffic (ADT) Volumes: Overall daily traffic volumes in the year 2050 within Santa Barbara County would increase in absolute terms from existing conditions; 17 percent for the business-as-usual scenario and 16 percent for the preferred scenario. The preferred scenario represents a one percent reduction in ADT from the business-as-usual scenario.

Vehicle Miles Traveled (VMT): VMT in the year 2050 within Santa Barbara County would similarly increase in absolute terms from existing conditions; 27 percent for the business-as-usual scenario and 8 percent for the preferred scenario. The preferred scenario represents a 15 percent reduction in VMT from the business-as-usual scenario. VMT is computed as a combination of the number of vehicles in the system and their distance traveled.

Vehicle Hours Traveled (VHT): VHT in the year 2050 within Santa Barbara County would similarly increase in absolute terms from existing conditions; 30 percent for the business-as-usual scenario and 10 percent for the preferred scenario. The preferred scenario represents a 15 percent reduction in VHT from the business-as-usual scenario. VHT is computed as the product of the roadway link volume and the roadway link travel time, summed over all roadway links. “Links” are individual roadway segments within the travel model.

Vehicle Hours of Delay (VHD): VHD in the year 2050 within Santa Barbara County would increase in absolute terms from existing conditions; 102 percent for the business-as-usual scenario and 62 percent for the preferred scenario. The preferred scenario represents a 25 percent decrease in VHD from the business-as-usual scenario. VHD is computed as the congested vehicle time minus vehicle free flow time multiplied by vehicle volumes in a typical weekday 24-hour period.

Congested Vehicle Miles Traveled (CVMT): Congested vehicle miles traveled in the year 2050 within the Santa Barbara County area would similarly increase in absolute terms from existing conditions; 90 percent for the business-as-usual scenario and 32 percent for the preferred scenario. The preferred scenario represents a 30 percent reduction in CVMT from the business-

as-usual scenario. Congested VMT (CVMT) is defined as roadways with a volume-to-capacity ratio (V/C) of over 0.9.

Figures D-6 through **D-8** show P.M. peak hour flows and volume-to-capacity ratios on the Plan regional road network for the base year (2019), 2050 BAU and 2050 SCS scenarios.

Figure D-6: Base Year P.M. Peak Hour Flows and Congestion

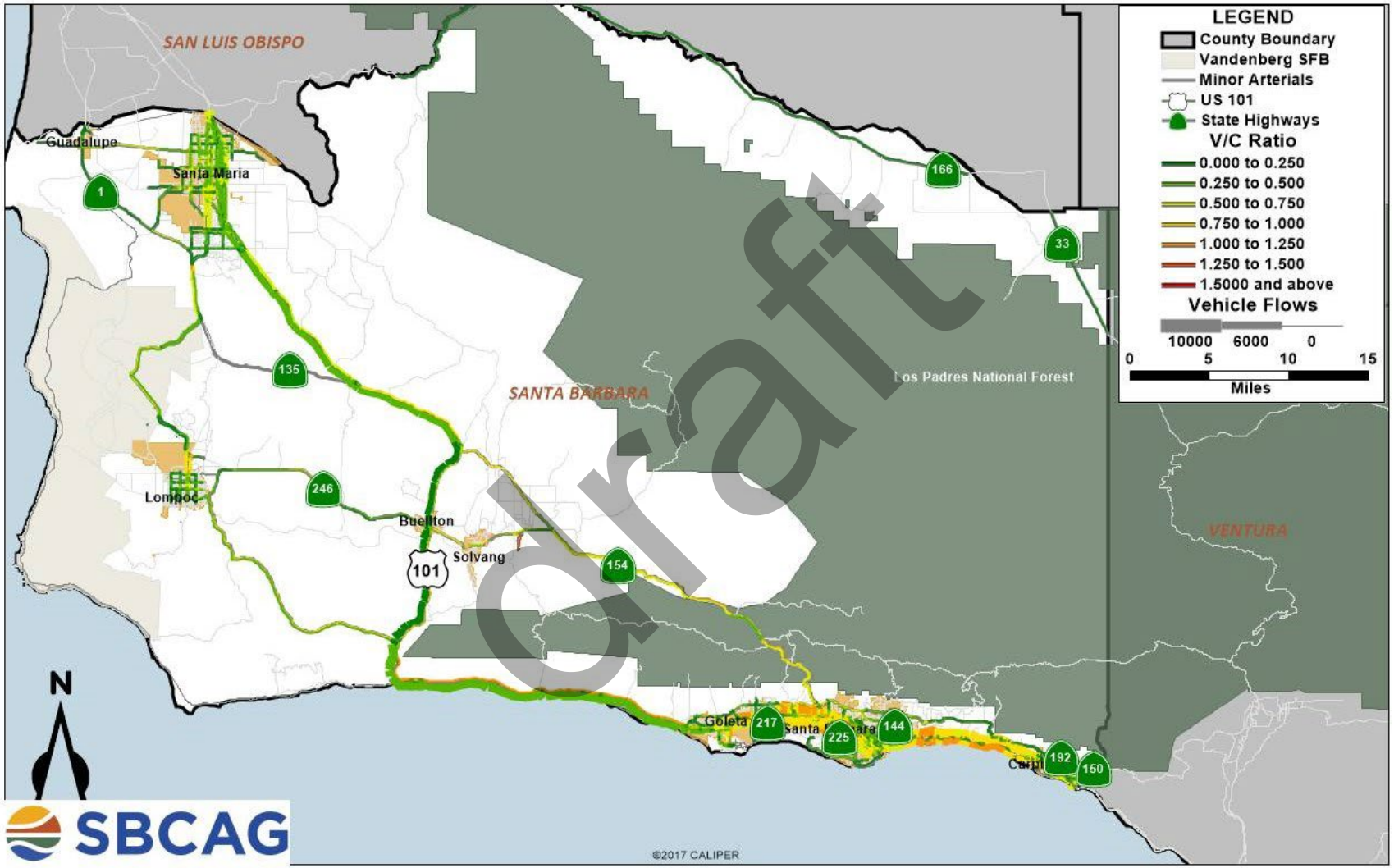


Figure D-7: 2050 Business as Usual (BAU) P.M. Peak Hour Flows and Congestion - Countywide

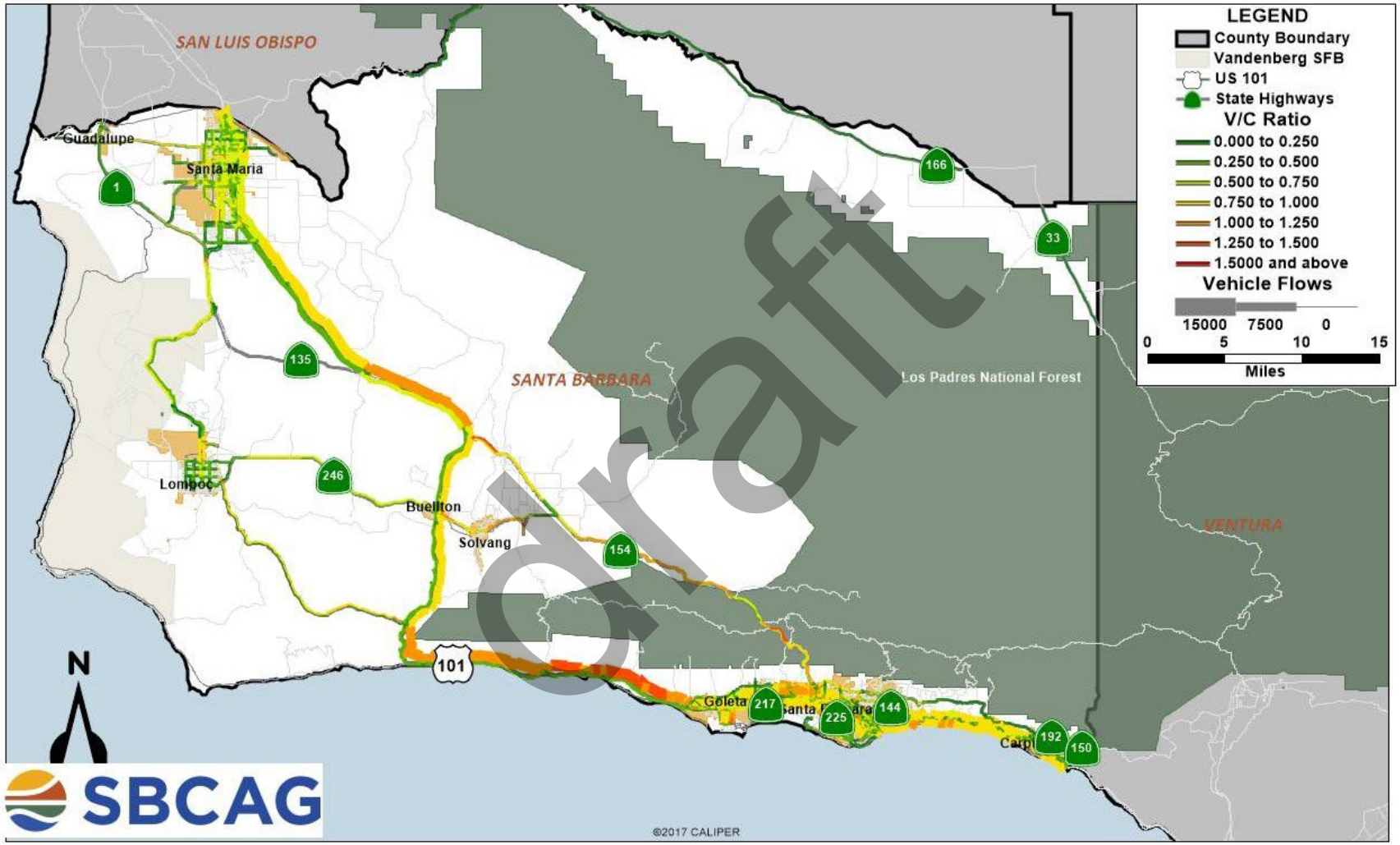
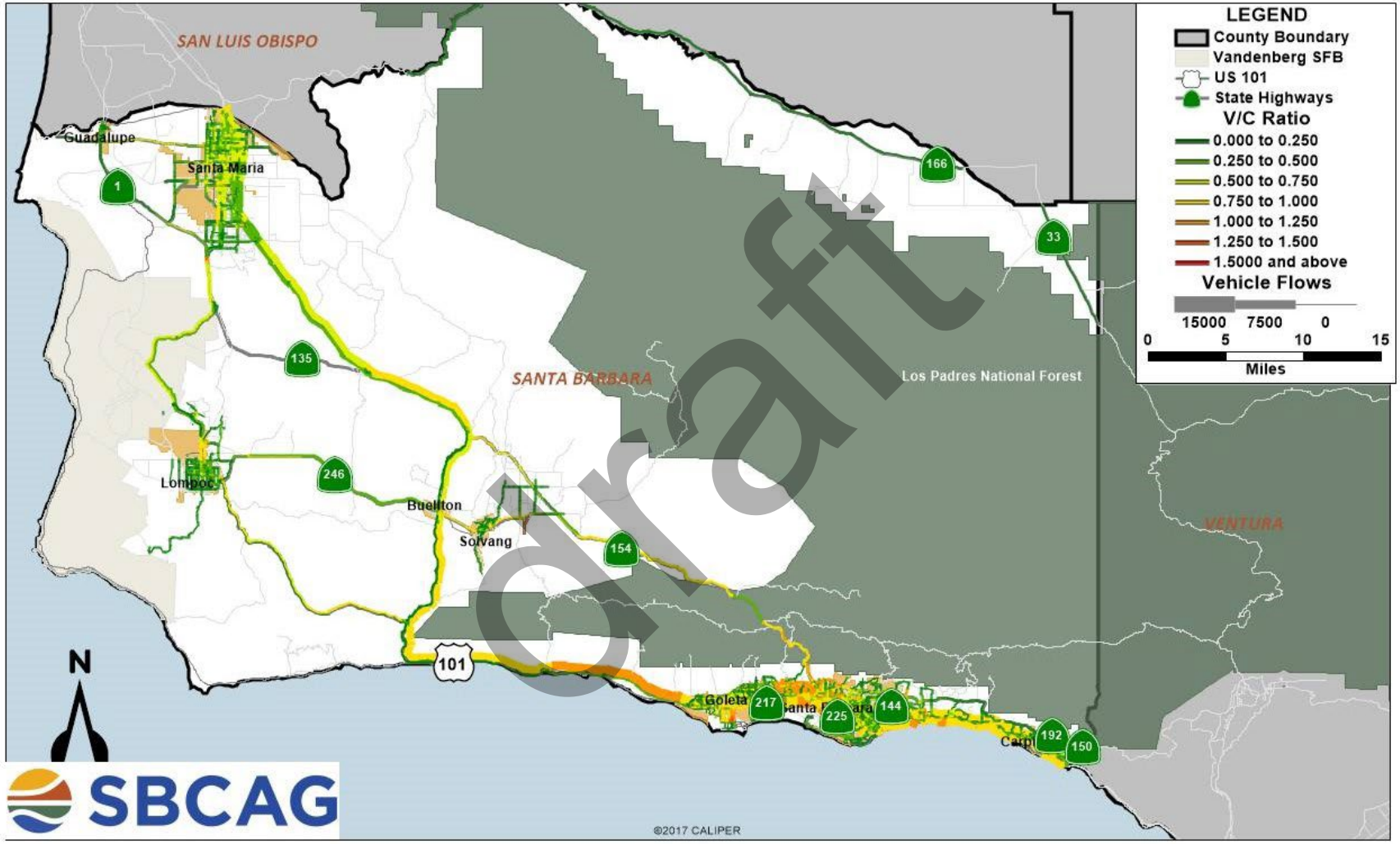


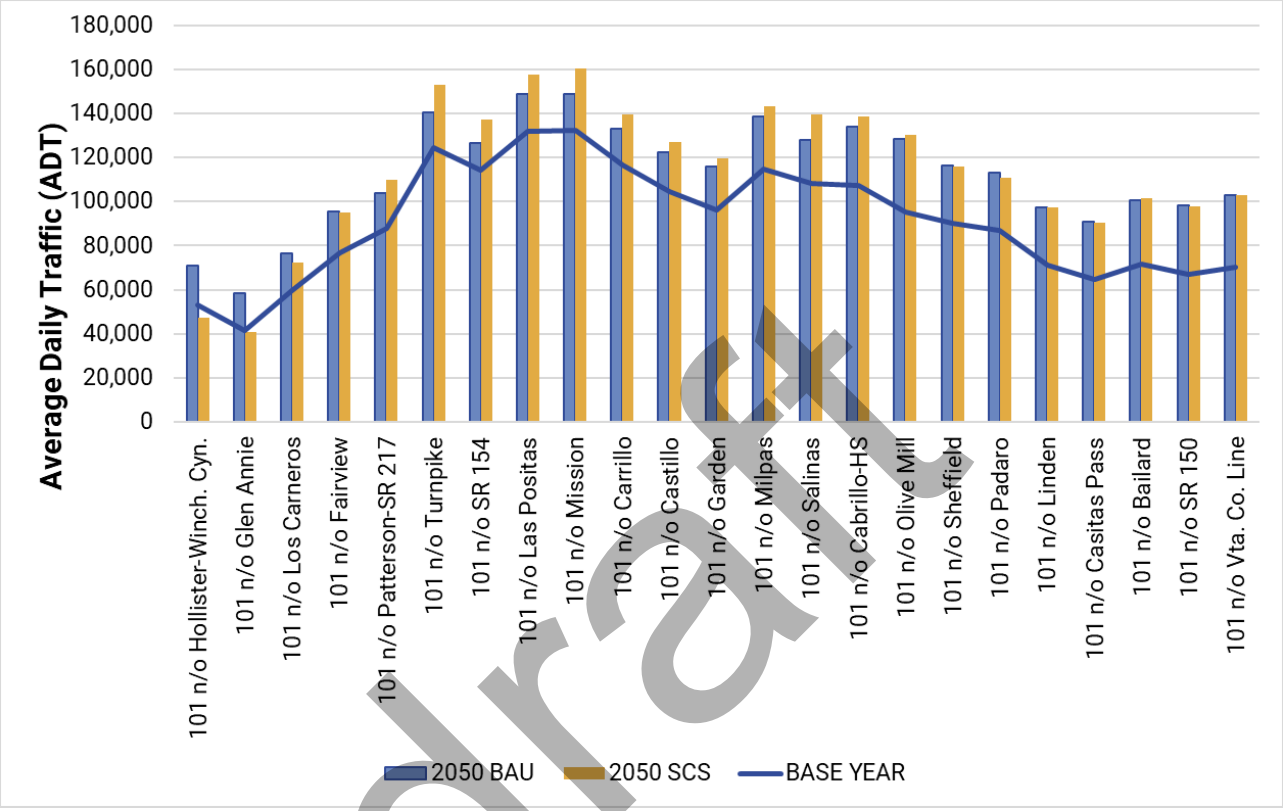
Figure D-8: Year 2050 Preferred Scenario (SCS) P.M. Peak Hour Flows and Congestion - Countywide



South Coast

Figure D-9 below provides a comparison of daily traffic growth on selected South Coast U.S. 101 locations between the base year (2019) and 2050 for both scenarios.

Figure D-9: Traffic Growth on South Coast U.S. 101



The following summary highlights the findings from **Figure D-9**:

- Traffic volumes on U.S. 101 segments between the Ventura County line and Olive Mill Rd. are projected to grow at approximately the same rate between scenarios.
- Traffic volumes on U.S. 101 segments between Cabrillo-Hot Springs and Patterson-SR 217 are projected to grow at different rates, with the preferred scenario having higher daily volumes in 2050 at some locations (ranging from 3 percent to 9 percent higher ADT) over the business-as-usual scenario.
- Traffic volumes on U.S. 101 segments between Los Carneros and north of Hollister Interchange for the preferred scenario are projected to be between 5 percent and 33 percent less than the business-as-usual, further indicating a reduction in inter-city travel.

How is Congestion Measured?

There are many different metrics for measuring congestion. One of the most common is a volume-to-capacity ratio, determining the how many vehicles are present on the roadway during a given time (usually the A.M. or P.M. peak hour), divided by the capacity of the roadway to accommodate those vehicles within the given time.

For the US 101 freeway, the SBCAG travel demand model master network architecture applies an average freeway lane capacity across freeway lanes within the same geographical location, regardless of total number of lanes. This capacity assumption differs from the 101-In-Motion study (which assumed 2,150 vehicles per lane per hour for six lane segments) and results in a conservatively calibrated model that is more sensitive to congestion. Freeway capacity is assumed to be 3,800 vehicles per lane per peak 2-hour period or 1,900 vehicles per lane per peak hour.

Figures D-10 through **D-15** depict the traffic flow and congestion conditions for the base year (2019), 2050 business as usual (BAU), and 2050 preferred scenario (SCS).

Figure D-10: Base Year P.M. Peak Hour Flows and Congestion – Carpinteria and Montecito Area

Figure D-11: Year 2050 Business as Usual (BAU) P.M. Peak Hour Flows and Congestion – Montecito and Carpinteria

Figure D-12: Year 2050 Preferred Scenario P.M. Peak Hour Flows and Congestion – Montecito and Carpinteria Area

Figure D-13: Base Year P.M. Peak Hour Flows and Congestion – Santa Barbara and Goleta Area

Figure D-14: Year 2050 Business as Usual (BAU) P.M. Peak Hour Flows and Congestion – Santa Barbara and Goleta Area

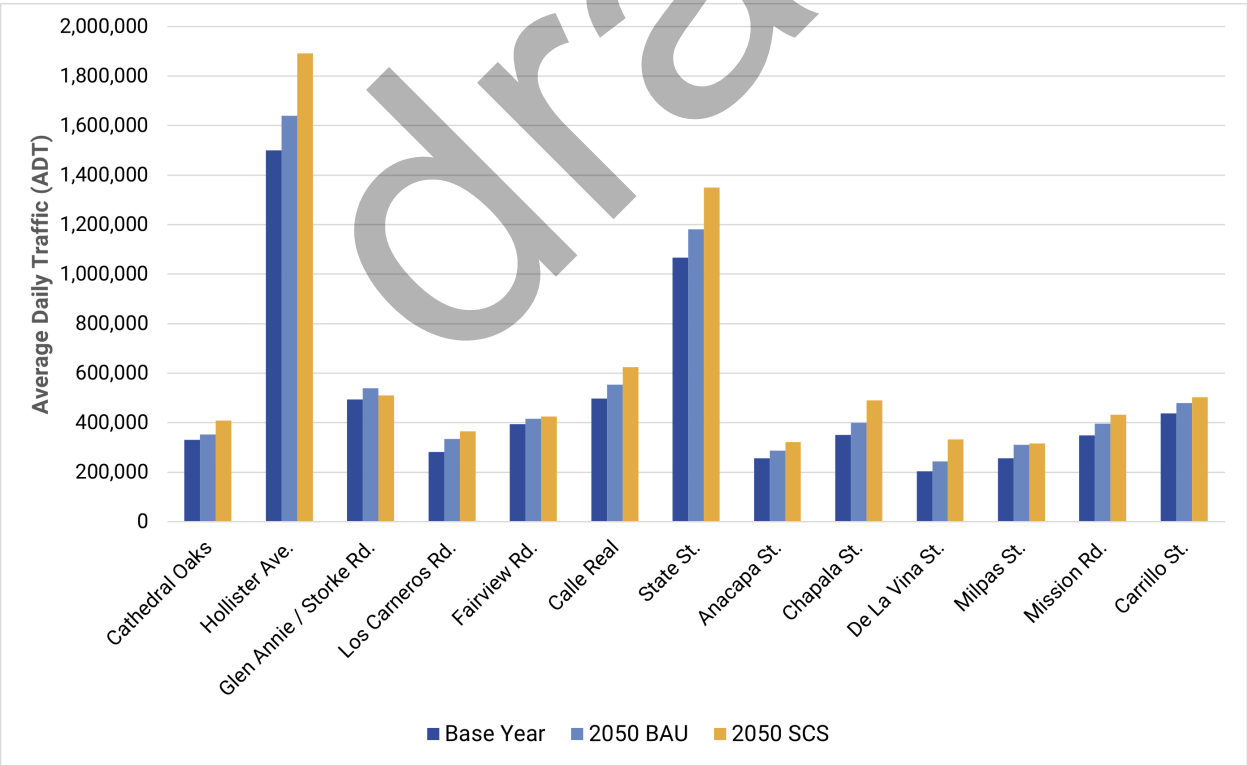
Figure D-15: Year 2050 Preferred Scenario P.M. Peak Hour Flows and Congestion – Santa Barbara and Goleta Area

The following summary highlights the findings of a comparison between the business-as-usual and the preferred scenarios:

- The majority of U.S. 101 segments between the Ventura County line and the Olive Mill Road interchange are projected to have similar volumes to the 2050 business-as-usual scenario, with the preferred scenario having slightly lower volumes (0 to -2 percent) These volumes are also at or near available capacity. The similarity in volumes is due to the same number of in-commuters and the construction of 101 HOV lanes, which adds the same additional capacity to these areas.
- U.S. 101 segments between Olive Mill and Fairview are projected to grow at different rates for the preferred scenario and the business-as-usual, with the preferred scenario having between 1 percent to 9 percent higher volumes overall. These are at or near available capacity through the corridor.
- Daily volumes on the U.S. 101 segment between Los Carneros and Storke Rd.-Glen Annie would be reduced by 5 percent under the preferred scenario, compared to the business-as-usual condition. North of the Storke Rd.-Glen Annie interchange, daily volumes would be reduced by 30 percent under the preferred scenario.

Figure D-16 shows a comparison of daily traffic growth on major South Coast arterials between the base year (2019) and 2050 for both scenarios.

Figure D-16: Traffic Growth on South Coast Local Roads



The following highlights some of the major findings for these local road segments:

- Daily traffic on major Goleta/Santa Barbara arterial connections would increase at different rates between scenarios. Hollister Avenue and State Street would increase substantially for both the business-as-usual scenario (+26 percent) and the preferred scenario (+43 percent) as a result of increased population growth. Cathedral Oaks Road and Foothill Road would also increase substantially for both the business-as-usual (+18 percent) and the preferred scenarios (+32 percent). Traffic on another key east-west roadway, Calle Real, would increase for both the business-as-usual scenario (+16 percent) and the preferred scenario (+40 percent). The preferred scenario shows a 14 percent increase over the business-as-usual scenario along the corridor.
- Chapala Street and De La Vina Street would increase similarly from the base year to the 2050 business-as-usual scenario (+40-60 percent). Traffic flows under the preferred scenario would increase an additional +13-20 percent compared to the business-as-usual scenario.
- Traffic increases on major north-south arterials, including Los Carneros, Fairview, Mission, and Carrillo would also show overall, albeit lesser, growth. The business-as-usual scenario would increase by about +8to 30 percent. Daily traffic flows under the preferred scenario would increase by about +2 to 9 percent compared to the business-as-usual scenario.

System performance metrics for the cities of Goleta and Santa Barbara are shown in Table **D-4**.

Table D-4: Systemwide Congestion Indicators – Santa Barbara and Goleta

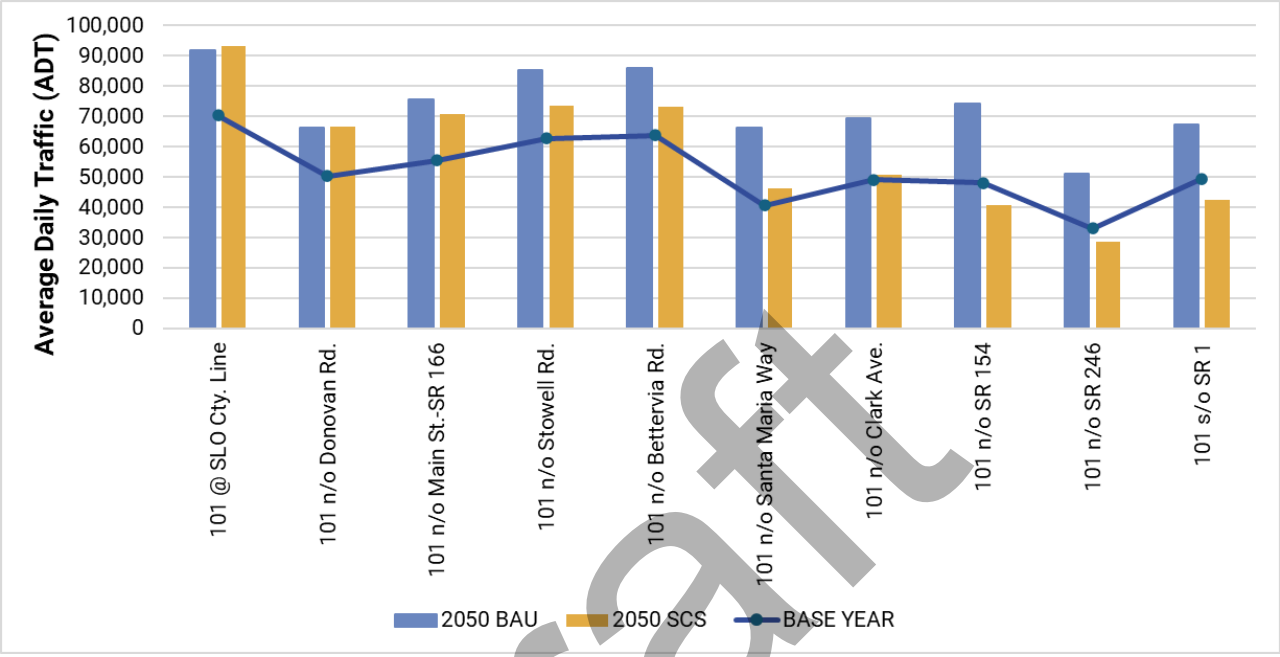
Metric	Base Year	2050 BAU	% Change 2019-2050	2050 SCS	% Change 2019-2050	% Change BAU vs. SCS
Goleta						
Vehicle Miles Traveled (Millions)	1.405	1.629	16%	1.662	18%	+2%
Vehicle Hours Traveled (Thousands)	31.647	37.471	18%	39.912	26%	+7%
Vehicle Hours of Delay (Thousands)	2.199	3.427	56%	4.924	124%	+44%
Congested Vehicle Miles Traveled (Millions)	0.249	0.374	50%	0.444	78%	+19%
Santa Barbara						
Vehicle Miles Traveled (Millions)	1.999	2.321	16%	2.444	22%	+5%
Vehicle Hours Traveled (Thousands)	43.576	50.784	17%	55.576	28%	+9%
Vehicle Hours of Delay (Thousands)	2.309	3.175	38%	5.062	119%	+59.4%
Congested Vehicle Miles Traveled (Millions)	0.333	0.486	46%	0.60	80%	+23%

Table D-4 shows that the preferred scenario (SCS) increases localized VMT in Goleta and Santa Barbara (2-5 percent), resulting in increased delay and congested VMT. This can be largely attributed to the increased population and household growth assigned to the South Coast urban areas in this scenario. For more information, please refer to the Plan Sustainable Community Strategy.

North County

Figure D-17 below is a comparison of daily traffic growth on the U.S. 101 freeway in north Santa Barbara County between the base year (2019) and 2050.

Figure D-17: Traffic Growth on North County U.S. 101



The following summary highlights the findings from **Figure D-17**:

- U.S. 101 segments between the San Luis Obispo County line and Donovan Street, are projected to grow at approximately the same rate between scenarios.
- ADT growth on the U.S. 101 segments between Main Street and Clark Avenue is projected to be between -6 percent and -30 percent less than the business-as-usual scenario.
- Average daily volumes on U.S. 101 segments between Clark Avenue and south of SR 1 for the preferred scenario are projected to be between -37 percent and -45 percent less than the business-as-usual scenario, indicating a reduction in inter-city travel.

Santa Maria Valley

Figures D-18 through **D-20** depict traffic flows and congestion for the base year (2019), and the future 2050 scenarios (BAU and SCS) in the Santa Maria Valley.

The following summary highlights the findings from **Figures D-18** through **D-20**:

- Congestion on U.S. 101 between the City of Santa Maria and SR 1 would be reduced under the preferred scenario (SCS) due to reductions in north/south inter-city commuting, resembling the base year (2019) travel conditions.
- Consistent with the ADT results, U.S. 101 segments between the San Luis Obispo County line and Main Street-SR 166 are projected to grow at approximately the same rate between

scenarios. The similarity in volumes is due to the same number of in-commuters between scenarios.

- Under both scenarios, the completion of a new U.S. 101/SR 135 interchange would substantially improve the connection between SR 135 and north U.S. 101, thereby retaining most of the local traffic on SR 135/Broadway. The new McCoy Lane interchange would attract more traffic onto the U.S. 101 segments north of Betteravia Road.
- At all major interchanges, such as Union Valley Parkway and Betteravia Road, the forecasted increase of PM peak period traffic is significant but well within capacity.

Figure D-21 provides a comparison of daily traffic growth on Santa Maria local roadways between 2019 and 2050 for both scenarios.

Figure D-21: Traffic Growth on Santa Maria Local Roads

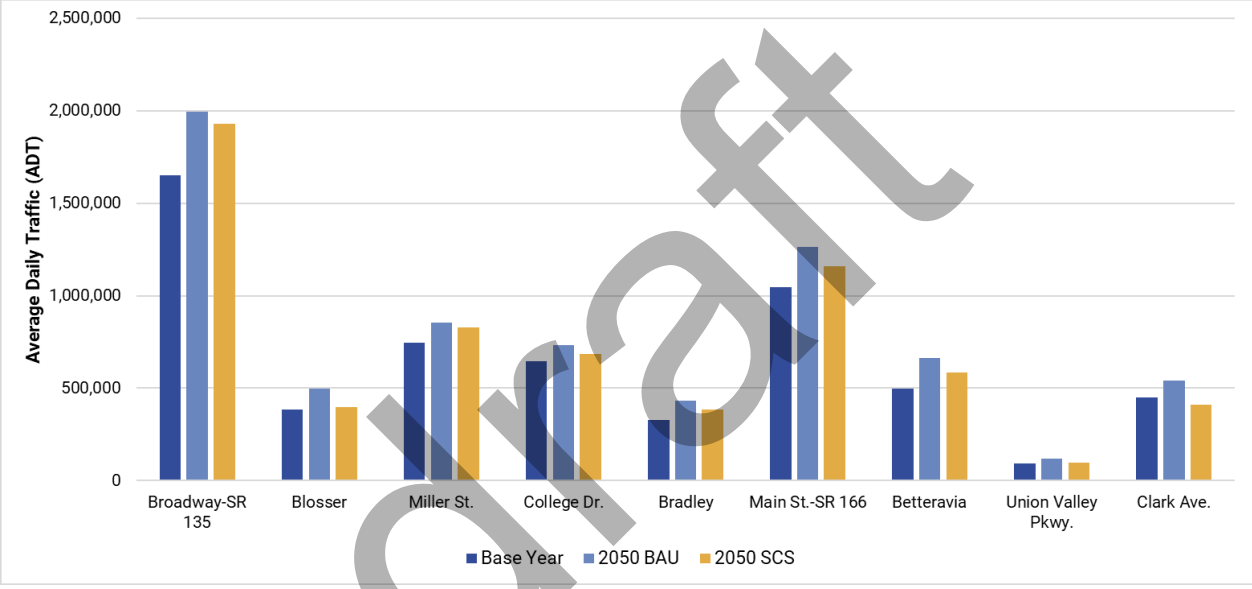


Figure D-18: Base Year (2019) P.M. Peak Hour Flows and Congestion – Santa Maria Region

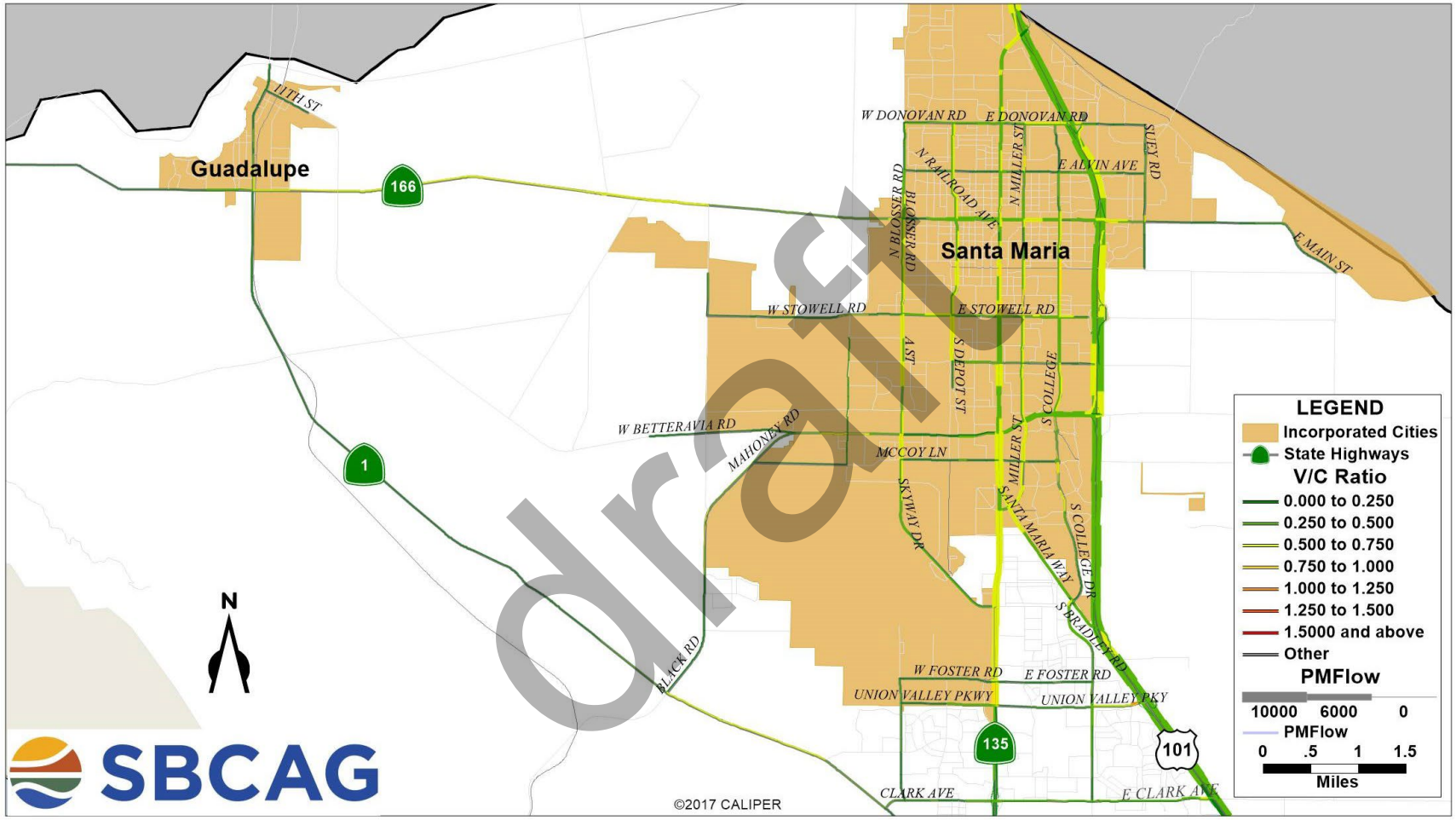


Figure D-19: Year 2050 Business-as-Usual (BAU) P.M. Peak Hour Flows and Congestion – Santa Maria Region

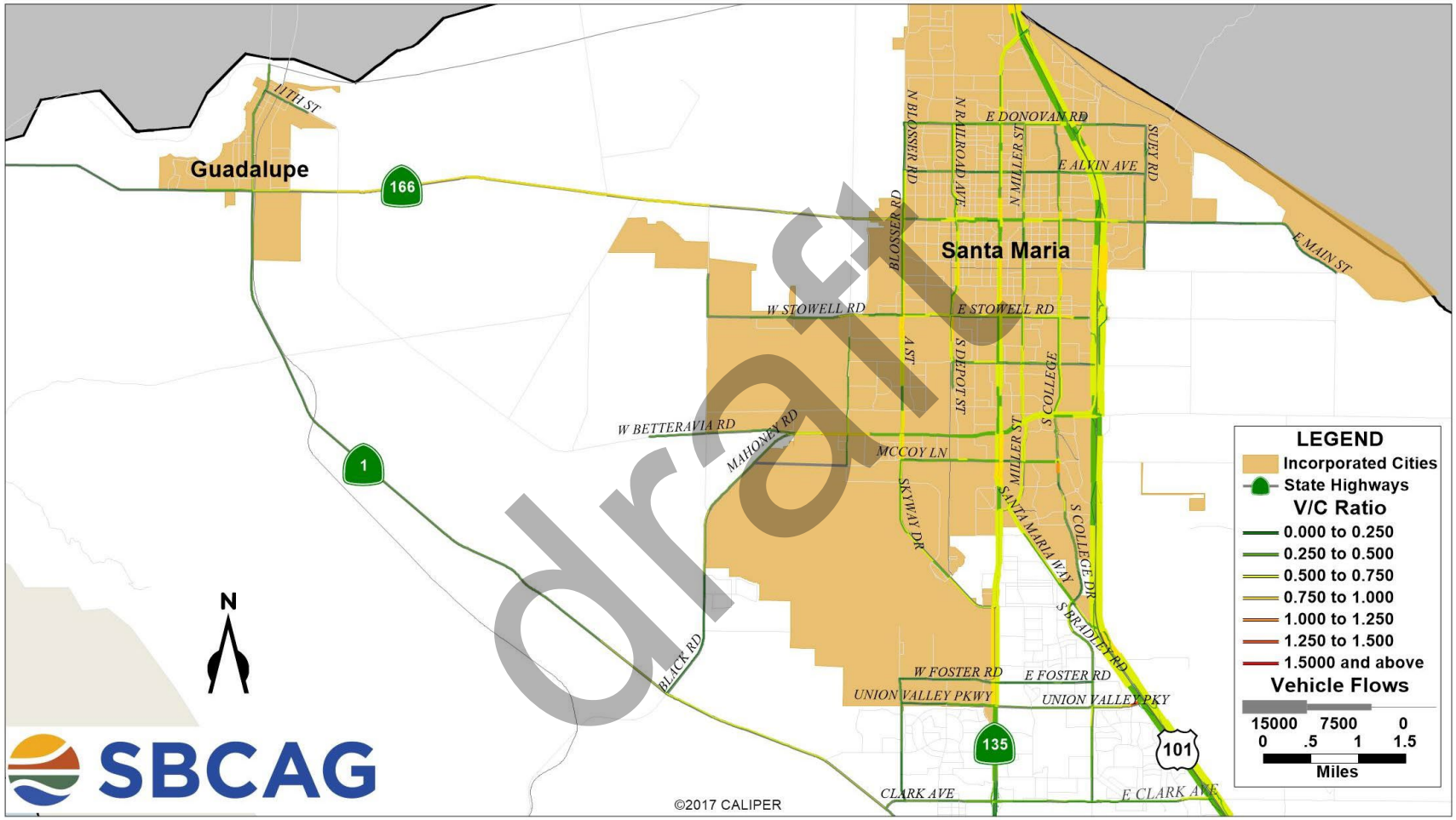
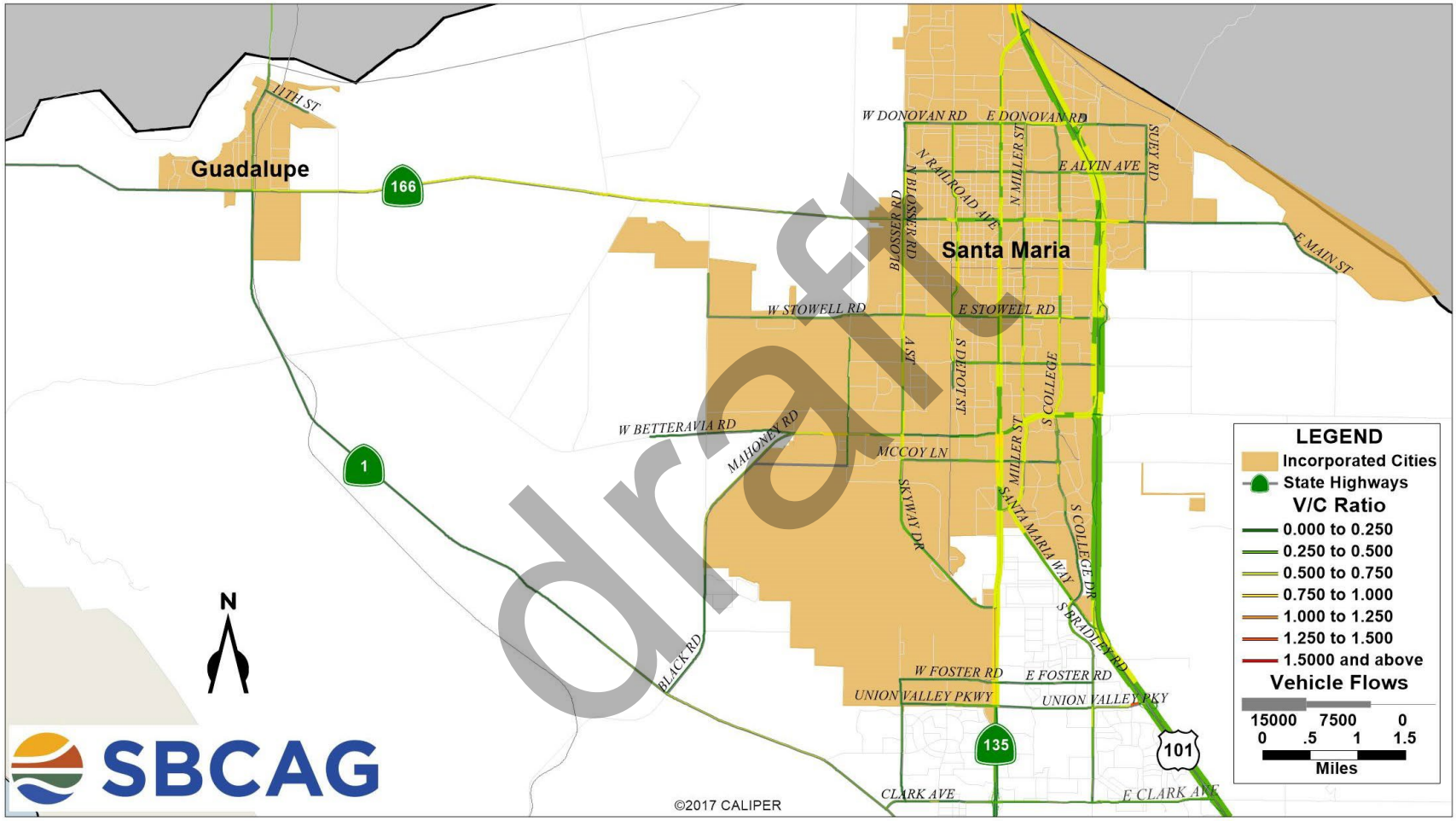


Figure D-20: Year 2050 Preferred Scenario (SCS) P.M. Peak Hour Flows and Congestion – Santa Maria Region



The following highlights some of the major findings from **Figure D-21**:

- Traffic on Broadway-SR 135 would increase by different rates depending on the scenario. The preferred scenario would increase traffic by 17 percent over base year levels due to increasing employment opportunities within Santa Maria. The business-as-usual scenario would increase traffic by 21 percent over existing levels due to more commuters using U.S. 101 to commute out of the Santa Maria area.
- Traffic on major east/west arterials such as Main Street and Betteravia Road would increase substantially in the business-as-usual scenario resulting from increased population growth, with Main Street ADT increasing by 21 percent and Betteravia Road ADT increasing by 33 percent. The preferred scenario would have substantially less traffic growth for these same locations (11 percent and 17 percent, respectively), due to a smaller increase in population growth.

System performance metrics for Santa Maria are shown in **Table D-5**.

Table D-5: Systemwide Congestion Indicators – Santa Maria

Metric	Base Year	2050 BAU	% Change 2019-2050	2050 SCS	% Change 2019-2050	% Change BAU vs. SCS
Vehicle Miles Traveled (Millions)	1.864	2.403	29%	2.053	10%	-15%
Vehicle Hours Traveled (Thousands)	42.257	54.349	29%	46.697	11%	-14%
Vehicle Hours of Delay (Thousands)	0.381	1.063	179%	0.663	74%	-38%
Congested Vehicle Miles Traveled (Millions)	.009	.074	721%	.021	131%	-72%

Table D-5 shows an increase in all categories out through the Year 2050. However, implementing the preferred scenario results in a net reduction in VMT, VHT, delay, and congested VMT compared to the business-as-usual scenario.

Lompoc Valley

Figures D-22 through **D-24** show vehicle flows and traffic congestion levels in the city of Lompoc and the surrounding vicinity for the base year and the year 2050 scenarios. **Figure D-25** provides a comparison of daily traffic growth on Lompoc area major arterials between the base year and 2050 for both scenarios.

Figure D-22: Base Year (2019) P.M. Peak Hour Flows and Congestion – Lompoc Valley

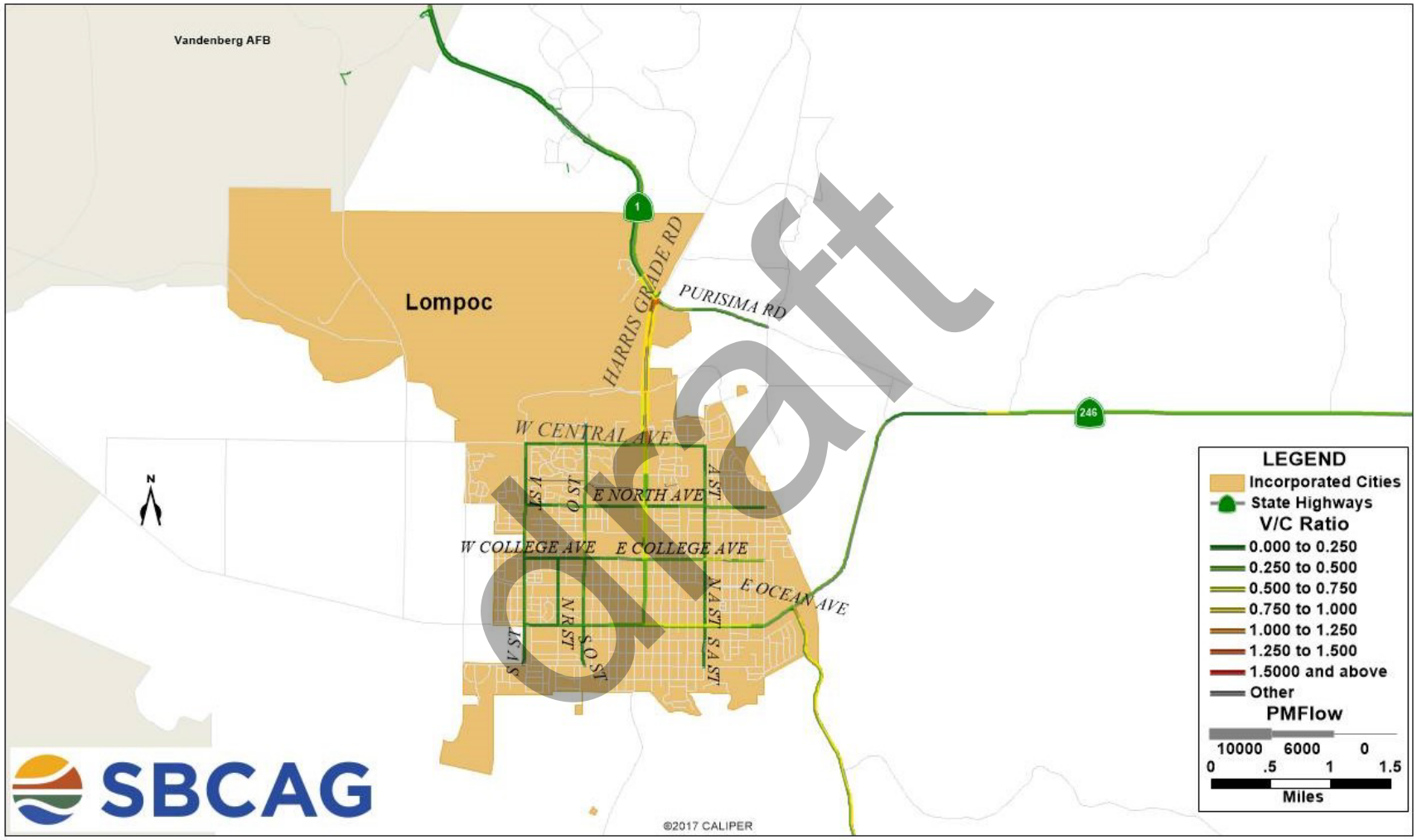


Figure D-23: Year 2050 Business-as-Usual P.M. Peak Hour Flows and Congestion – Lompoc Valley

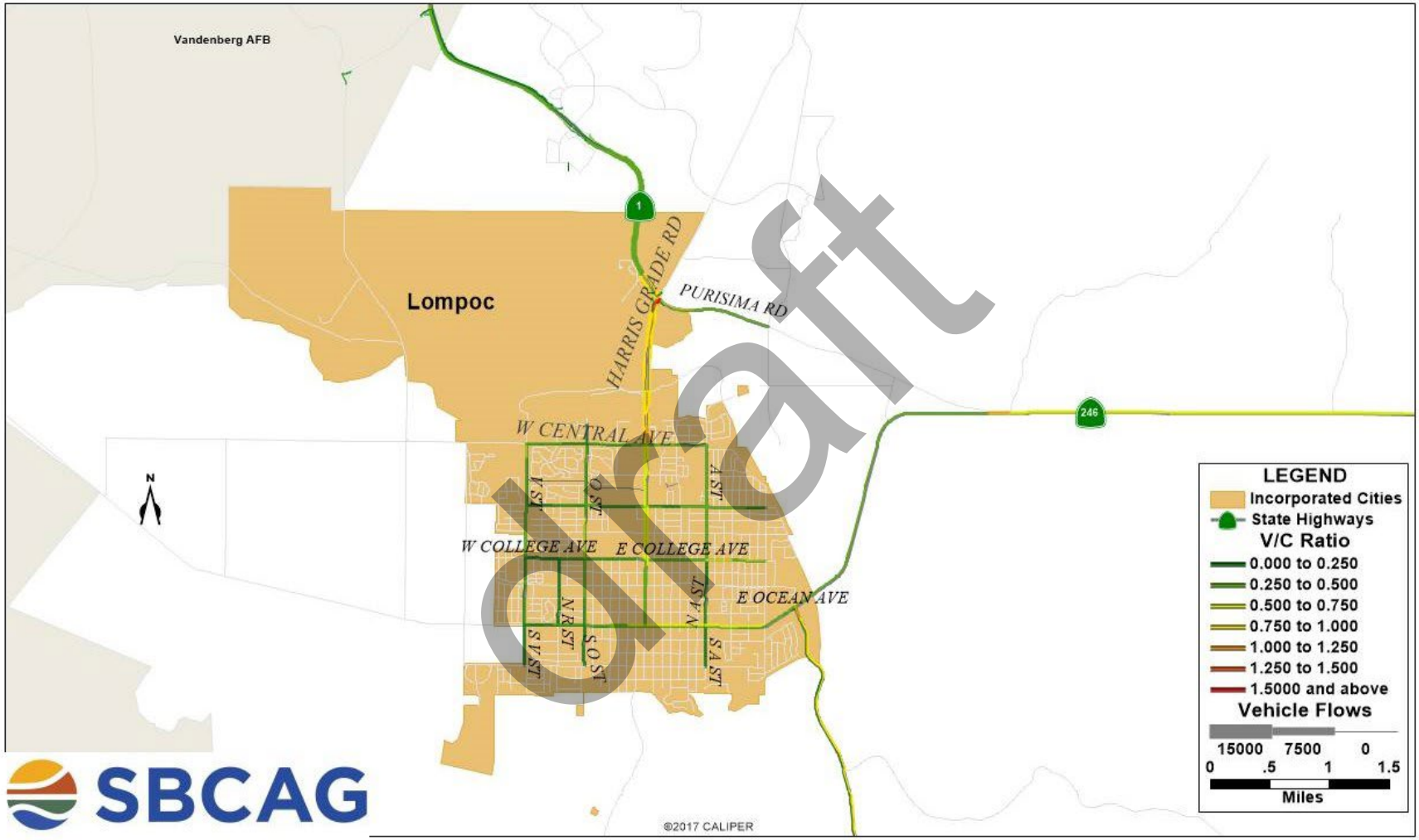


Figure D-24: Year 2050 Sustainable Community Strategy (SCS) P.M. Peak Hour Flows and Congestion – Lompoc Valley

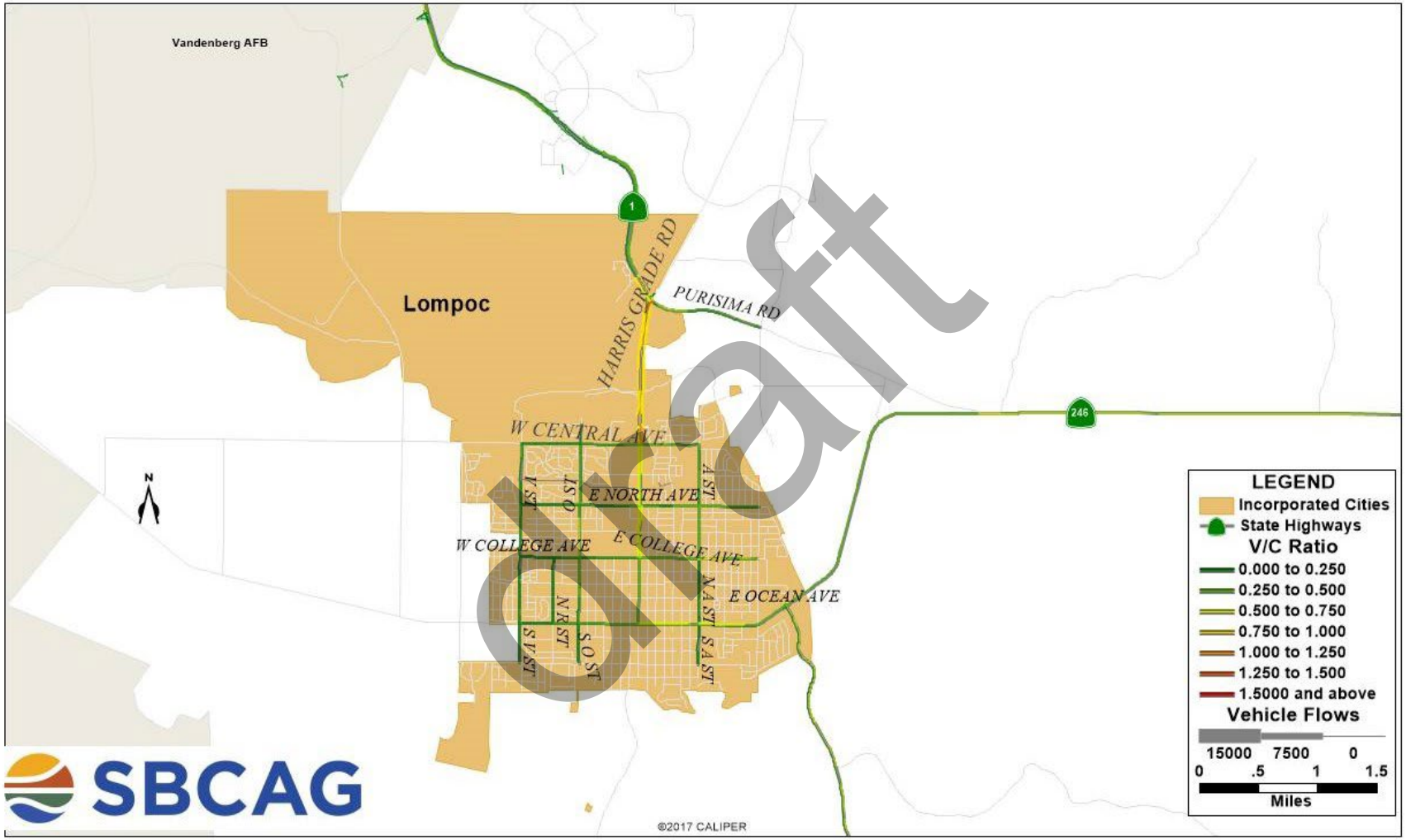
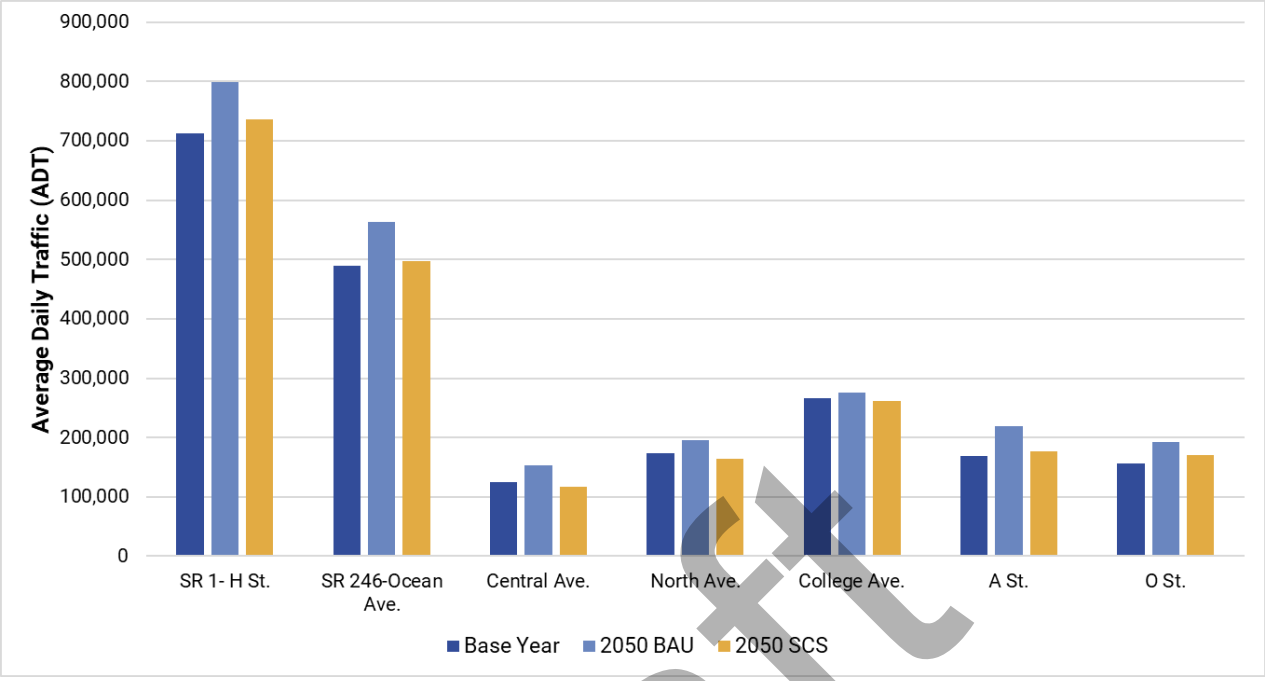


Figure D-25: Traffic Growth on Lompoc Local Roads



The following highlights some of the major findings for the Lompoc subregion:

- By 2050, SR 246 east of Lompoc would be over capacity under the business-as-usual (BAU) scenario during the PM peak period. Implementation of the SCS would reduce P.M. peak hour flows at this location by 12 percent and reduce congestion.
- Traffic growth on SR 1/H Street is expected to increase by 12 percent from the base year. However, under the preferred scenario, daily traffic is expected to increase by only 3 percent from the base year, an 8 percent reduction from the business-as-usual scenario. SR 1/H Street is forecast to be over capacity under both scenarios (for segments between Purisima Road and College Avenue) during the PM peak period.
- Within the City of Lompoc, traffic on Central Avenue would increase under the business-as-usual scenario by 23 percent from existing conditions. Under the preferred scenario, this same location would experience a 1 percent decrease in daily volumes or a 6 percent reduction from the business-as-usual.
- The north-south arterial segments of O Street and A Street would experience traffic growth of 25-30 percent from the base year to 2050 business-as-usual conditions. Under the preferred scenario, these segments would experience a lower growth rate (5-9 percent).

System performance metrics for the Lompoc area are shown in **Table D-6**.

Table D-6: Systemwide Congestion Indicators – Lompoc

Metric	Base Year	2050 BAU	% Change 2019-2050	2050 SCS	% Change 2019-2050	% Change BAU vs. SCS
Vehicle Miles Traveled (Millions)	0.278	0.318	14.2%	0.280	0.7%	-11.8%
Vehicle Hours Traveled (Thousands)	7.11	8.26	16.1%	7.19	1.0%	-13.0%
Vehicle Hours of Delay (Thousands)	0.200	0.370	85.3%	0.24	22.4%	-34.0%
Congested Vehicle Miles Traveled (Millions)	0.012	0.024	92.6%	0.013	7.4%	-44.2%

Table D-6 shows an increase in all categories through the Year 2050. However, implementing the preferred scenario results in a net reduction in VMT, VHT, delay, and congested VMT compared to the business-as-usual scenario.

Santa Ynez Valley

Figures D-25 through **D-27** illustrate the traffic flows and congestion for the base year and 2050 scenarios for the Santa Ynez Valley. The only roads of regional significance in the Valley are U.S.101, SR 246, and SR 154.

Figure D-25: Base Year (2019) P.M. Peak Hour Flows and Congestion: Santa Ynez Valley

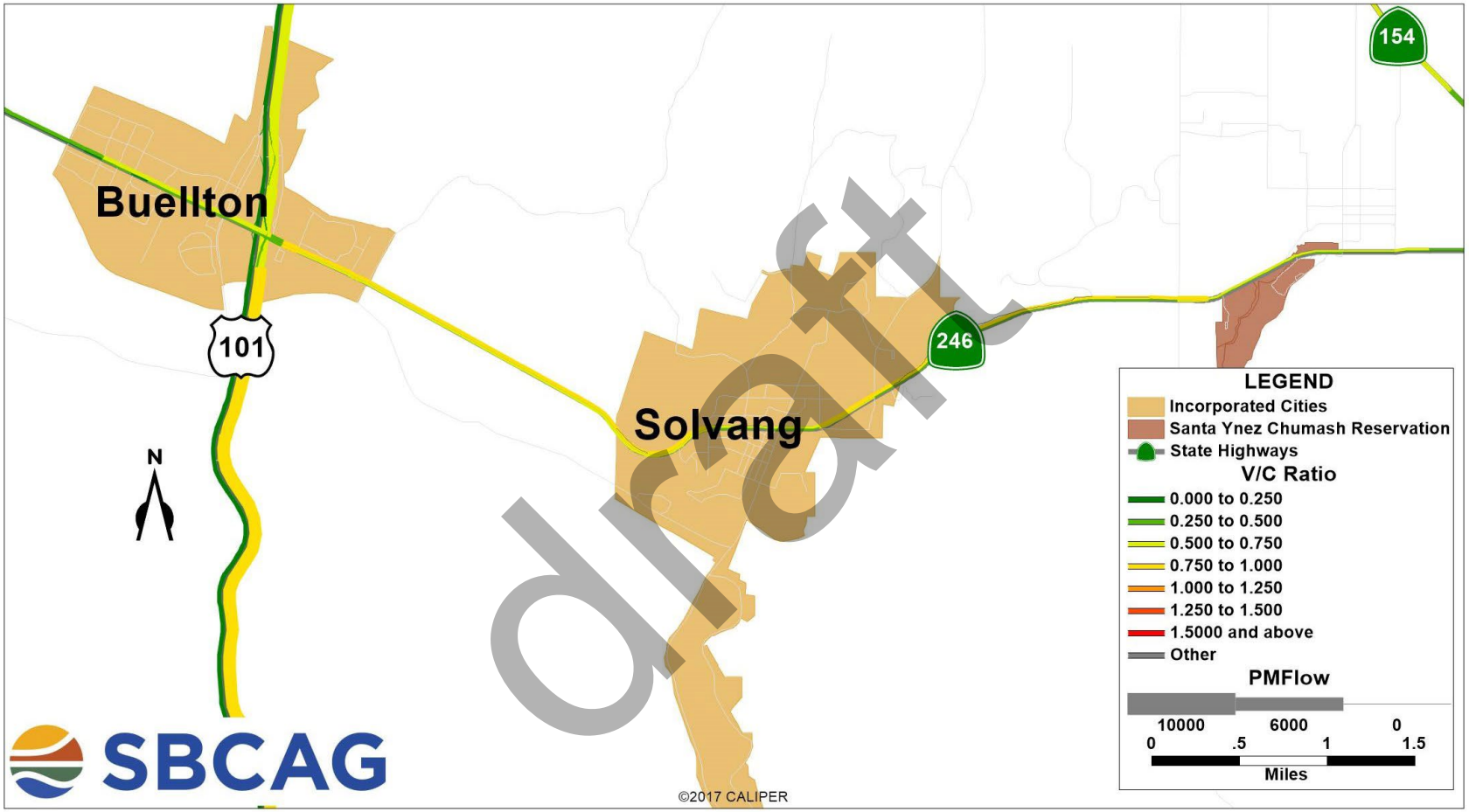


Figure D-26: Year 2050 Business-as-Usual (BAU) P.M. Peak Hour Flows and Congestion – Santa Ynez Valley

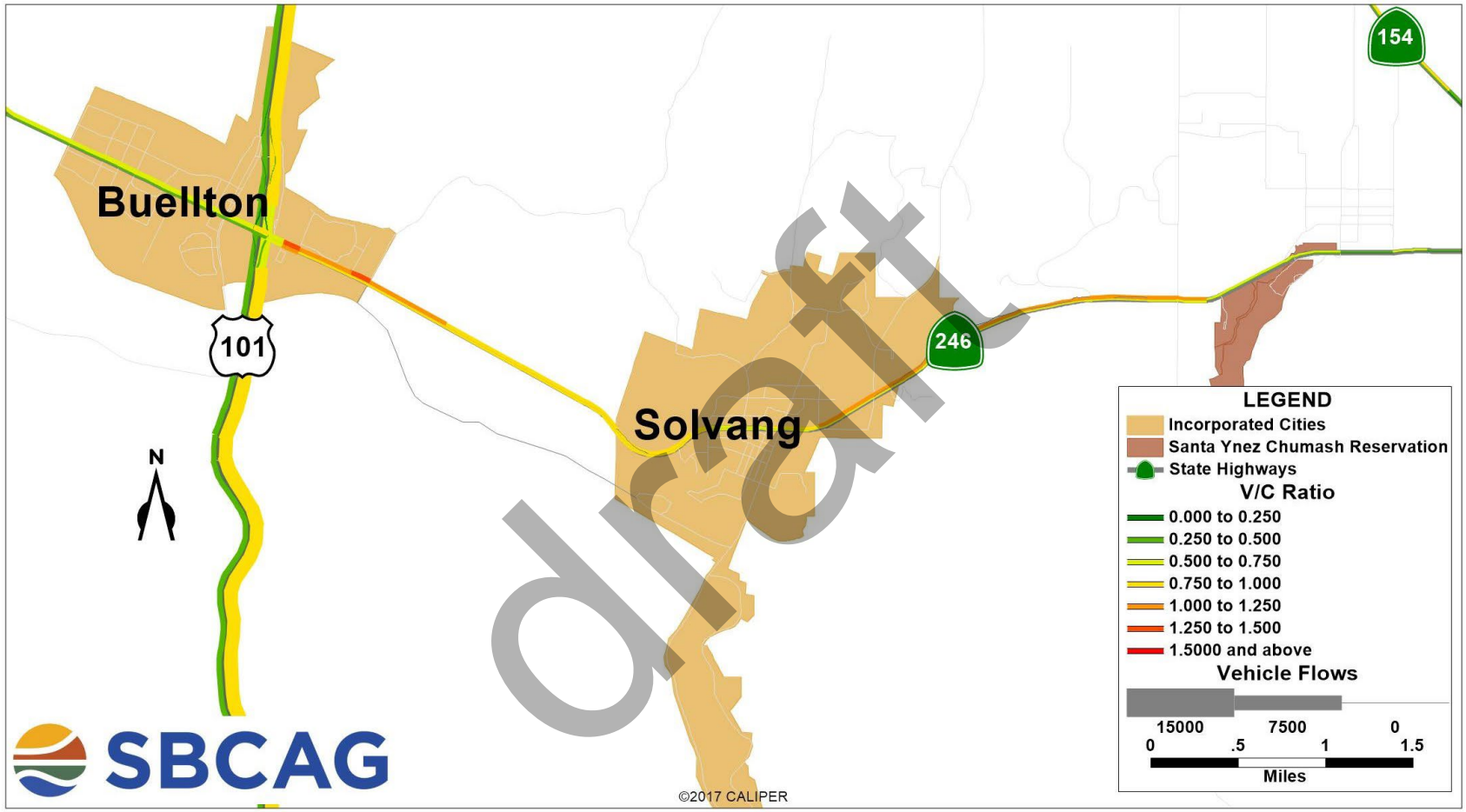


Figure D-27: Year 2050 Sustainable Community Strategy (SCS) P.M. Peak Hour Flows and Congestion – Santa Ynez Valley

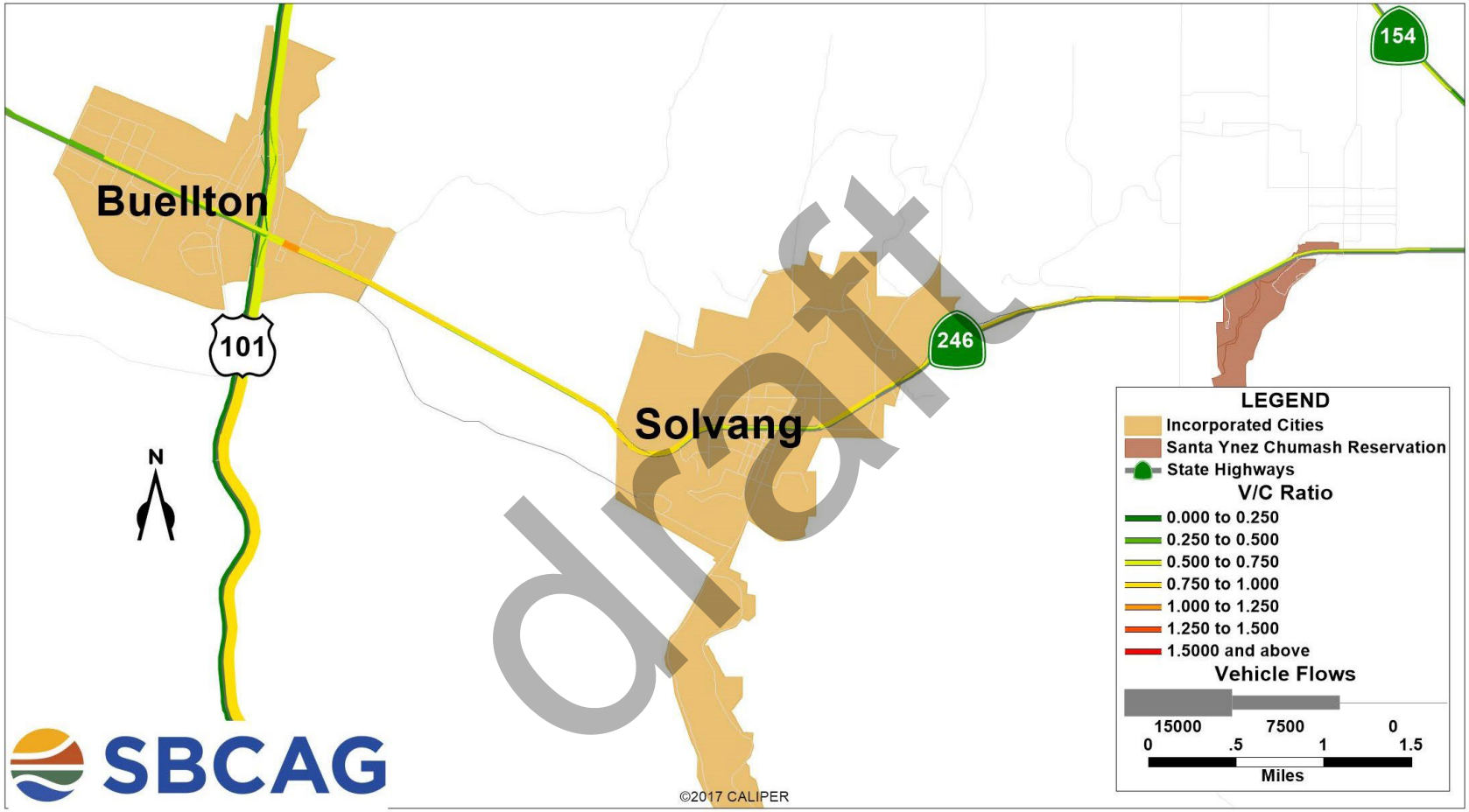
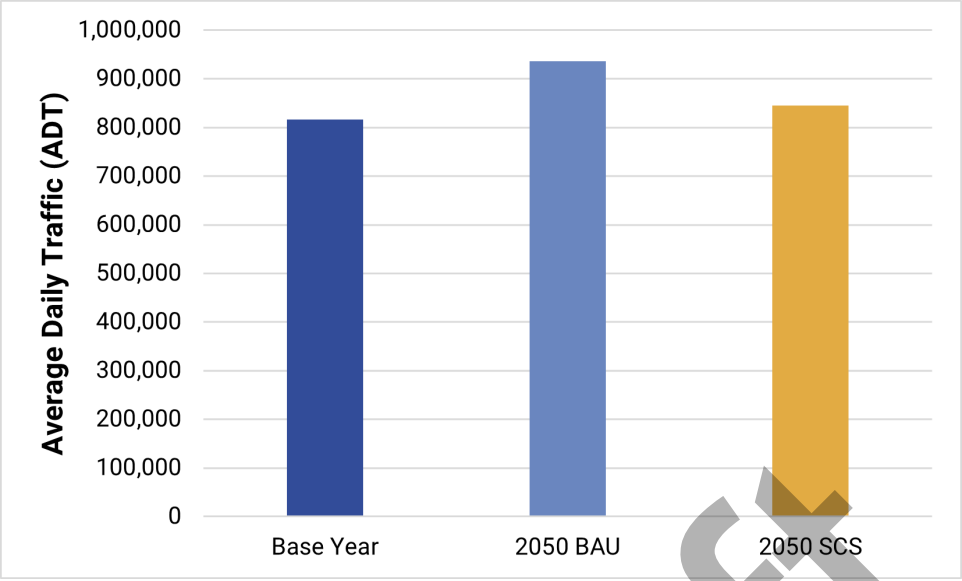


Figure D-28: Traffic Growth on SR 246 in the Santa Ynez Valley



The figures above show that P.M. peak hour flows and congestion would be at capacity on SR 246 by 2050 for the business-as-usual scenario in Buellton east of U.S. 101. Westbound P.M. peak hour flows and congestion would be near capacity through the unincorporated Santa Ynez Valley and Solvang by 2050 for the business-as-usual scenario. As shown in **Figure D-28**, the SCS would reduce P.M. peak hour traffic volumes through the corridor (by approximately 10 percent compared to the BAU scenario).

Congestion Management Strategies

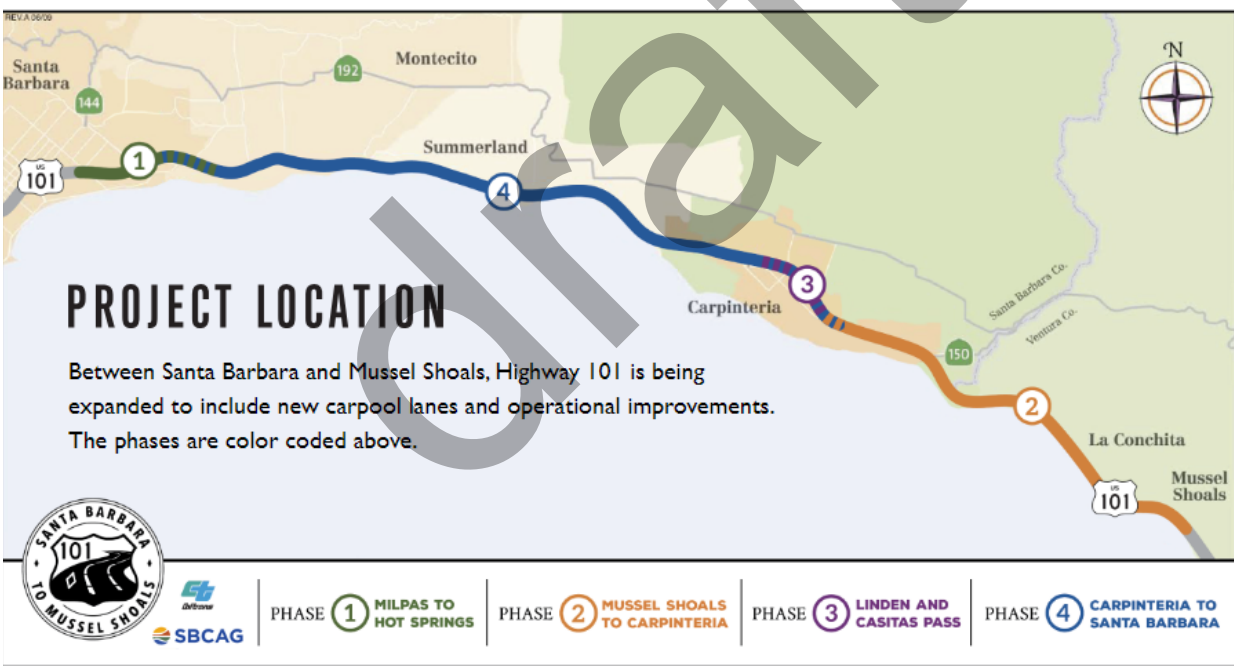
Transportation Systems Management and ITS

Transportation Systems Management (TSM) refers to a category or system of projects designed to maximize the efficiency of the existing transportation network using technology such as Intelligent Transportation Systems (ITS) and Transportation Demand Management (TDM) projects and programs. SBCAG and its local partners have implemented various projects to date, and the 2025 RTP-SCS includes ITS and TDM projects. These are described in more detail below.

Measure A Investment Plan

SBCAG's Measure A prioritizes implementing regional projects throughout Santa Barbara County. The Measure Transportation Investment Plan allocated $140 million to widen U.S. 101 to three lanes in each direction from Montecito to Carpinteria. The added capacity (new lane) in each direction will be a high-occupancy vehicle lane during peak commute times in the mornings and evenings. The Investment Plan also allocates funding towards implementing a peak morning and evening commuter train from Oxnard/Ventura to Santa Barbara/Goleta.[2]

Figure D-29: US 101 Corridor Improvements



The Investment Plan allocates funds for projects in North County as well. The following regional projects include elements of transportation system management and congestion relief:

- U.S. 101-SR 135 (Broadway Interchange)
- U.S. 101-McCoy Interchange (new)

[2] http://www.sbroads.com/lane_train_solutions/

- U.S. 101-Betteravia Rd. Interchange Improvements

The RTP-SCS includes each of the projects listed above and are described in more detail below. These projects incorporate TSM strategies that provide congestion relief in the region.

Table D-7: Measure A Regional Projects Listed in the RTP-SCS

RTP-SCS Project	Lead Agency	Project Description	Status	Completion Year
South Coast 101 Project	SBCAG, Caltrans, Santa Barbara, Carpinteria, County	See Figure H-29	Programmed, Planned	2024-2029
U.S. 101 / SR 135 Interchange Improvements	Santa Maria	Reconstruct overcrossing at U.S.101/SR 135 interchange and ramps.	Planned	2032
U.S. 101 / Betteravia Interchange Improvements	Santa Maria	Phase II improvements will add a U.S. 101 northbound loop on-ramp.	Planned	2033
U.S. 101 / McCoy Interchange Connection	Santa Maria	Provide an additional connection to U.S. 101 at McCoy Lane via a new interchange.	Planned	2035

Local System Management Plans and Corridor Studies

Caltrans, SBCAG, and local partners have worked together to improve the efficiency of the local highway system and regional road network. Examples of recently completed initiatives and studies include:

- In Lompoc, the city adopted the ***Lompoc Streetscape and Multi-Modal Improvement Plan***. The plan provides bicycle and pedestrian improvements along the North H Street-SR 1 and Ocean Avenue-SR 246 corridors, as well as streetscape design and beautification measures. The plan preserves safety and creates a more walkable, multi-modal access and connectivity along its state highways. In addition, the streetscape plan identifies opportunities for new gateways and landscaping improvements while encouraging infill development and revitalization along Lompoc's major transportation corridors.[3]
- In Santa Ynez, SBCAG prepared the ***Santa Ynez Traffic and Circulation and Safety Study***. The study comprehensively assessed and identified current and future circulation and safety improvements for the multimodal transportation system in the Santa Ynez Valley. The study focused on both weekday and weekend peak times, to account for the influx of seasonal tourist traffic. A feature of the study was extensive community outreach to residents and elected officials in the Valley to assist in setting priorities for future projects identified as part of the study. The traffic study was completed in June 2020.

[3] https://www.cityoflompoc.com/government/departments/community-development/lompoc-streetscape-multi-modal-improvements-project

- In Santa Maria, a U.S. 101 San Luis Obispo to Santa Maria Multimodal Corridor Plan was prepared in collaboration between Caltrans District 5, SLOCOG, and SBCAG. The Plan analyzed U.S. 101, SR 227, and local road networks between Santa Maria and Santa Margarita to identify strategies to relieve congestion and improve mobility through the corridor. Goals and strategies identified in the plan sought to make the existing transportation system more efficient, improve multi-modal travel opportunities, and enhance safety. The Plan was completed in Summer 2021.[4]

Intelligent Transportation Systems

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, including:

- The call box systems that are managed by SBCAG along State Routes 1, 101, 154, and 166.
- The County and the Cities of Santa Barbara and Santa Maria have utilized the synchronization of existing traffic signals along major urban arterials to facilitate the flow of traffic.
- Caltrans and the County are using closed circuit television (CCTV) for freeway and intersection monitoring purposes.
- The City of Santa Barbara has implemented traffic signal priority in the upper State Street corridor, which gives emergency vehicles extended green time if necessary during a response event.

SBCAG participated in a collaborative effort with Caltrans and the Federal Highway Administration (FHWA), along with the Metropolitan Planning Organizations (MPOs), Regional Transportation Planning Agencies (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.[5] 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

[4] https://www.slocog.org/programs/highways-streets-roads/us-highway-101

[5] Central Coast ITS Implementation Plan, AMBAG & TransCore, 2007.

resulted in a tri-county regional ITS architecture and a Santa Barbara County ITS architecture for which future ITS projects could be designed from, utilizing principles of systems engineering.

Table D-8 shows the ITS projects that are specifically named in the 2025 RTP-SCS.

Table D-8: ITS Projects in the 2025 RTP-SCS

RTP-SCS Project	Lead Agency	Status	Completion Year
Signal Connectivity	Santa Maria	Planned	2030
Countywide Contactless Integrated Fare System	SBCAG	Planned	2027
Clean Air Express Fleet Technology Upgrades	SBCAG	Planned	2027
Contactless Fare Payment	SBMTD	Ongoing	Ongoing

Transportation Demand Management

SBCAG's Multimodal Programs division is devoted to promoting and encouraging alternatives to driving alone, with the goals of reducing traffic congestion, air pollution, and vehicle miles traveled, as well as improving the quality of life for employees, visitors, and residents of Santa Barbara County. The Multimodal Programs division objectives are:

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

The Multimodal Programs division provides information, assistance, and referrals to people looking for an alternative to driving alone. The division manages the Smart Ride portal, a "one-stop shop" online 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 Multimodal Programs division organizes CycleMAYnia, a month-long celebration that promotes a wide range of bicycle events to highlight the utility of bicycles for commuting and recreation. Lastly, the division has helped several local partners organize Open Streets events in Santa Barbara, Santa Maria, Lompoc, and Buellton.

The transportation demand management projects listed in the 2025 RTP-SCS were sourced from SBCAG. These are listed in **Table D-9**.

Table D-9: TDM Projects in the 2025 RTP-SCS

RTP-SCS Project	Lead Agency	Status	Completion Year
US 101 Widening TDM Program	SBCAG	Programmed	2021-25
Freeway Service Patrol	SBCAG	Ongoing	Ongoing
Carpool and Vanpool Program Support	SBCAG	Planned	2029-2050

Next Steps and Conclusion

The federal congestion management process is continuously implemented in SBCAG's RTP-SCS planning process. Another important component is the continued coordination with Caltrans on the National Highway Performance Program. Together, the on-going performance reporting and project implementation demonstrate the performance-based planning approach of the Connected 2050 RTP-SCS, and significantly reduce congestion, VMT, criteria pollutants, and greenhouse gas emissions in the region. This technical report highlights a path forward to meet the goals and objectives of the Connected 2050 Plan.

Technical Methodology

SBCAG SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS

260 North San Antonio Road, Suite B, Santa Barbara, CA 93110
PHONE: (805) 961-8900 • FAX: (805) 961-8901 • WWW.SBCAG.ORG

TECHNICAL METHODOLOGY FOR ESTIMATING GREENHOUSE GAS EMISSIONS IN THE SUSTAINABLE COMMUNITIES STRATEGY

DRAFT

May 2024

MEMBER AGENCIES:
Buellton • Carpinteria • Goleta • Guadalupe • Lompoc • Santa Barbara
Santa Maria • Solvang • Santa Barbara County

Introduction

This memorandum describes the general approach to estimating greenhouse gas emissions which the Santa Barbara County Association of Governments (SBCAG) will follow in its forthcoming Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS). Government Code §65080(b)(2)(J)(i) provides:

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

In accordance with the requirements of §65080(b)(2)(J)(i), this technical methodology was prepared and will be submitted to the Air Resources Board (ARB) for review. The technical methodology also addresses the steps outlined in CARB's Final Updated Sustainable Communities Strategy Program & Evaluation Guidelines (November 2019) describing CARB's SCS review methodology and is intended to present an approach to SCS preparation that will provide the information needed for CARB's review of the 2025 RTP-SCS. By describing the technical approach to the development of the SCS, this memorandum is also intended to garner the ARB's acceptance and endorsement of the SBCAG approach early in the process.

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

Greenhouse Gas per Capita Targets

The greenhouse gas per capita targets were set for the SBCAG region in 2017. SBCAG demonstrated compliance with these targets in the Connected 2050 RTP-SCS (see Table 1).

SBCAG Region GHG Emissions per Capita Targets and Compliance

	2005	2020	2035
Regional Target (ARB 2017)		-13%	-17%
Connected 2050 SCS (Aug. 2021)	18.77	17.07 (-9%)	15.43 (-17%)
Compliance?		No	Yes

Addressing the 2020 Target and Compliance Issue

Connected 2050 RTP-SCS ARB Evaluation Recommendations

In its review of SBCAG's Connected 2050 RTP-SCS, ARB expressed some concern regarding SBCAG's ability to provide documentation and data to support its finding that the region complied with the 2020 target:

- SBCAG's submittal failed to provide observed data to demonstrate how the strategies in its plan met the 2020 target. Instead, SBCAG provided modeled GHG results for 2020 that did not reflect the unique circumstances surrounding travel in 2020 due to the COVID-19 pandemic. SBCAG should have also provided observed data and identified progress on

measures and strategies utilized to meet the 2020 target, consistent with the 2019 Evaluation Guidelines.

Demonstration of Compliance With 2020 Regional Target

The 2025 RTP-SCS will address the issues discussed in ARB's evaluation. Over the past year, SBCAG has been leading a data collection project in the region, using Replica. Replica provides data about the built environment and how people interact with it. Replica uses a diverse set of third-party data from public and private-sector sources. These sources include mobile location data, consumer/resident data, built environment data, economic activity data, and ground truth data. The work with Replica is a one-year big data pilot project with shared access provided to our local jurisdictions. The application is being utilized to determine how transportation and planning datasets can be utilized at the local and regional levels to inform the public and decision-makers. In developing the 2025 RTP-SCS activity estimates for the year 2020, SBCAG staff can pull data from Replica or the HPMS and run through EMFAC to determine a more accurate estimate of compliance with the regional GHG emissions target. It should be noted that 2021 and 2022 data is also available in Replica, so ongoing progress can be monitored using datasets over time.

The tables below show VMT pulled from the public road data in the Caltrans Highway Performance Monitoring System. Attachment 1 shows a chart illustrating average weekly residential VMT estimates for the region from July 2019 through July 2023 from Replica the Replica dataset.

Santa Barbara County VMT Estimates: 2019 - 2021

Countywide VMT (1k miles)	YEAR		
	2019	2020	2021
CA Public Road Data (HPMS)	10,140	8,600	8,915
% Annual Change	-	-15.2%	-12.1%
Replica Dataset*	n/a	8,118	9,341

A preliminary analysis was performed to determine compliance with the regional GHG emissions target in 2020. The following planning assumptions were used:

- CA Public Road Data VMT estimate.
- Removal of external-to-external VMT, in line with ARB recommendations. The SBCAG model shows 6,064 external trips through the region, with an average trip length of 90 miles. The external-to-external VMT in 2020 equals approximately 545,800.

The worksheets and preliminary analysis are included as Attachment 2. The table below shows the results of the preliminary analysis.

Compliance With 2020 Regional GHG Target (w/ Data)

	2005	2020 (Observed)	% Change from 2005
PV CO_2 Emissions	3,918	3,268	-17%
PV CO_2 per Capita	18.77	14.18	-24%
		Met Target (-13%)?	**YES**

RTP-SCS Analysis Years

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

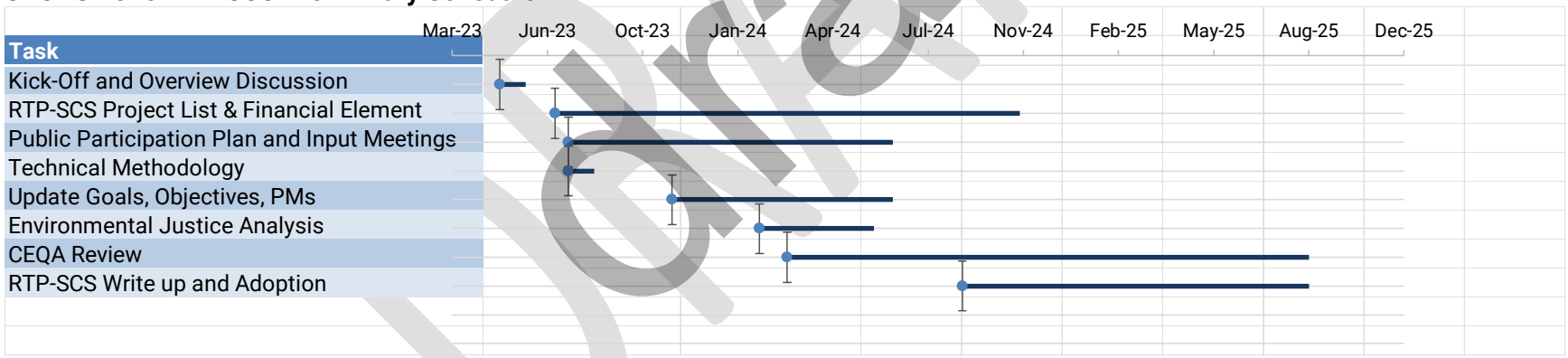
SBCAG RTP-SCS Analysis Years

Year	Purpose
2005	Base Year for SB 375 GHG emission reduction target setting
2015	Base Year for RTP/SCS (no changes from prior RTP-SCS)
2020	SB 375 GHG Emission Reduction Target: Determine compliance with regional target using observed transportation data and other planning data tools.
2035	SB 375 GHG Emission Reduction Target
2050	RTP/SCS Horizon Year

Schedule

The schedule for the 2025 RTP-SCS is shown in the table below.

SBCAG 2025 RTP-SCS Preliminary Schedule



Overview of Existing Conditions

Since the adoption of the Connected 2050 RTP-SCS in August 2021, the Santa Barbara County region continues to experience and adapt to the new normal conditions reverberating from the COVID-19 pandemic. These conditions include declining ridership and funding opportunities for our transit operators and declining tax revenues for some of our local jurisdictions. Residents are also experiencing some of the highest home values and rents in the state. Our local jurisdictions have been working to address their Housing Elements to be able to accommodate their local housing needs, in line with state requirements.

Key transportation projects completed since 2021 include:

- US 101 HOV lanes - Carpinteria to Padaro Lane segment, bridge upgrades, and bike lane sidewalk improvements.
- Santa Claus Lane Bike Path
- Modoc-Las Positas Bike Path

The following plans have been approved since 2021:

- Regional Early Action Plan (REAP): SBCAG awarded funding to seven transformative housing and sustainable transportation projects using funds from the Regional Early Action Plan (REAP) 2.0 program. The state approved SBCAG's application for REAP funds in August 2023. The projects that were selected for funding include:
    - City of Santa Maria Downtown Revitalization Infrastructure Improvements ($2.5 million)
    - Permit Ready Accessory Dwelling Unit Program: City of Lompoc ($450,000)
    - Prototype 3D Printed Affordable Home House: Housing Trust Fund of Santa Barbara ($375,000)
    - Santa Barbara County Active Transportation Data Dashboard: UC Santa Barbara ($525,538)
    - Jacaranda Court Project: Housing Authority of City of Santa Barbara ($395,000)
    - San Jose Creek Multipurpose Path: City of Goleta ($734,933)
    - EV Charging Infrastructure and Alternative Transit Incentives for Perkins Place Project: Housing Authority of County of Santa Barbara ($275,000)
- County of Santa Barbara Active Transportation Plan (2023)
- Local jurisdictions' Housing Element updates to comply with the sixth cycle state Housing Element update (pending)
- County of Santa Barbara Draft 2030 Climate Action Plan (pending)

New mobility services implemented include:

- City of Santa Barbara Bike Share Pilot Program
- Metropolitan Transit District (SBMTD) Goleta area Microtransit Pilot Project (pending)

Population and Employment Growth Forecasts

The 2025 RTP-SCS will utilize the population and employment growth forecasts contained in the Regional Growth Forecast 2050 document. These are the same forecasts that were used in the previous RTP-SCS (Connected 2050). For comparison purposes, the demographic forecasts for each of the prior RTP-SCS cycles are shown in the table below.

Demographic Forecasts Comparison

Regional Growth	Fast Forward 2040 RTP-SCS (2017)	Connected 2050 RTP-SCS (2021)
Population		
Base Year (2010/2015)	423,800	443,300
2035	507,500	501,500
Housing		
Base Year (2010/2015)	142,100	144,870
2035	177,400	173,100
Employment		
Base Year (2010/2015)	197,400	213,700
2035	250,000	250,380

SBCAG staff will be working with the same default variables and control totals generated from the Connected 2050 RTP-SCS (2021) to project future alternative land use patterns and scenarios. The land uses and capacity assumptions were reviewed by local planning staff during the development of the last RTP-SCS and the development of the Regional Housing Needs Allocation (RHNA) Plan 2023-2031. It is noted that adopted General Plans, not the RTP-SCS, determine allowable land uses and actual available land use capacity in each jurisdiction. The table shown in Attachment 3 detail the residential land use capacities (by jurisdiction) assumed in SBCAG's land use model along with the household demand forecast from the RGF 2019. These will be retained for this 2025 RTP-SCS.

Quantification Approaches

Calculating RTP-SCS strategies

The transportation and land use strategies in the RTP-SCS will be quantified almost entirely within the regional travel demand model. Quantification of off-model strategies will also be required, including active transportation infrastructure, telecommuting-remote work, and vanpool programs.

At the direction of ARB staff, and to align with the upcoming SCS evaluation Guidelines, the electric vehicle public charging infrastructure strategy has been removed. This strategy was included in the Connected 2050 RTP-SCS off-model calculations and is noted here for the record.

The RTP-SCS strategies that will be incorporated into the Plan and quantified are shown in the table below.

SBCAG RTP-SCS Strategies and Quantification Approaches

RTP-SCS Strategy	Quantification Approach
Land Use and Housing	
Transit Oriented, Infill, Mixed-Use Units in South Coast Increase Commercial and Employment in North County	SBCAG RTDM & Land Use Model SBCAG RTDM & Land Use Model
Transportation Network and Infrastructure	
Transit Capital Active Transportation Infrastructure Telecommuting / Remote Work New commuter and agricultural worker vanpools	SBCAG RTDM Off-model Off-model Off-model
EVs, Charging Infrastructure	
EV Public Charging Infrastructure	Removed

Inter-Regional and External Travel

Assumptions regarding inter-regional will occur within the SBCAG regional travel demand model. For additional information, please refer to the 2021 *SBCAG Land Use and Travel Model Development Final Report*.

In order to determine external-to-external travel, SBCAG staff are relying on the data available within Replica. Only one major freeway allows travelers to traverse the region, U.S. 101. Replica allows for an analysis of pass-through trips for various geographic regions at the network link level. SBCAG obtained 2019 pass-through trip estimates for the north and south ends of the U.S. 101 from Replica. The analysis was conducted for auto-passenger vehicles only. The results of the pass-through study are shown below.

Santa Barbara County Pass-Through Trips (2019)

Location	Daily total (NB)	Daily total (SB)	Total
U.S. 101 @ San Luis Obispo-SB County line	4,100	4,300	8,400
U.S. 101 @ Ventura-SB County line	4,200	4,180	8,380

The underlying planning assumptions for the external trips and VMT analysis are shown in the table below.

RTP-SCS External Trips and VMT Planning Assumptions

Scenario	Trips	Avg. Trip Length	VMT
Base Year	8,400 passenger vehicles	90.0 miles	756,000
Future Year scenarios	Determine VMT growth factor for the 2035 and 2050 BAU scenario and apply to the external VMT.		

EMFAC Emissions Model

In its letter dated February 5, 2024, CARB staff included the following comment:

- The draft TM provides that SBCAG will use EMFAC 2014, the same model version used in the 2021 SCS, to process travel model outputs into GHG emissions but does not identify whether and what adjustment factor value would be applied.

SBCAG staff will utilize the California Air Resources Board's 2014 Emission Factors (EMFAC) model to estimate the RTP-SCS Plan's greenhouse emissions. The greenhouse gas emissions will be represented as tons of carbon dioxide (CO_2) per day. In addition, SBCAG will use the EMFAC adjustment to the percent reduction in CO2 per capita methodology developed by CARB. The adjustment for SBCAG is a +0.2% per capita reduction for 2020 and a +0.8% per capita reduction for 2035.

Land Use/Travel Demand Modeling

SBCAG staff has added contextual language from the 2021 Model Report in response to CARB staff comments from the February 5, 2024 letter. The CARB staff comments are shown here:

- The draft TM also notes that the model, as calibrated today, relies on the 2001 Caltrans Household Survey to capture Santa Barbara County travel behavior. Additionally, the travel model documentation suggests that many other variables and components of the travel demand model, such as demographics and the highway network, are calibrated to 2010 data. Because the data used to calibrate the model is significantly out of date, SBCAG needs to demonstrate that the model accurately reflects current travel behavior or recalibrate and validate the model. As noted in the 2024 Regional Transportation Planning Guidelines for Metropolitan Planning Organizations, U.S. DOT and U.S. EPA suggest every component of a travel demand model be validated. This is important to ensuring the GHG emissions reductions coming from the RTP/SCS strategies are accurate.
  Suggested Remedy: Please revise the draft TM to demonstrate that the model accurately reflects current travel behavior.

Current Status

SBCAG currently maintains a countywide regional travel demand model that runs on the TransCAD platform. Staff applies and maintains the model in-house and works in close cooperation with State, regional, and local agencies to forecast traffic growth, assess demand for transportation infrastructure improvements, and evaluate corridor alignment alternatives.

The SBCAG model is a hybrid travel demand model that combines activity-based population synthesis and then performs the following modeling steps: trip generation, trip distribution, mode choice, time-of-day, and assignment.

For the model update, TAZs and demographics data were developed based on ACS block group 2012-2016 demographics data, 2015 InfoUSA employment data, ACS Public Use Micro Sample (PUMS) data and 2015 Longitudinal Employment Dynamics (LEHD) data. The number of TAZs in the model was expanded from 1188 to 1202 zones.

Updated highway and transit networks were created for the 2015 base year model. Some centroids and connectors were changed to reflect the updated 1202 zone system. A "master network" concept was implemented for the networks which allowed the use of single datasets that include both base and future year highway and transit geography and attributes. Times, speeds, capacities, and other network attributes were re-estimated for the model update. TAZ-to-TAZ highway and transit network skims were estimated from the networks. For the highway networks, path minimization was based upon generalized cost with both a cost per mile and travel

time component. Transit skims were based on the TransCAD Pathfinder method, which minimizes transit generalized cost and combines transit paths with similar costs.

One of the unique features of the travel model is that the first step of the model, trip generation, models individual persons and households within the county. Population synthesis is used to generate persons and households similarly to the process in activity-based models. An auto ownership model was then estimated for each individual household based on the household size and included 4Ds variables. The main sources for the estimation of the model structures and parameters are the ACS PUMS data, the 2012 California Household Travel Survey (CHTS), and the 2017 National Household Transportation Survey (NHTS)

Trip productions by trip purposes are then estimated for the individual persons based upon person trip rates. For trip attractions, land-use-based trip rates are derived from local city attraction models within the county. Trips from trip generation were then split into peak and off-peak period trips. Distribution and mode choice models were then estimated separately by peak and off-peak periods.

From trip generation, the trips are aggregated by TAZ, and aggregate destination choice and gravity models are applied. Destination choice models were estimated for home-based (HBW), home-based shopping (HBShop), and home-based other (HBOther) trip purposes, and gravity models were estimated and applied for home-based school (HBSchool), non-home-based work (NHBW), and non-home-based other (NHBOther) trip purposes. The destination choice models included 4Ds variables as part of the parameter list.

For the mode choice model, nested logit choice models were estimated for each trip purpose and the peak and off-peak periods. The model parameters were estimated using the CHTS and included 4Ds variables in the model parameters. The modes estimated are Auto, Shared Ride, Transit, Walk, and Bike. Mode choice target shares used for calibration were updated using the combined CHTS and NHTS survey.

From the peak and off-peak mode choice models, the time-of-day models further split up the trips into 7 distinct time periods: AM, Late AM, Lunch, Early PM, PM, Evening, Late Evening, and Night. Trip diurnal factors by trip purpose were initially developed from the 2001 CHTS and updated using the blended 2012 CHTS and 2017 NHTS. Walk, Bike, and Transit trip matrices were also extracted from the mode choice models.

Drive-alone and shared-ride trips were then assigned by time period to the highway network. The assignment method used was N-Conjugate User Equilibrium, and the assignments were run to a relative gap of 1e-4. Peak and off-peak transit trips were assigned to the transit networks, and the walk and bike matrices were assigned to the walk and bike networks respectively. For more details, please refer to the SBCAG Model Update Final Report, September 2021.

Model Runs for RTP-SCS

In its letter dated February 5, 2024, CARB staff included the following comment:

- The draft TM states that no changes to the demographic forecast are being made for this RTP-SCS and that no new inputs or data sets will be incorporated into the RTP-SCS. CARB staff interpret this as no new modeling will be done and the information and data that

SBCAG provided from the travel demand model for the 2021 RTP-SCS submittal is what will be provided to CARB for the 2025 RTP-SCS submittal. It is unclear how the 2025 RTP-SCS will utilize the most recent planning assumptions, as required by SB 375. The base year is 2015, which will be a decade old at the time of adoption. CARB staff are concerned that land use, housing, and transportation projects that have been built since 2015 should now be more accurately reflected in the base year rather than as part of the growth forecast. Similarly, the draft TM summarizes the key transportation projects, land use plans, local housing element updates, and new mobility services implemented since 2021, but it is unclear how these will be reflected in the base year.
Suggested Remedy: Please revise the draft TM to include more detail about how the most recent information and planning assumptions, as required by SB 375, will be considered and whether new modeling will occur.

The SBCAG regional travel demand model base year has been adjusted upwards to 2019 for this cycle to account for more current highway and arterial road conditions, as well as transit ridership trends. Concurrently, the land use planning and demographic assumptions developed in the 2019 Regional Growth Forecast are preserved to maintain consistency with our local jurisdictions' Housing Elements, which have opted to follow the recommendations set forth in the 8-year RHNA Plan.

The base year adjustment included conflating Replica data at the network link level in the SBCAG model. Quality control spot checks were carried out at link locations where Caltrans and local counts were available. SBCAG staff obtained transit ridership data and calibrated the model to represent the transit network to reflect accurate usage of the transit network systems countywide. The model was run using the 2020 demographic information from the Regional Growth Forecast. This, updated base year model represents the most current and up-to-date "pre-pandemic" snapshot of the region's transportation and land use patterns.

Sensitivity Tests

SBCAG is committed to providing any sensitivity tests for this Plan update to ARB staff as needed. Several sensitivity tests have been completed for the SBCAG RTDM, for more information please refer to the *SBCAG Land Use and Travel Demand Model Final Report*, pp. 207-209.

Induced Demand

Connected 2050 RTP-SCS ARB Evaluation Recommendations

ARB included the following input in their evaluation of the SBCAG Connected 2050 RTP-SCS:

- The 2021 SCS includes two major roadway capacity expansion projects that will add new passing lanes on highway segments in Santa Barbara County on State Route 246 and add HOV lanes on the U.S. 101 Freeway between Carpinteria and Santa Barbara. Though the fraction of lane miles is relatively small, it will be important for the region to account for the impacts of these project types on VMT over time, so that planning for strategies does not fall short of need. Capacity expansion projects, especially those that are counter to the long-term vision for accommodating new growth, increase VMT, and work against achieving the State's climate and air quality goals. As part of its SCS submittal, SBCAG should have conducted an analysis of the anticipated long-term effects on VMT due to the roadway capacity expansion projects within the SCS. However, SBCAG did not provide any

quantitative analysis of long-term induced travel and associated VMT and GHG estimates. As a result, CARB staff has concerns regarding the roadway expansion projects in the region and their long-term impacts on VMT.

- Analyze Induced Travel: SBCAG did not provide induced travel analysis. CARB staff strongly recommends that SBCAG explore methods that can analyze the long-term induced travel of road expansion more thoroughly in future SCSs, using integrated land use and travel demand model that captures the change in transportation investments or neighborhood changes (residential and employment locations). Further, this will improve the capability to analyze the impact of land use policies such as smart growth strategies, transit-oriented development, and bike/pedestrian-friendly developments on travel.

ARB staff noted each of the capacity expansion projects in the SBCAG region; the 101 HOV Lanes project on the South Coast and the Route 246 Passing Lanes project in the unincorporated area of Lompoc Valley. These are the only projects in the SBCAG region with the potential to add roadway capacity. No new roads are being proposed and no new general-purpose lanes will be included in the 2025 RTP-SCS project list other than the two projects listed above.

Attachment 4 includes a qualitative review of induced travel demand that was included as part of the final revised EIR for the 101 HOV Lanes project. Caltrans and SBCAG staff have concluded that, based on a thorough review of academic literature and analysis of observed ground data, implementation of the project would not result in induced demand.

If the Route 246 Passing Lanes project is added to the RTP project list in this RTP cycle, an analysis of potential induced travel demand will be included in the RTP-SCS. As of this writing, the project is included in SBCAG's Measure A Ordinance but is on the Illustrative project list.

In its letter dated February 5, 2024, CARB staff included the following comment:

- The draft TM notes two projects in the region with the potential to add roadway capacity: the 101 HOV Lanes on the South Coast and the Route 246 Passing Lanes project in the unincorporated area of Lompoc Valley. The draft TM notes that the Route 246 Passing Lanes project is not currently in the 2021 RTP-SCS but will be analyzed for induced travel demand if it is included in the 2025 RTP-SCS. However, the draft TM does not describe the methodology that would be used for analyzing induced travel demand.

  The draft TM notes that qualitative induced travel demand analysis was completed for the 101 HOV Lanes project and Attachment 4 of the draft TM describes the process and findings. SBCAG concluded the impact of induced travel would be less than significant. However less than significant does not mean there is no increase in vehicle travel or greenhouse gas emissions. A quantitative analysis of long-term induced travel is needed as part of SBCAG's SB 375 GHG emissions quantification. CARB's evaluation of the 2021 RTP-SCS also mentions this.

  Suggested Remedy: Please revise the draft TM to include the quantitative methodology that will be used to analyze long-term induced demand for both (and any) roadway capacity increasing project in the 2025 RTP-SCS.

Within the SBCAG model, short-term induced demand is reflected. Induced demand will be shown within the mode choice, trip distribution, and assignment models for the 101 HOV Lanes project. For example, as the 101 HOV Lanes project decreases travel times in the corridor that it serves, the trip distribution model will add more trips to that corridor as destinations become more attractive. For the mode choice model, the improved travel times of the auto mode (especially the HOV times which are explicitly modeled) will add shares to both the SOV and HOV modes at the expense of the alternative (e.g. transit) modes. In assignment, more trips will go onto 101 due to the improved travel times at the expense of alternative route paths (where they exist).

It should be noted that there is currently no guidance in the SCS Evaluation Guidelines or RTP Guidelines for quantifying long-term induced demand other than footnotes and references to academic studies. On this note, SBCAG staff consulted with CARB staff and received updated guidance on a methodology to calculate induced long-term demand for the RTP-SCS. Attachment 4b describes the methodology that will be used by SBCAG to derive long-term induced demand from the RTP-SCS. This includes determining short-term induced demand by running a sensitivity analysis using the regional model and also determining the number of lane miles and the net new lane miles increase for Class 2 facilities (freeways and expressways) and Class 3 facilities (other Principal arterials). Any long-term induced demand VMT will be added to the total VMT for the purposes of quantifying GHG emissions.

Transportation Network Companies and Autonomous Vehicles

In its letter dated February 5, 2024, CARB staff included the following comment:

- Please include what assumptions are being made about transportation network companies and autonomous vehicles in the 2025 RTP-SCS and the travel demand model.

No planning assumptions were made regarding transportation network companies or autonomous vehicles in the SBCAG model because there was little to no data available on these factors in the 2012 CHTS and 2017 NHTS. As stated above, some of our local jurisdictions have implemented local bike share programs, but SBCAG has no plans or programs to work with TNCs or autonomous vehicles at this time.

Auto Operating Costs

In its letter dated February 5, 2024, CARB staff included the following comment:

- The draft TM does not provide the method for calculating AOC or values that will be used for the 2025 RTP-SCS. CARB staff would like to see AOC calculations that reflect the latest information on fleet mix and fuel efficiency.
  Suggested Remedy: Please revise the draft TM to include the AOC values that will be used, including data sources and calculation steps consistent with the SCS evaluation guidelines, prior to the draft 2025 RTP-SCS public release and share revisions with CARB staff for verification.

Auto operating costs are modeled in the skimming, and mode choice steps of the model. With skimming, closer destinations are chosen if operating costs are higher. In mode choice, high auto operating costs discourage auto travel and encourage alternative modes (such as transit, bike,

and walk). In the prior cycle, a sensitivity test was conducted to gauge the effect of doubling auto operating costs, which resulted in a reduction of the auto share.[1]

For this RTP-SCS cycle, SBCAG will utilize the CARB AOC calculator developed for the SCS Evaluation Guidelines. SBCAG staff will work with CARB staff to ensure that the most current spreadsheet model is available and incorporate the AOC into the SBCAG model. The auto-operating cost values from the current draft CARB calculator are shown in Attachment 5.

List of Exogenous Variables and Assumptions in RTP-SCS

In its letter dated February 5, 2024, CARB staff included the following comment:

- The draft TM notes that exogenous factors are not being provided for the 2025 RTP-SCS because SBCAG is not subject to CARB's incremental progress analysis, per the SCS evaluation guidelines. However, consistent with the SCS evaluation guidelines beginning on page 7 of the appendices, MPOs need to commit to assumptions to the extent known and available. While they will not be used as part of the incremental progress reporting component of the SCS evaluation process for SBCAG, these are important for the travel model results.
  Suggested Remedy: Please revise the draft TM to include the values and details for CARB staff review prior to the draft 2025 RTP-SCS public release and share revisions with CARB staff for our verification.

The exogenous variables and assumptions have been compiled in the technical methodology for reference in Attachment 6.

Per Capita GHG Emissions from Prior RTP-SCS

The incremental progress analysis is not required for the SBCAG region, therefore an analysis of the prior per capita GHG emissions will not be included.

Off-Model Strategies

SBCAG's 2025 RTP-SCS will include an analysis of several transportation network strategies and electric vehicle charging infrastructure that cannot be measured in the SBCAG Regional Travel Demand Model. SBCAG will rely primarily on the literature put out by ARB (SCS Evaluation Guidelines Appendix E) to quantify estimates of GHG reductions. In some cases, the Plan will build off of assumptions that were developed in the Connected 2050 RTP-SCS. Each of the strategies is discussed in more detail below.

Active Transportation Infrastructure

The SBCAG region has been successful in obtaining Active Transportation Program funds for projects. This, in turn, requires staff to identify a method to quantify VMT reduction in the RTP-SCS for active transportation projects. The methodology proposes to utilize that contained in the ARB Guidelines by:

- Calculating the number of new lane miles in the RTP.
- Measure elasticity by classifying areas adjacent to new infrastructure as "medium-sized" when calculating the % increase in commuting.

[1] SBCAG Model Report, Table 63.

- Use the SBCAG Regional Travel Demand Model to determine HBW vehicle trips and average trip lengths occurring in the region and/or traffic analysis zone adjacent to new infrastructure.
- Calculate mode shift from autos to bike and walk using the equation listed in the ARB methodology and Attachment 3.
- Obtain displaced auto CO2 emission rates from the current version of EMFAC (2021).

A sample spreadsheet showing the quantification method for the off-model active transportation infrastructure is shown in Attachment 6. It is noted that this is a new strategy for this RTP-SCS cycle.

It is noted that the SBCAG regional travel demand model does estimate bicycle trips and miles traveled, however, as is the case with most regional travel demand models, it most likely does not capture the full range of mode shift at the project (micro) level. In order to ensure that bicycle trips and miles traveled are not being double-counted using this off-model method, SBCAG staff may conduct a sensitivity analysis or select zone analysis to determine the % of new bicycle trips and miles traveled specific to the model year and scenario and compare with the off-model method.

Telecommuting/Remote Work

Connected 2050 RTP-SCS ARB Evaluation Recommendations

ARB made the following recommendation on the telecommute/remote work off-model estimates in the Connected 2050 RTP-SCS:

- *Improve Supporting Actions to Achieve the Estimated Telecommute/Remote Work Strategy GHG Benefit Estimates*. SBCAG includes ambitious assumptions about the GHG benefits that may come from increased telecommuting/remote work in the region. SBCAG assumes that for eligible work sectors, 50 to 80 percent of eligible employees would opt into a telework program and work from home two to four days per week, which is the equivalent of increasing its telecommuting population from six percent in 2019 to 26 percent in 2035. To achieve these ambitious levels, SBCAG could consider how it will support growing the region's existing level of participation by developing a strategic implementation plan and/or a regional TDM ordinance that requires employers to implement, monitor, and report on telecommuting within the region.

Current Data

As discussed above in the **Demonstrating Compliance with the 2020 Target** section, SBCAG has been using the Replica data tool to examine the region's existing transportation and demographic trends. One of the datasets included in Replica is "Work-From-Home" for residents and workers. The table below shows some of the data from the Replica dataset for Santa Barbara County workers.

Santa Barbara County Workers Working-From-Home Trends: Replica Data

Q4 Average	2019	2021	2022
Worked from home	10,024	26,621	25,512
Worked in-person	155,949	142,011	143,276
% worked at home	6.0%	15.8%	15.1%

Methodology

SBCAG can utilize the Replica observed data and the ARB methodology to more fully quantify telecommuting and remote work patterns across the region. The off-model calculation will be refined for the 2025 RTP-SCS cycle to incorporate the dataset from Replica and the methodology identified in the ARB SCS Evaluation Guidelines as shown below:

- Calculate the average home-based work trip length from the SBCAG model.
- Estimate the number of telecommuters working from home.
- Estimate the number of trips reduced (*2).
- Obtain displaced auto emission rates using the current version of EMFAC (2021)

Note that observed data for the "rebound effect" (i.e. discretionary trips) for the SBCAG region is not available. However, CARB staff has encouraged SBCAG to make assumptions regarding discretionary trip-making for those working from home throughout the day. SBCAG will query the regional model to determine trip-generation during the mid-day hours for home-based other trips for the telecommuters (for example, determining a percentage of the telecommuters making a trip and the average trip length). Staff can then compare the regional model output query with the off-model result and determine the extent to which the regional model is sensitive to active transportation infrastructure. This hybrid approach can inform SBCAG on future regional plan updates as well. We would encourage to continue to keep SBCAG and all MPOs updated on any studies available on the rebound effect as they become available. More detailed information on the quantification method is shown in Attachment 6.

Agricultural Worker Vanpool Program

SBCAG is a member of the CalVans Board, which administers vanpool programs around the state as a Joint Powers Authority. There are currently 99 vanpools operating in the Santa Barbara County region, the vast majority of them being used to transport farmworkers to and from job sites. Santa Barbara County is a thriving agricultural region and growth trends for the vanpool program is tied to specific employment sector growth trends in the SBCAG Regional Growth Forecast. The RGF forecasts farm labor to increase by 8% out to the year 2035.

In developing the off-model methodology for this strategy, SBCAG relied on the ARB methodology listed in the SCS Evaluation Guidelines, plus survey provided by CalVans, which showed diversion rates for new vanpool riders that used to drive and the rates at which new vanpool riders were unlicensed drivers. The survey information from CalVans and the quantification methodology is summarized in Attachment 6. It is noted that the methodology and factors remain the same as was assumed in the Connected 2050 RTP-SCS (no change).

Other Data Collection Efforts

SBCAG Regional Data Platform

SBCAG's Regional Data Platform was developed during the development of the Connected 2050 RTP-SCS. It is a web-based tool that enables the public to learn more about SBCAG's current plans and programs in a spatial environment. The webpage can be accessed by clicking this link. Information posted to the data platform is summarized in the table below.

SBCAG Regional Data Platform Portal Pages

Portal Page	Data Available
Transit and Land Use	AB 2097, Transit Priority Areas, Transit Priority Projects
Airport Land Use Compatibility Plans	Link to download Plans, Safety zones, and noise contours for local airports
Environmental Justice	Description and geographies for SBCAG's Communities of Concern
RTP-SCS Metrics	Tracks some key metrics identified in the RTP-SCS including; population, employment, journey-to-work, mode share, and VMT
Active Transportation Program Funded Projects	Interactive map of active transportation projects in Santa Barbara County funded with state ATP grants
Measure A Projects	Interactive map of projects in Santa Barbara using regional Measure A funding
Housing & RHNA	Info regarding the 6th cycle RHNA process
Census Geographies	Info regarding changes to the 2020 Census urban tracts and boundaries
Average Annual Daily Traffic	2022 AADT map for Santa Barbara County (source: Replica)

Regional Bike Count Program Assessment

SBCAG worked with the local jurisdictions to determine if any existing count programs were being conducted to determine bicycle volumes on local roadways. Overall findings determined that these counts were not being regularly completed. This item resulted in the development of a REAP application to develop an Active Transportation Data Dashboard. The program will be developed by the GIS department at the University of California Santa Barbara.

Planner's Desk Reference

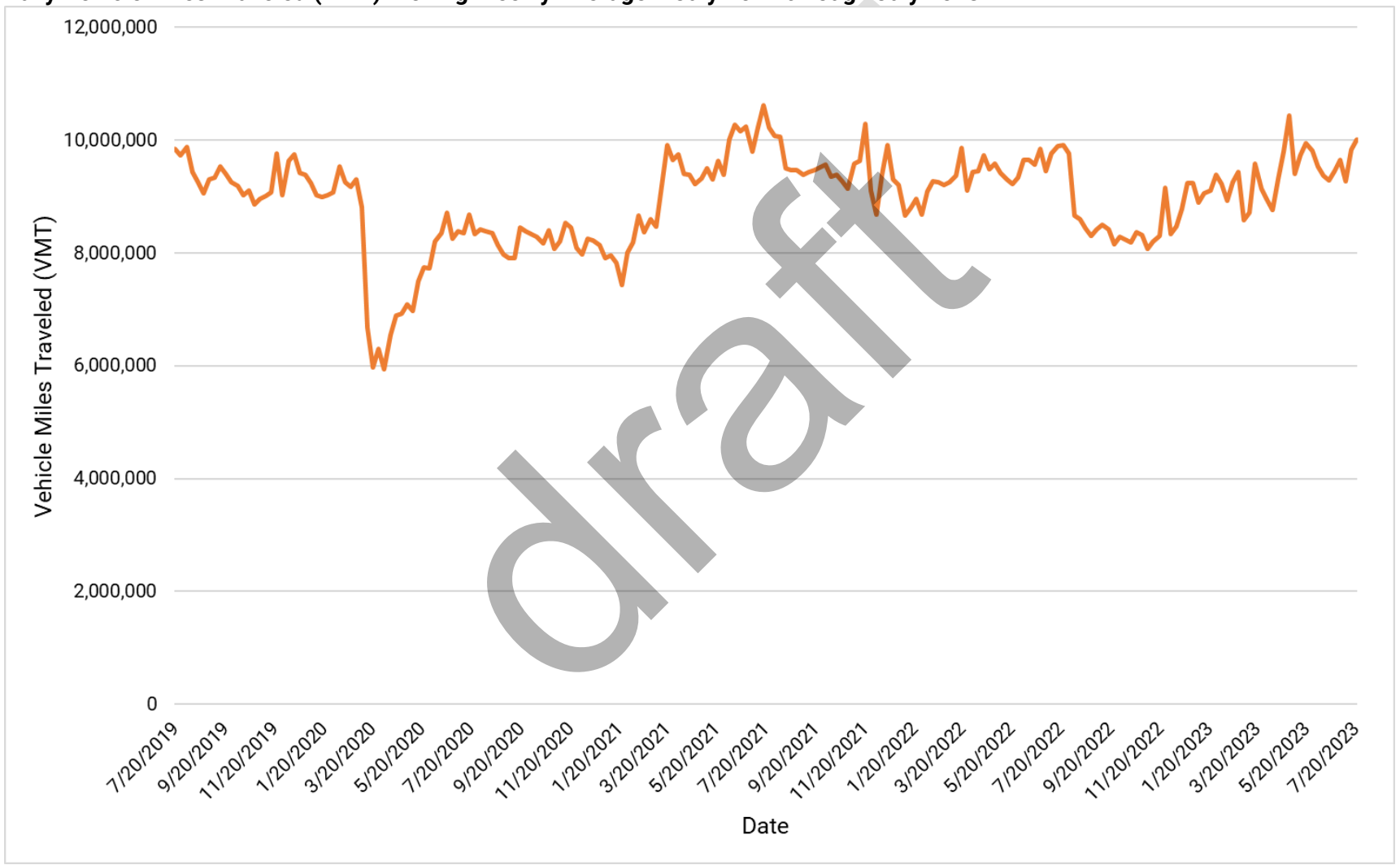
The Planner's Desk Reference aims to support planners, policymakers, and the SBCAG Board in making informed decisions in the County. To accomplish this goal, the Planner's Desk Reference will fulfill the following objectives:

1. Identify the information needed in planning and policymaking by consulting key decision-making bodies and individuals.
2. Determine the most accurate sources and methods for acquiring this information.
3. Present this information in a way that is accessible to the public and applicable to the day-to-day demands of planners, policymakers, and governing bodies.
4. Integrate feedback from regional planners, policymakers, and the Board.

A survey will be completed to determine users' needs and the best format for data. The project is scheduled to be completed by the middle of next year (2024).

Attachment 1

Daily Vehicle Miles Traveled (VMT): Rolling Weekly Average – July 2019 through July 2023



Attachment 2

2020 Vehicle Miles Traveled and CO2 Emissions Analysis

2020 VMT SUMMARY SHEET

SOURCES	AVERAGE VMT	EXTERNAL-TO-EXTERNAL VMT	EMFAC INPUT
CA PUBLIC ROAD DATA	8,600,000	545,760	***8,054,240***
REPLICA	8,118,015		

PRELIMINARY PASSENGER VEHICLE CO_2 EMISSIONS ESTIMATES FOR THE RTP-SCS -- SB 375 COMPLIANCE TABLE

2021 RTP-SCS

	SB 375 BASE YEAR 2005*	2015	2020 (Observed)	
SBCAG Regional Model Vehicle Miles Traveled (VMT)	n/a	10,112,487	10,958,006	
VMT w/ IX-XI from SCAG & SLOCOG Region + X-X **	9,732,295		8,600,000	
Passenger Vehicle Miles Traveled (VMT)***	8,629,235	8,875,857	7,390,550	
Passenger Vehicle CO_2 Emissions**** (tons per day)	3,918	3,981	3,268	-17%
Population	417,500	443,312	460,800	
Passenger Vehicle CO_2 per Capita (pounds per day)	**18.77**	17.96	**14.18**	-24%
Difference from 2005			-4.59	
% change from 2005			-24.3%	
Passenger VMT / capita	20.67	20.02	16.04	0.2%
				Adj. % Reduction (a)

EMFAC 2014 OUTPUT SHEET: YEAR 2020 SBCAG REGION

Area	Sub-Area	Cal. Year	Season	Veh_Tech	EMFAC2007 Category	Population	VMT	Trips	CO2_TOTEX
SBCAG	All Sub-Areas	2020	Summer	All Vehicles	All Vehicles	208,342.2	7,390,550.0	1,296,169.6	3,267.9
SBCAG	All Sub-Areas	2020	Summer	LDA - DSL	LDA - DSL	1,419.9	53,611.0	8,733.9	19.1
SBCAG	All Sub-Areas	2020	Summer	LDA - GAS	LDA - GAS	116,160.0	4,396,932.9	728,001.6	1,632.4
SBCAG	All Sub-Areas	2020	Summer	LDT1 - DSL	LDT1 - DSL	21.8	381.2	98.9	0.1648
SBCAG	All Sub-Areas	2020	Summer	LDT1 - GAS	LDT1 - GAS	7,406.8	247,849.4	45,446.6	107.4
SBCAG	All Sub-Areas	2020	Summer	LDT2 - DSL	LDT2 - DSL	72.1	2,868.9	460.3	1.38
SBCAG	All Sub-Areas	2020	Summer	LDT2 - GAS	LDT2 - GAS	49,078.9	1,640,828.2	303,537.0	835.5
SBCAG	All Sub-Areas	2020	Summer	MDV - DSL	MDV - DSL	436.5	16,922.2	2,760.7	10.3
SBCAG	All Sub-Areas	2020	Summer	MDV - GAS	MDV - GAS	33,746.2	1,031,156.1	207,130.7	661.7

Attachment 3

Land Use Capacity and Household Demand Comparison

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

Source: Regional Growth Forecast, SBCAG, January 2019

Attachment 4a

Induced Travel Demand: US 101 HOV Lanes[2]

Induced travel is vehicle activity resulting from new trip generation as a response to new highway capacity. The theory behind induced travel and increased travel demand is that increased highway capacity (i.e., a new or widened roadway) reduces the cost of travel (i.e., travel time), thereby increasing the travel demand. Induced travel, however, is only one potential component of increased travel demand. Travelers may respond to reduced travel time in several different ways: route diversion, mode change, destination change, schedule change, trip consolidation, and possibly new trips.

The issue of induced demand has arisen through various iterations of the review of the 101 HOV project and various cycles of Regional Transportation Plans. SBCAG provided a thorough survey of literature evaluating the complex relationship between roadway capacity and travel in Section 4.12.2.d of the Final EIR for the 2040 RTP-SCS (pages 4.12 23 to 4.12 29).[3]

As discussed in the 2040 RTP-SCS Final EIR, the term induced travel is often misused to suggest that increases in highway capacity are directly responsible for increases in traffic, when in fact, the relationship between increases in highway capacity and traffic is very complex involving various travel behavior responses, residential and business location decisions, and changes in regional population and economic growth. Most studies examining the issue have concluded that trips related to socioeconomic growth and trips diverted from other facilities, as opposed to induced travel, account for the majority of increased travel. Some studies have concluded that if new highway capacity does fill up, it is due not to induced travel, but rather to travelers diverting from other facilities or time periods in the short term, and to socioeconomic growth in the long term. Local data from the 2040 RTP SCS Final EIR confirms that the majority of traffic growth in the long term is due to socioeconomic growth, regardless of roadway improvements.

Another complication in drawing conclusions from the literature is that many studies have not differentiated between the impacts of new roads versus widened roads and roads in urban/developed areas versus roads in rural/undeveloped areas. (SBCAG, 2013). As summarized in the 2040 RTP-SCS Final EIR:

> Schiffer et al. (2003) found in their literature review that "induced travel effects for constructing new roadways versus widening existing roadways were not definitive" and "urban versus rural differences in induced travel are unknown" (p. 5). Those who have specifically studied the differentiations have confirmed that they are important. The results of a study by Parthasarathi, Levinson, & Karamalaputi (2002) "indicate that larger stable jurisdictions do not produce a change in VKT [vehicle kilometers traveled], while growing MCDs [Minor Civil Divisions] do" (p. 1345). The same study highlights "the importance of separating new construction from the expansion of existing links" (Summary). The authors found that most previous studies had not made the differentiation between new roads and widened roads, and, not surprisingly, their results showed that any impacts from widening would likely be less than any impacts from new

[2] South Coast 101 HOV Lanes Project Final Revised EIR, Appendix J, pp. 351-353, October 2017.
[3] 2040 Santa Barbara County RTP-SCS Final EIR, SBCAG & Rincon Consultants, August 2013.

> roads. Studies cited in SBCAG (2002) conclude that highway capacity additions for which some researchers claimed to experience an induced effect generally "were new facilities which traversed undeveloped areas vs. widening facilities within already urbanized areas."

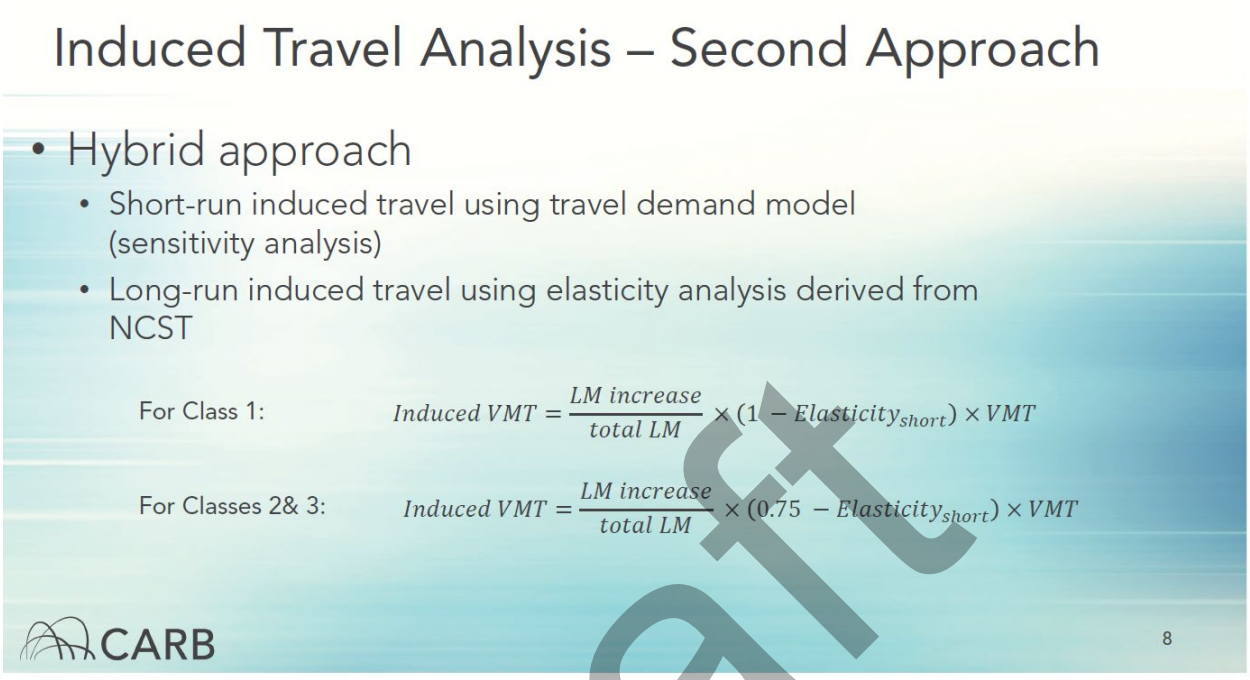
Further:

> Local empirical and modeled data suggest that any increases in travel demand (e.g., on U.S. 101) in Santa Barbara County will be due to trip diversions (e.g., from local arterials) rather than from new trips possibly induced by increased roadway capacity (e.g., a widened U.S. 101). Attachment F to the South Coast Highway 101 Deficiency Plan (SBCAG, 2002) examines data collected from two local roadway improvements a freeway widening and a freeway interchange improvement. The data indicate that after the projects were completed, although increased traffic was observed, the increase could be attributed to trips diverted back to the project areas from parallel arterials or adjacent interchanges. As concluded in the 2040 RTP SCS Final EIR: Travel demand in Santa Barbara County may increase in the future, but local data indicate demand will be driven primarily by socio-economic growth. If any induced travel does occur, it will likely be insignificant. Improvements in the 2040 RTP SCS make it speculative to quantify exact induced travel increases. However, based on the preceding analysis, there would not be a significant impact on infrastructure, services or congestion relating to induced travel.

Here too, although there is uncertainty regarding the relationship between increasing highway capacity and the generation of new vehicle trips, based on the information available, including the literature discussed by SBCAG in the 2040 RTP SCS Final EIR, it is reasonably anticipated that the impact of induced travel would be less than significant.

Attachment 4b

CARB Method for Calculating Long-Term Induced Demand



Attachment 5

Auto Operating Costs for Santa Barbara County Region
(CARB Placeholder Draft version)

Auto Operation Cost Calculator Report Sheet					
Calendar Year	**Technology**	**Fuel Cost**	**Non-Fuel Cost**	**VMT**	**Calculated AOC**
2019	Gasoline	3.309	7.934	9862037.024	21.01
	Diesel	3.229	7.934	129839.397	
	Electric	6.501	6.550	37417.66878	
	Hydrogen	15.249	7.934	3576.627838	
2035	Gasoline	4.180	7.934	10573071	18.92
	Diesel	4.157	7.934	155678	
	Electric	6.610	6.550	190916	
	Hydrogen	10.323	7.934	99760	
2050	Gasoline	4.180	7.934	11062448	18.17
	Diesel	4.157	7.934	162772	
	Electric	6.610	6.550	229766	
	Hydrogen	10.323	7.934	127097	

Note: VMT values are CARB defaults for SB County region for purposes of calculating AOC.
Source: https://ww2.arb.ca.gov/resources/documents/scs-evaluation-resources

Attachment 6

List of Exogenous Variables for Santa Barbara County Region

Category	Variable	Year	Total	Source
Demographics	Population	2035	501,500	SBCAG Regional Growth Forecast
		2050	521,600	
	Employment	2035	250,400	
		2050	270,600	
	Households	2035	173,100	
		2050	187,000	
	Avg. HH size - persons per HH	2035	2.9	SBCAG Regional TDM
		2050	2.79	
	Workers per HH	2035	1.45	
		2050	1.45	
	% HHs_People 65+	2035	0.682	
		2050	0.681	
Economic	Auto Operating cost - fuel and non fuel costs (cents/mile)	2035	18.92	CARB AOC Calculator
		2050	18.17	
	Value of time (dollars per hour)	2035	7.05	SBCAG Regional TDM
		2050	7.05	
Vehicle fleet efficiency	Avg. fuel economy (gas)	2035	41.5	EMFAC 2014
		2050	44.9	
Commercial vehicle activity	Number of commercial vehicle VMT	2035	132,882	SBCAG Regional TDM
		2050	144,974	
External travel activity	External trips	2035	7,985	Count data merge with SBCAG Regional TDM
		2050	7,801	
	External VMT	2035	718,650	
		2050	702,090	
MPO travel demand model version		SBCAG Hybrid Model		TransCAD
Note: Assumptions are from the adopted 2021 Connected 2050 RTP-SCS.				

Attachment 7

Quantification of Off-Model Strategies

OM1: Active Transportation Infrastructure

Method for Quantifying VMT and CO2 Emission Reductions for Active Transportation Infrastructure in the SBCAG 2025 RTP-SCS

STEP #	VARIABLE	DATA SOURCE	2035	2050
Step 1	% New Lane Miles	SBCAG Model	TBD	TBD
Step 2a	Increase in bike commute	ARB & Marshall/Garrick	0.0035	0.0035
Step 2b	Reduction in auto commute	ARB & Marshall/Garrick	-0.0007	-0.0007
Step 3	Home-based work trips	SBCAG Model	TBD	TBD
Step 4	Home-based work trip lengths	SBCAG Model	TBD	TBD
Step 5	Calculate VMT	ARB Method	TBD	TBD
Step 6	Private Auto CO2 Emission Rates	EMFAC 2021	TBD	TBD
Step 7	Displaced emissions	Step 6 * Step 7	TBD	TBD

Source: Sustainable Communities Strategies Evaluation Guidelines Appendices, California Air Resources Board, pp. 61-64, November 2019.

OM2: Telecommuting/Remote Work

Method for Quantifying VMT Reduction for OM2 Strategy in the 2025 RTP-SCS

STEP #	VARIABLE	DATA SOURCE	2020	2035	2050
Step 1	Trip Length	SBCAG Model		6.98	Tbd
Step 2	Telecommuters	Replica Dataset		TBD (15%)	15%
Step 3	Reduced trips (x2)			TBD	Tbd
Step 4	Rebound Effect	SBCAG Model (a)		n/a	Tbd
		Total Reduced VMT		TBD	Tbd

Source: Sustainable Communities Strategies Evaluation Guidelines Appendices, California Air Resources Board, pp. 69-71, November 2019.

(a) The method will determine the percentage of telecommuters making a discretionary during the mid-day and the average HBOther trip length.

OM3: Agricultural Worker Vanpool Program

Method for Quantifying VMT and CO2 Emission Reductions for the Santa Barbara County Agricultural Worker Vanpool Program

STEP #	VARIABLE	DATA SOURCE	2035
Step 1	# of vans	CalVans Report / RGF	108.00
Steps 2/3	Reduction factors	CalVans survey data	see notes
Step 4	Auto VMT Reduced	CalVans + ARB Method	33,300
Step 5	Auto CO2 Emission Rates	EMFAC 2021	TBD
Step 6	CO2 Emissions Reduced	Step 4 * Step 5	TBD
Notes: No change in factors from the Connected 2050 RTP-SCS			
11.3	SOV miles reduced per CalVans mile		
69%	of CalVans riders did not have a driver's license prior to joining CalVans.		

Environmental Justice Analysis

Environmental Justice Communities Definition

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

SBCAG developed an approach that defines environmental justice communities as areas in the highest 25 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 to comments received and provides a more inclusive definition.

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

Table F-1: EJ Community Indicators

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

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

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

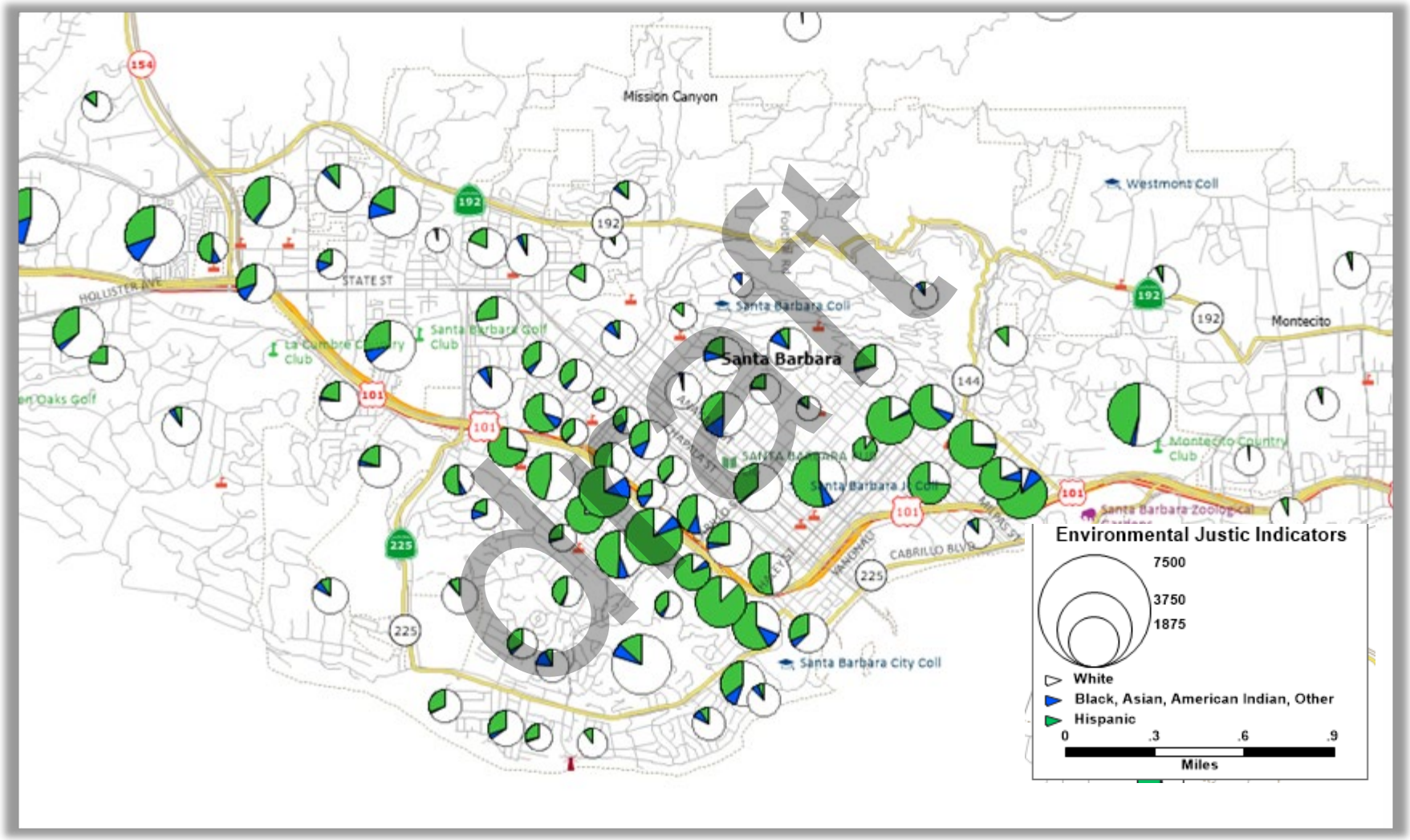


Figure F-2: Minority Indicators, Goleta: Hispanic, Black, Asian, American Indian, and Other

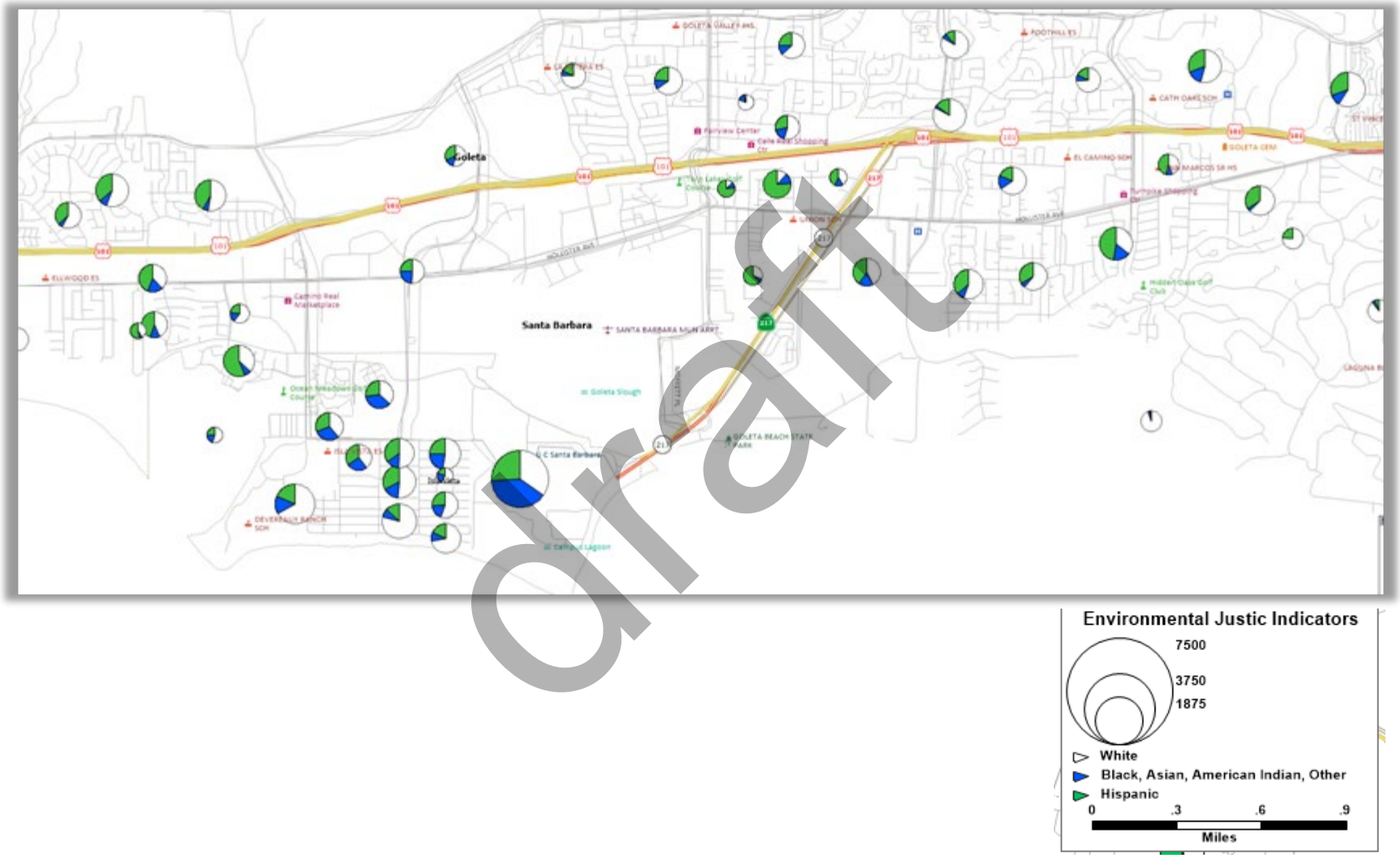


Figure F-3: Minority Indicators, Carpinteria: Hispanic, Black, Asian, American Indian, and Other

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

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

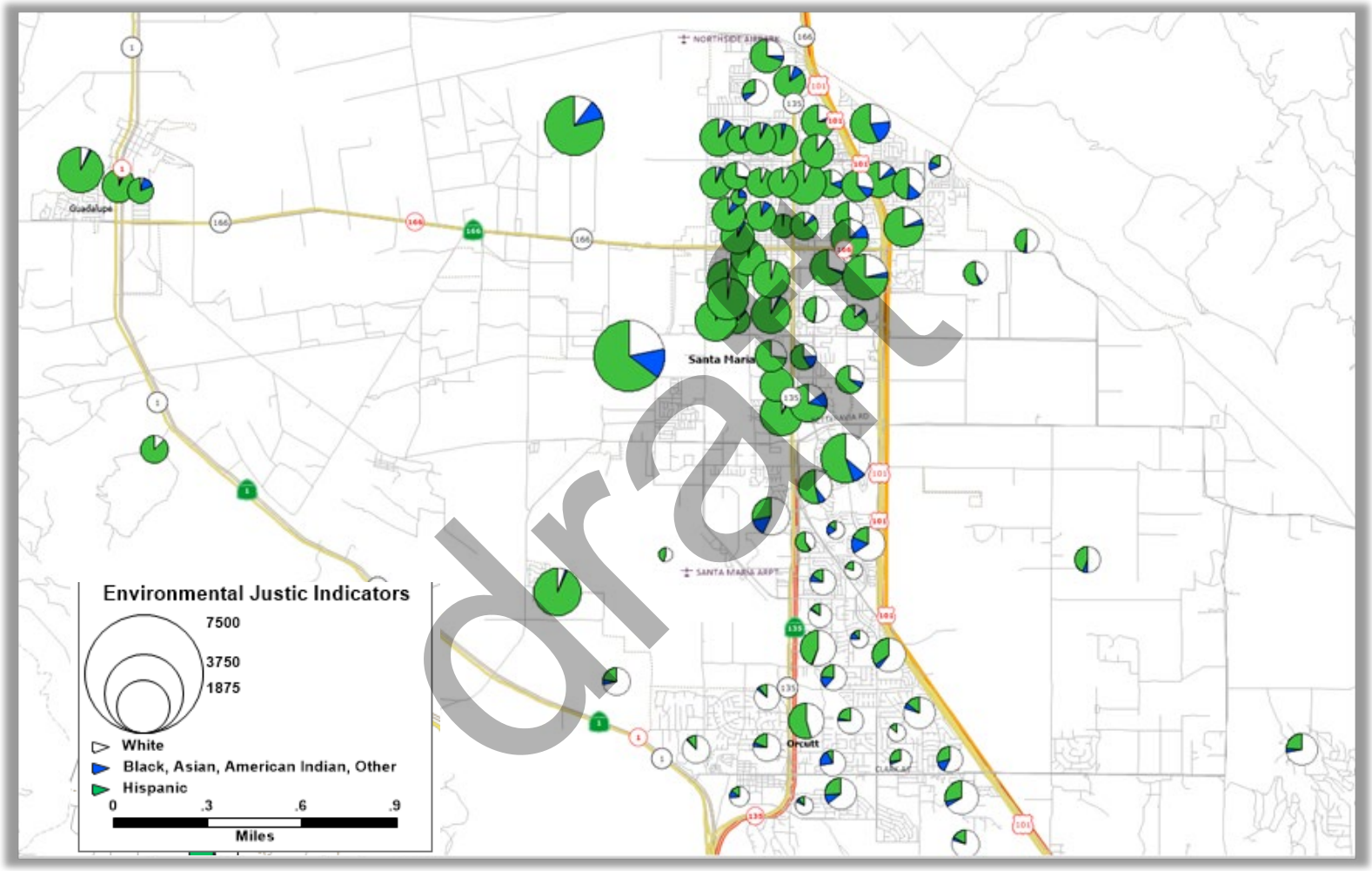


Figure F-6: Santa Maria Valley EJ Indicators

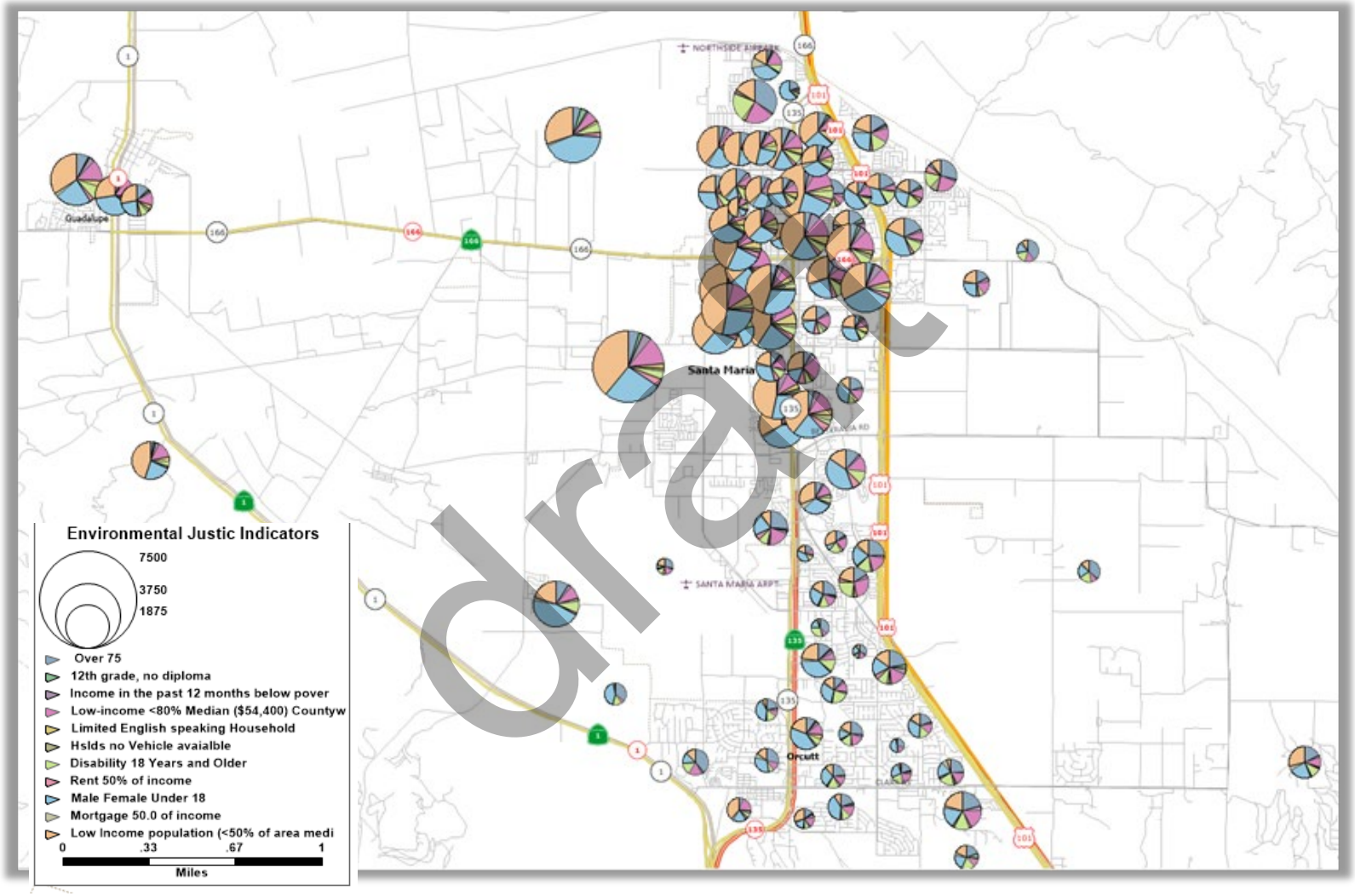


Figure F-7: Santa Ynez, Lompoc Valley EJ Indicators

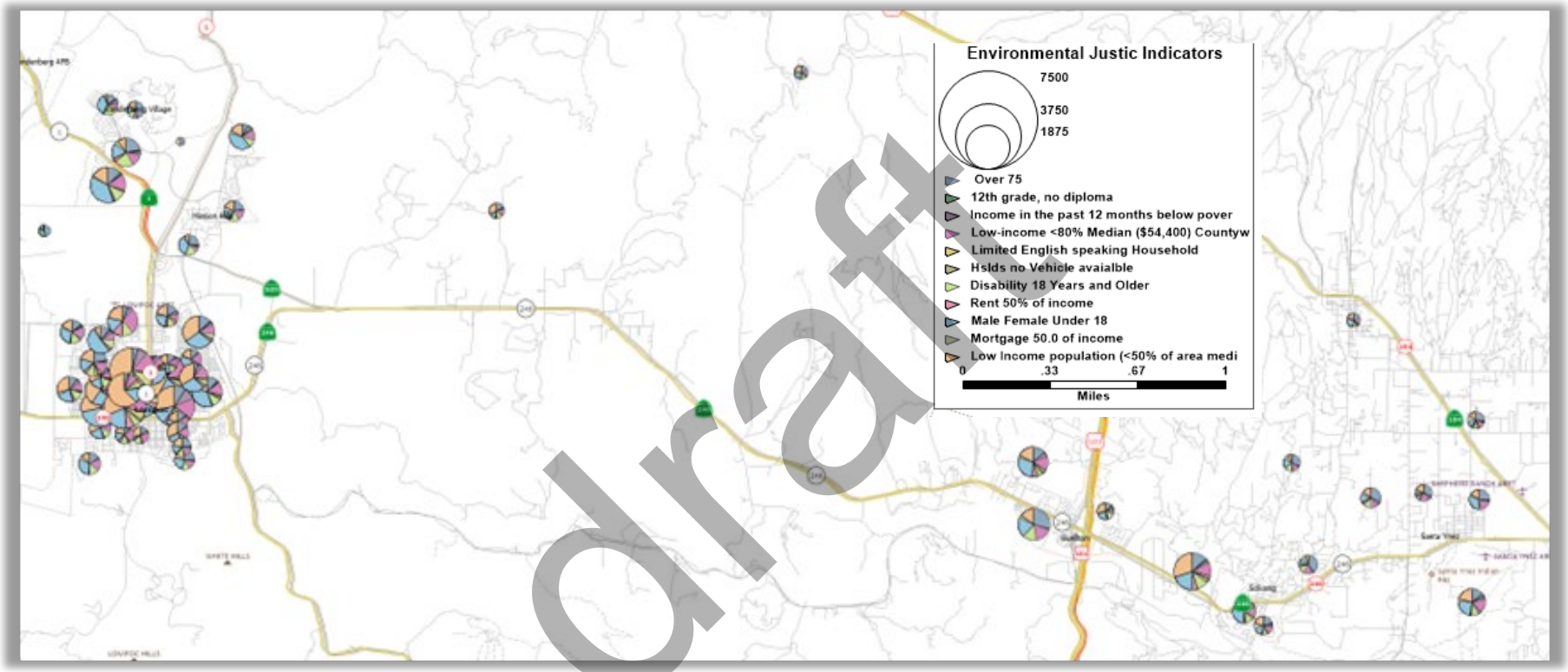


Figure F-8: Goleta Valley EJ Indicators

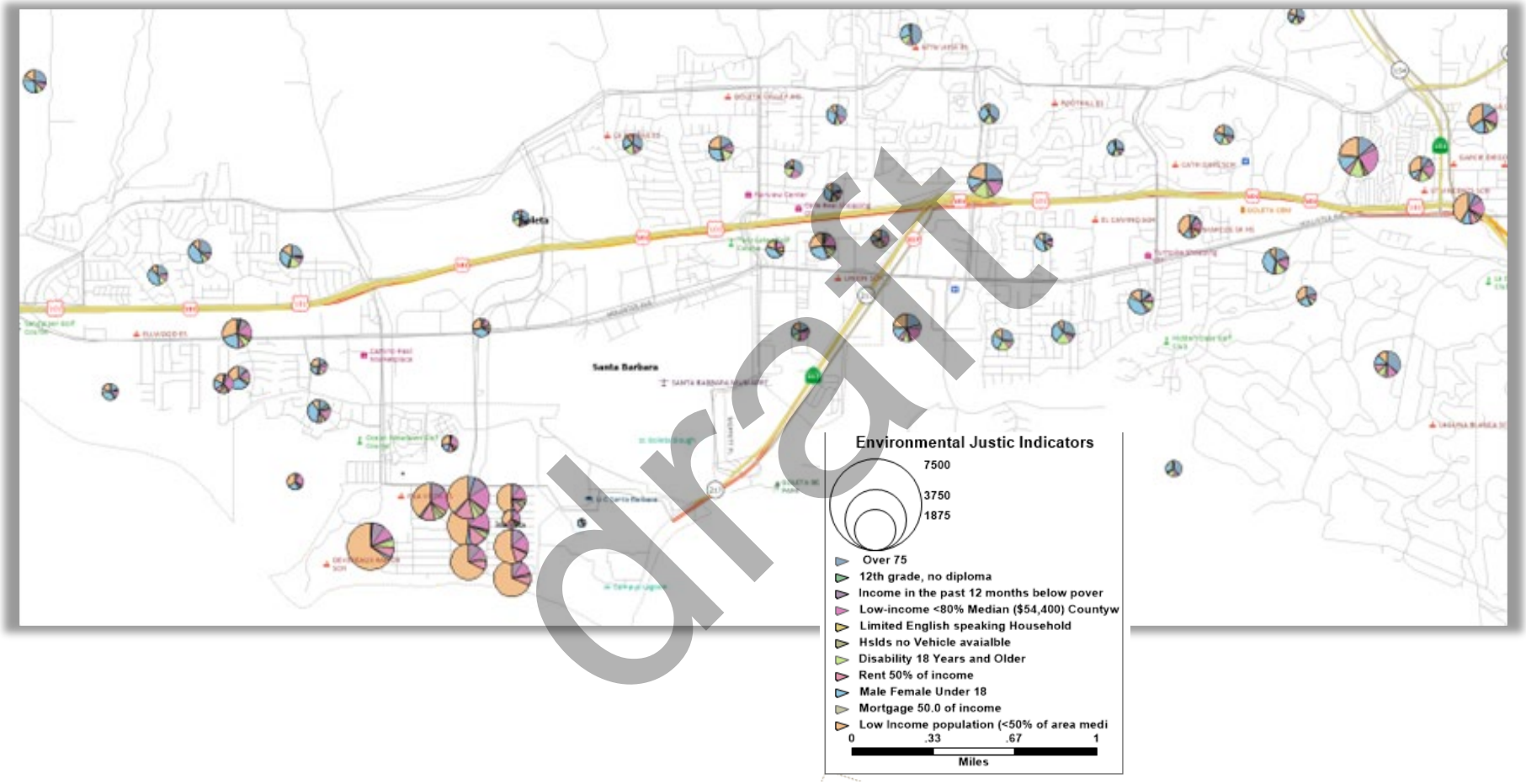


Figure F-9: Santa Barbara EJ Indicators

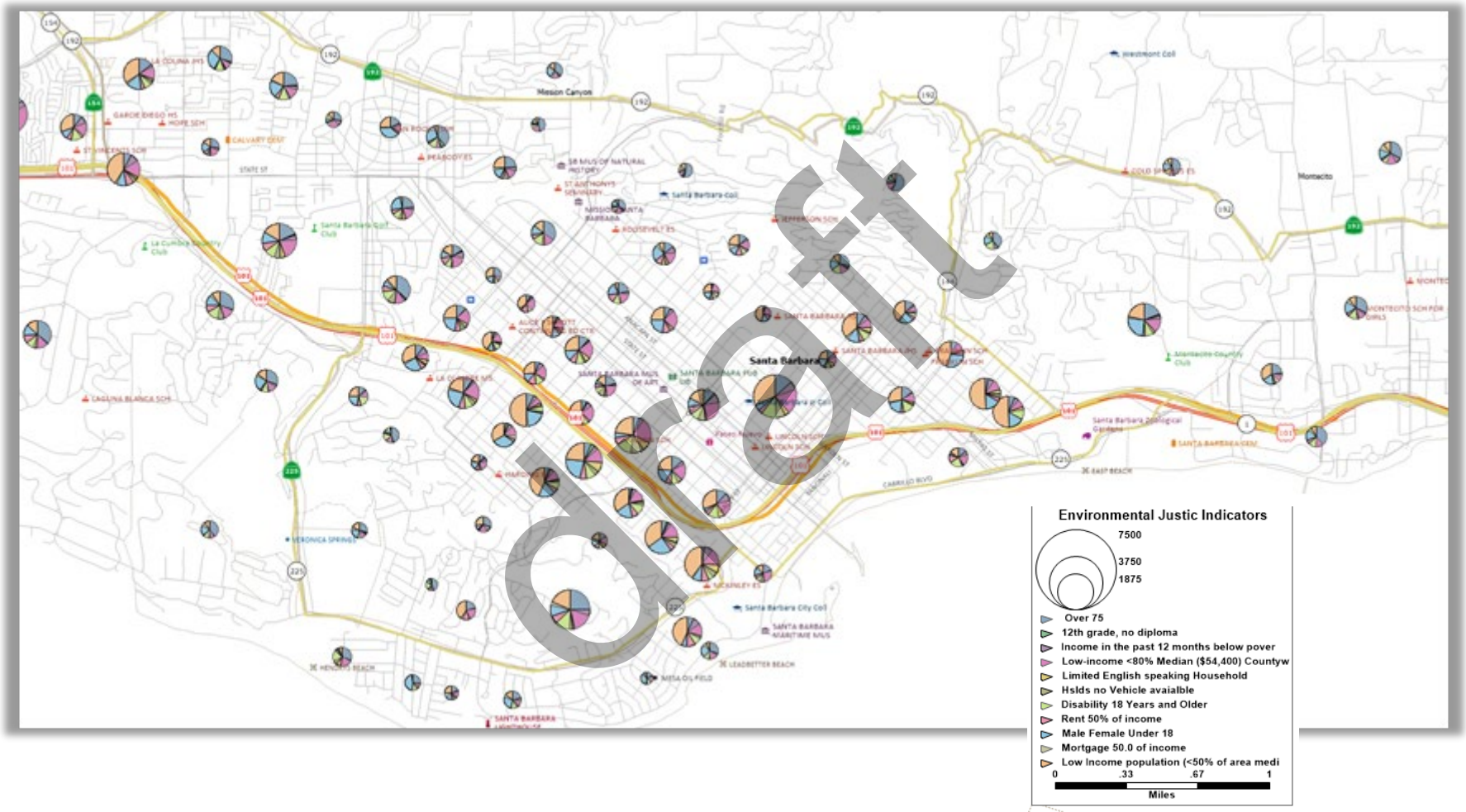


Figure F-10: Carpinteria EJ Indicators

Environmental Justice Transportation Analysis

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

The variables analyzed in this process include:

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

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

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

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

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

Results for Environmental Justice Performance Measures

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

EJ Communities Comparison with the Overall Population

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

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

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

- The mode share results indicate the preferred scenario increases the percentage of trips utilizing alternative modes under the preferred scenario; 8.7 percent within the EJ communities compared with 6.5 percent countywide. This is an increase of +0.5 percent and 0.4 percent compared to the baseline, respectively.
- Transit access by households within one-quarter mile and one-half mile, as shown in Table F-3, indicates that the 2050 preferred scenario, as compared to the 2050 baseline scenario, benefits EJ communities by increasing the percentage of households with access to transit.
- Transit access results indicate the preferred scenario increases the percentage of household's transit access for all routes by approximately 0.6 to 5.0 percent, within EJ communities and 2.5 to 5.3 percent for the overall population.
- Transit access results indicate the preferred scenario increases the percentage of household's access to frequent and reliable transit (15 minutes or less during peak hours) by approximately 4.4 to 7.0 percent within EJ communities and 10.9 to 12.4 percent for the overall population.

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

- The results for access to all amenities combined indicate the preferred scenario increases the percentage of the population's access. By 2050, approximately 99 percent of the EJ communities' populations have access to all amenities within five minutes, compared to 95 percent countywide under the preferred scenario. This is an increase of one percent and five percent compared to the baseline, respectively.
- Access to K-12 schools and hospitals results indicate the preferred scenario increases the percentage of the population's access to these amenities compared to the future baseline.
- Access to college/universities and park amenities within the EJ communities results indicate the preferred

scenario decreases the percentage of the population's access. The change from the future baseline to the preferred scenario ranges from -0.15 percent to -2.5 percent. It should be noted that access to park amenities increases for non-EJ communities and the County as a whole.

Table F-2: Average Travel Time, Total Population Compared with EJ Communities

Performance Measure	Geographic Area	Units	Future Baseline				Preferred Scenario				
			2015	2050	Change from 2015		2050	Change from 2015		Change from FB	
					Diff	%		Diff	%	Diff	%
Average Travel Time	EJ Communities	Minutes	13.81	12.52	-1.29	-0.10	11.31	-2.50	-0.18	-1.21	-0.10
	Non-EJ Communities	Minutes	13.81	12.52	-1.29	-0.10	11.31	-2.50	-0.18	-1.21	-0.10
	Countywide	Minutes	14.58	15.67	1.10	0.07	14.22	-0.36	-0.02	-1.46	-0.09
	Compare EJ to Non-EJ		0.00	0.00							
	Compare EJ to Countywide		-0.77	-3.15							
Transit Average Travel Time (All)	EJ Communities	Minutes	43.07	43.45	0.38	0.01	41.70	-1.37	-0.03	-1.75	-0.04
	Non-EJ Communities	Minutes	47.89	48.08	0.19	0.00	46.83	-1.06	-0.02	-1.25	-0.03
	Countywide	Minutes	46.77	46.92	0.16	0.00	45.39	-1.38	-0.03	-1.53	-0.03
	Compare EJ to Non-EJ		-4.82	-4.63							
	Compare EJ to Countywide		-3.70	-3.47							
All-Day Walk Average Time	EJ Communities	Minutes	26.07	25.96	-0.11	0.00	25.78	-0.29	-0.01	-0.18	-0.01
	Non-EJ Communities	Minutes	30.14	30.10	-0.04	0.00	29.96	-0.18	-0.01	-0.14	0.00
	Countywide	Minutes	28.74	28.68	-0.06	0.00	28.51	-0.22	-0.01	-0.16	-0.01
	Compare EJ to Non-EJ		-4.07	-4.14							
	Compare EJ to Countywide		-2.67	-2.72							
All-Day Bike Average Time	EJ Communities	Minutes	11.84	11.85	0.01	0.00	12.06	0.22	0.02	0.21	0.02
	Non-EJ Communities	Minutes	14.54	14.77	0.23	0.02	14.91	0.37	0.03	0.14	0.01
	Countywide	Minutes	13.77	13.92	0.16	0.01	14.09	0.32	0.02	0.17	0.01
	Compare EJ to Non-EJ		-2.70	-2.92							
	Compare EJ to Countywide		-1.93	-2.07							

Table F-3: Percent Mode Share (Peak), Total Population Compared with EJ Communities

Performance Measure	Units	2015			2050 Future Baseline			2050 Preferred Scenario		
		EJ Communities	Non-EJ Communities	Countywide	EJ Communities	Non-EJ Communities	Countywide	EJ Communities	Non-EJ Communities	Countywide
% Mode Share DA (Peak)	% Share	44.29	45.58	45.44	44.03	45.21	45.18	44.07	45.43	45.35
% Mode Share SR (Peak)	% Share	46.34	46.50	46.67	46.55	46.73	46.95	46.23	46.37	46.64
% Mode Share Transit (Peak)	% Share	0.65	0.63	0.61	0.63	0.70	0.65	0.73	0.68	0.66
% Mode Share Walk (Peak)	% Share	4.99	3.70	3.86	4.88	3.68	3.75	5.11	3.80	3.87
% Mode Share Bike (Peak)	% Share	1.75	1.60	1.55	1.74	1.57	1.50	1.81	1.64	1.56

Table F-4: Household Accessibility to Transit, Total Population Compared with EJ Communities

Performance Measure	Geographic Area	Units	Future Baseline				Preferred Scenario				
			2015	2050	Change from 2015		2050	Change from 2015		Change from FB	
					Diff	%		Diff	%	Diff	%
HHs w/ access to transit within 1/4 mile (All Routes)	EJ Communities	Percent	86.70	84.39	-2.31	-2.7%	89.38	2.68	3.1%	4.99	5.9%
	Non-EJ Communities	Percent	60.45	64.80	4.35	6.7%	64.80	4.35	7.2%	0.00	0.0%
	Countywide	Percent	68.32	67.24	-1.08	-1.6%	72.50	4.18	6.1%	5.27	7.8%
	Compare EJ to Non-EJ		26.25	19.59							
	Compare EJ to Countywide		18.38	17.15							
HHs w/ access to transit within 1/4 mile (<= 15 minute)	EJ Communities	Percent	18.86	14.87	-3.99	-26.9%	17.08	-1.78	-9.5%	2.21	14.9%
	Non-EJ Communities	Percent	7.00	6.89	-0.11	-1.6%	7.43	0.43	6.1%	0.54	7.8%
	Countywide	Percent	10.54	9.42	-1.12	-11.9%	10.45	-0.10	-0.9%	1.03	10.9%
	Compare EJ to Non-EJ		11.86	7.98							
	Compare EJ to Countywide		8.32	5.45							
HHs w/ access to transit within 1/2 mile (All Routes)	EJ Communities	Percent	97.55	97.31	-0.24	-0.3%	98.23	0.68	0.7%	0.92	0.9%
	Non-EJ Communities	Percent	84.20	83.34	-0.86	-1.0%	86.63	2.43	2.9%	3.29	3.9%
	Countywide	Percent	88.21	87.79	-0.41	-0.5%	90.26	2.06	2.3%	2.47	2.8%
	Compare EJ to Non-EJ		13.35	13.97							
	Compare EJ to Countywide		9.35	9.52							
HHs w/ access to transit within 1/2 mile (<= 15 minute)	EJ Communities	Percent	26.64	22.29	-4.35	-19.5%	26.21	-0.43	-1.6%	3.92	17.6%
	Non-EJ Communities	Percent	13.40	13.48	0.08	0.6%	14.69	1.29	9.6%	1.21	9.0%
	Countywide	Percent	17.36	16.28	-1.08	-6.7%	18.29	0.93	5.3%	2.01	12.4%
	Compare EJ to Non-EJ		13.24	8.81							
	Compare EJ to Countywide		9.28	6.01							

Table F-5: Proximity to Amenities, Total Population and EJ Communities

Performance Measure	Geographic Area	Units	Future Baseline				Preferred Scenario				
			2015	2050	Change from 2015		2050	Change from 2015		Change from FB	
					Diff	%		Diff	%	Diff	%
Percent of Population to College/University Amenities in 5 Minutes	EJ Communities	Percent	70.24	71.86	1.62	2.2%	70.39	0.15	0.2%	-1.47	-2.0%
	Non-EJ Communities	Percent	44.72	45.68	0.96	2.1%	46.35	1.63	3.6%	0.67	1.5%
	Countywide	Percent	52.83	54.43	1.60	2.9%	54.05	1.22	2.3%	-0.38	-0.7%
	Compare EJ to Non-EJ		25.52	26.18							
	Compare EJ to Countywide		17.41	17.43							
Percent of Population to Hospital Amenities in 5 Minutes	EJ Communities	Percent	25.49	22.53	-2.96	-13.1%	31.01	5.52	21.7%	8.48	37.6%
	Non-EJ Communities	Percent	33.62	32.32	-1.30	-4.0%	35.73	2.11	6.3%	3.41	10.6%
	Countywide	Percent	31.01	29.02	-1.99	-6.8%	34.19	3.19	10.3%	5.17	17.8%
	Compare EJ to Non-EJ		-8.13	-9.79							
	Compare EJ to Countywide		-5.52	-6.49							
Percent of Population to Park Amenities in 5 Minutes	EJ Communities	Percent	82.99	82.07	-0.92	-1.1%	84.42	1.43	1.7%	2.35	2.9%
	Non-EJ Communities	Percent	79.00	78.98	-0.02	0.0%	81.03	2.03	2.6%	2.05	2.6%
	Countywide	Percent	80.23	79.98	-0.25	-0.3%	82.08	1.85	2.3%	2.10	2.6%
	Compare EJ to Non-EJ		3.99	3.09							
	Compare EJ to Countywide		2.76	2.09							
Percent of Population to School Amenities in 5 Minutes	EJ Communities	Percent	99.64	99.67	0.03	0.0%	99.72	0.08	0.1%	0.05	0.1%
	Non-EJ Communities	Percent	88.63	88.08	-0.55	-0.6%	89.60	0.97	1.1%	1.52	1.7%
	Countywide	Percent	92.15	91.98	-0.17	-0.2%	92.86	0.71	0.8%	0.88	1.0%
	Compare EJ to Non-EJ		11.01	11.59							
	Compare EJ to Countywide		7.49	7.69							
Percent of Population to all Amenities in 5 Minutes	EJ Communities	Percent	99.84	99.82	-0.02	0.0%	99.86	0.02	0.0%	0.04	0.0%
	Non-EJ Communities	Percent	91.58	91.70	0.12	0.1%	92.53	0.95	1.0%	0.83	0.9%
	Countywide	Percent	94.22	94.43	0.21	0.2%	94.89	0.67	0.7%	0.46	0.5%
	Compare EJ to Non-EJ		8.26	8.12							
	Compare EJ to Countywide		5.62	5.39							

Environmental Justice Air Quality Impacts

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

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

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

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

While toxic air concentrations, health risks, and associated odors will decrease within any given distance of mobile sources, exposure is primarily based on localized characteristics such as average daily traffic on roadway segments and wind direction,

and as such, the health risks and nuisance odors adjacent to high volume roadways and transportation facilities are higher than regional averages. The Air Resources Board recommends to avoid siting new sensitive land uses, such as residences, schools, daycare centers, playgrounds, or medical facilities, within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day. Additional non-cancer health risk attributable to proximity to freeways was seen within 1,000 feet and was strongest within 300 feet. California freeway studies show about a 70 percent drop-off in particulate pollution levels at 500 feet.

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

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

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

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

Results for Environmental Justice Air Quality Measures

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

some EJ communities have overlapping boundaries, the land area is only counted once.

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

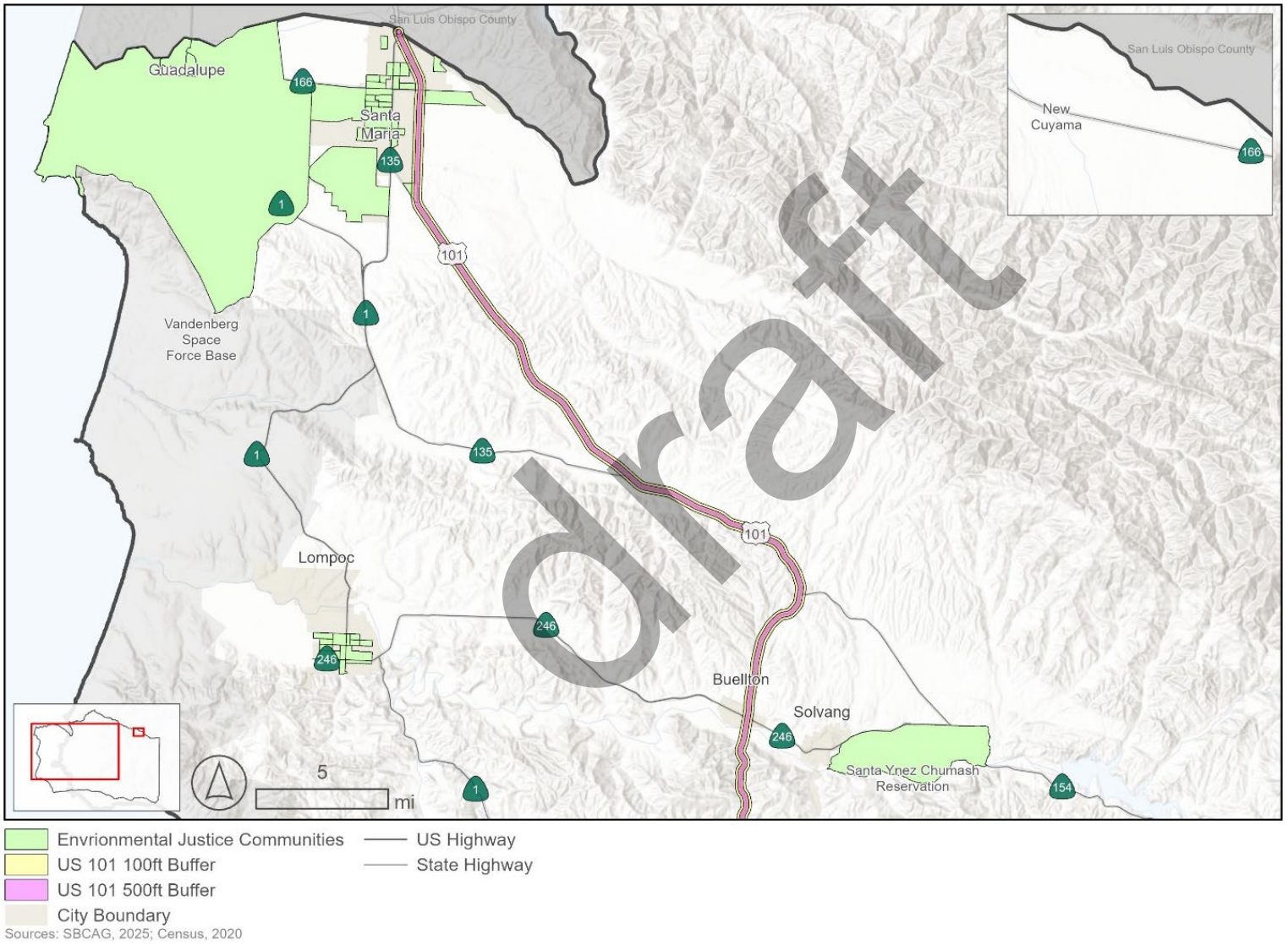
- The land area within both the 500-foot and 1,000-foot buffers of US 101 is relatively proportional to the overall geography. EJ communities make up approximately 4.6 percent of the land area in both buffers, while non-EJ communities and countywide areas make up the remaining majority.
- Within 500 feet of US 101, EJ communities grow by 17 percent, but non-EJ communities grow much faster at 34 percent, and countywide growth is 29 percent. Within 1,000 feet of US 101, EJ communities see a dramatic population increase of 106 percent, compared to just 7 percent growth in non-EJ communities and 31 percent countywide growth.

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

Performance Measure	Geographic Area	Units	Future Baseline				Preferred Scenario				
			2015	2050	Change from 2015		2050	Change from 2015		Change from FB	
					Diff	%		Diff	%	Diff	%
Land Area within 500 feet of US 101	EJ Communities	Sq. Mi	0.84								
	Non-EJ Communities	Sq. Mi	17.32								
	Countywide	Sq. Mi	18.17								
	Compare EJ to Non-EJ	Sq. Mi	-16.48								
	Compare EJ to Countywide	Sq. Mi	-17.32								
Land Area within 1,000 feet of US 101	EJ Communities	Sq. Mi	1.58								
	Non-EJ Communities	Sq. Mi	32.45								
	Countywide	Sq. Mi	34.02								
	Compare EJ to Non-EJ	Sq. Mi	-30.87								
	Compare EJ to Countywide	Sq. Mi	-32.45								
Population within 500 feet of US 101	EJ Communities	Value	7,950.78	8,080.91	130.13	2%	9,276.16	1,325.39	17%	1,195.25	15%
	Non-EJ Communities	Value	25,115.89	27,612.63	2,496.74	10%	33,541.37	8,425.48	34%	5,928.74	21%
	Countywide	Value	33,066.66	35,693.54	2,626.88	8%	42,817.53	9,750.87	29%	7,123.99	20%
	Compare EJ to Non-EJ	Value	-17,165.11				-24,265.21				
	Compare EJ to Countywide	Value	-25,115.89				-33,541.37				
Population within 1,000 feet of US 101	EJ Communities	Value	16,152.31	16,508.70	356.39	2%	33,256.43	17,104.12	106%	16,747.73	101%
	Non-EJ Communities	Value	49,138.51	53,932.37	4,793.86	10%	52,350.81	3,212.30	7%	-1,581.57	-3%
	Countywide	Value	65,290.83	70,441.08	5,150.25	8%	85,607.24	20,316.42	31%	15,166.17	22%
	Compare EJ to Non-EJ	Value	-32,986.20				-19,094.37				
	Compare EJ to Countywide	Value	-49,138.51				-52,350.81				

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

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



Performance Data

Table G-1: Sustainable Communities Strategy Selection Metrics (2035)

Goal	Metric	Base Year	2035 BAU	2035 TOD-Infill (SCS)	% 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%(a)**
	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%
NOTES:	**(a) % change represents a reduction from the year 2005 and incorporates EMFAC adj. factor, per CARB recommendation.**				
	BAU = Business-as-Usual				
	TOD = Transit-Oriented-Development				

Table G-2: Sustainable Communities Strategy Selection Metrics (2050)

Goal	Metric	2050 BAU	2050 TOD-Infill (SCS)	% 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 adj. factor, per CARB recommendation.**			
	BAU = Business-as-Usual			
	TOD = Transit-Oriented-Development			

Table G-3: Expanded Performance Data (1 of 5)

Performance Measure	Units	Base Year	2035 BAU	2035 SCS	2050 BAU	2050 SCS
Total Population	People	460,800	501,500	501,500	521,600	521,600
Total Households	Households	152,100	173,100	173,100	187,000	187,000
Total Employment	Jobs	222,840	250,380	250,380	270,600	270,600
Vehicle Trips	Trips	1,426,395	1,577,468	1,568,585	1,668,886	1,653,931
Vehicle Trips/Capita	Trips	3.10	3.15	3.13	3.20	3.17
Transit Trips	Trips	18,618	21,626	22,270	22,792	23,573
Walk/Bike Trips	Trips	123,017	133,463	135,676	140,327	143,354
Active Transportation Trips/Capita	Trips	0.31	0.31	0.31	0.31	0.32
Vehicle Miles (Interzonal)	Vehicle Miles	10,713,187	12,405,891	10,824,467	13,382,872	11,373,978
Vehicle Hours (Interzonal)	Vehicle Hours	3,773	4,427	3,894	4,846	4,123
Vehicle Miles (Intrazonal)	Vehicle Miles	51,924	57,290	55,429	59,194	53,878
Vehicle Hours (Intrazonal)	Vehicle Hours	4,092	4,511	4,438	4,714	4,510
Vehicle Miles (Total)	Vehicle Miles	10,765,111	12,463,181	10,879,896	13,442,066	11,427,856
Vehicle Hours (Total)	Vehicle Hours	7,865	8,938	8,332	9,560	8,634
Vehicle Miles/Vehicle Trips	Vehicle Miles/Trip	7.547	7.901	6.936	8.055	6.910
Vehicle Hours/Vehicle Trips	Vehicle Hours/Trip	0.006	0.006	0.005	0.006	0.005
Vehicle Miles/Capita	Vehicle Miles/Person	23.4	24.9	21.7	25.8	21.9
Vehicle Miles/Commercial KSF	Vehicle Miles/1000SF	219.7	243.9	213.2	259.5	217.3
Peak Average Travel Distance (Work)	Miles	9.0	8.8	8.4	8.6	8.0
Offpeak Average Travel Distance (Work)	Miles	9.6	10.0	9.0	10.0	8.7
All Day Average Travel Distance (Work)	Miles	9.3	9.4	8.8	9.4	8.4
Average Travel Distance (All)	Miles	8.5	9.0	7.9	9.3	8.0
Average Travel Distance (w/o XI)	Miles	6.6	7.0	5.8	7.1	5.7
Average Peak Commute Time (Workers)	Minutes	16.0	16.1	15.4	16.0	15.1
Average OffPeak Commute Time (Workers)	Minutes	16.2	16.7	15.5	16.8	15.1
Average Commute Time (Workers)	Minutes	16.1	16.4	15.5	16.4	15.1
Average Travel Time	Minutes	14.6	15.3	14.1	15.7	14.2
Average Travel Time (w/o XI)	Minutes	12.6	13.2	11.8	13.4	11.7
Average Peak Transit Travel Time	Minutes	55.3	64.9	53.4	65.7	53.7
Average OffPeak Transit Travel Time	Minutes	44.2	41.3	43.0	41.3	42.9
Average All Transit Travel Time	Minutes	46.8	46.7	45.3	46.9	45.4
Peak Transit Average Time	Minutes	55.3	64.9	53.4	65.7	53.7
OffPeak Transit Average Time	Minutes	44.2	41.3	43.0	41.3	42.9
All Transit Average Time	Minutes	46.8	46.7	45.3	46.9	45.4

Table G-3: Expanded Performance Data (Continued, 2 of 5)

Performance Measure	Units	Base Year	2035 BAU	2035 SCS	2050 BAU	2050 SCS
Peak Transit Average Distance	Miles	9.9	13.3	9.3	13.4	9.4
OffPeak Transit Average Distance	Miles	5.5	5.3	5.2	5.3	5.2
All Transit Average Distance	Miles	6.5	7.1	6.1	7.2	6.2
All-Day Walk Average Time	Minutes	28.7	28.7	28.5	28.7	28.5
All-Day Walk Average Distance	Miles	1.4	1.4	1.4	1.4	1.4
All-Day Bike Average Time	Minutes	13.8	13.8	14.0	13.9	14.1
All-Day Bike Average Distance	Miles	3.1	3.1	3.1	3.1	3.1
Transit Ridership (Unlinked)	Passengers	23,731	27,448	28,355	28,727	30,108
Transit Ridership (Linked)	Passengers	18,618	21,626	22,270	22,792	23,573
% Mode Share DA (All)	Percent Share	49.0	48.8	49.0	48.6	48.9
% Mode Share SR (All)	Percent Share	43.2	43.4	43.0	43.6	43.1
% Mode Share Transit (All)	Percent Share	0.9	0.9	0.9	0.9	0.9
% Mode Share Walk (All)	Percent Share	4.4	4.3	4.4	4.2	4.4
% Mode Share Bike (All)	Percent Share	1.4	1.3	1.4	1.3	1.4
% Mode Share School Bus (All)	Percent Share	1.3	1.3	1.3	1.3	1.3
% Mode Share Bike and Walk (All)	Percent Share	5.7	5.6	5.8	5.6	5.8
% Mode Share DA (Work)	Percent Share	85.2	85.1	84.9	85.2	84.8
% Mode Share SR (Work)	Percent Share	9.1	9.1	9.1	9.1	9.0
% Mode Share Transit (Work)	Percent Share	0.3	0.3	0.4	0.3	0.4
% Mode Share Walk (Work)	Percent Share	3.3	3.4	3.5	3.4	3.6
% Mode Share Bike (Work)	Percent Share	2.1	2.1	2.1	2.1	2.2
% Mode Share School Bus (Work)	Percent Share	0.0	0.0	0.0	0.0	0.0
% Mode Share Bike and Walk (Work)	Percent Share	5.4	5.5	5.6	5.5	5.7
% Mode Share DA (School)	Percent Share	18.1	18.9	18.2	19.1	18.3
% Mode Share SR (School)	Percent Share	47.5	47.5	47.8	47.5	48.0
% Mode Share Transit (School)	Percent Share	1.2	1.2	1.2	1.2	1.3
% Mode Share Walk (School)	Percent Share	14.1	13.2	13.6	12.8	13.2
% Mode Share Bike (School)	Percent Share	5.3	5.1	5.3	5.0	5.3
% Mode Share School Bus (School)	Percent Share	13.7	14.2	13.8	14.3	13.9
% Mode Share DA (Other)	Percent Share	44.8	44.6	45.0	44.6	45.0
% Mode Share SR (Other)	Percent Share	50.1	50.3	49.8	50.4	49.8
% Mode Share Transit (Other)	Percent Share	0.9	1.0	1.0	1.0	1.0
% Mode Share Walk (Other)	Percent Share	3.3	3.4	3.4	3.4	3.4
% Mode Share Bike (Other)	Percent Share	0.7	0.7	0.7	0.7	0.7

Table G-3: Expanded Performance Data (Continued, 3 of 5)

Performance Measure	Units	Base Year	2035 BAU	2035 SCS	2050 BAU	2050 SCS
% Mode Share School Bus (Other)	Percent Share	0.0	0.0	0.0	0.0	0.0
% Mode Share DA (Peak)	Percent Share	45.4	45.4	45.6	45.2	45.3
% Mode Share SR (Peak)	Percent Share	46.7	46.8	46.5	46.9	46.6
% Mode Share Transit (Peak)	Percent Share	0.6	0.6	0.6	0.7	0.7
% Mode Share Walk (Peak)	Percent Share	3.9	3.8	3.9	3.7	3.9
% Mode Share Bike (Peak)	Percent Share	1.5	1.5	1.5	1.5	1.6
% Mode Share School Bus (Peak)	Percent Share	1.9	1.9	1.8	2.0	1.9
% Mode Share Bike and Walk (Peak)	Percent Share	5.4	5.3	5.4	5.2	5.4
% Mode Share DA (OffPeak)	Percent Share	50.7	50.4	50.7	50.2	50.5
% Mode Share SR (OffPeak)	Percent Share	41.5	41.8	41.3	42.0	41.4
% Mode Share Transit (OffPeak)	Percent Share	1.0	1.0	1.1	1.0	1.1
% Mode Share Walk (OffPeak)	Percent Share	4.6	4.5	4.6	4.5	4.6
% Mode Share Bike (OffPeak)	Percent Share	1.3	1.3	1.3	1.3	1.3
% Mode Share School Bus (OffPeak)	Percent Share	1.0	1.0	1.0	1.0	1.0
% Mode Share Bike and Walk (OffPeak)	Percent Share	5.9	5.8	5.9	5.7	5.9
Auto Operating Cost ($)	Dollars	2,430,822	3,165,983	2,762,404	3,389,882	2,881,029
All 0.25 Mile Transit Accessible Pop (All Routes)	Percent	69.7	69.0	71.9	69.2	72.5
All 0.25 Mile Transit Accessible Emp (All Routes)	Percent	74.7	73.9	73.9	70.5	73.0
All 0.25 Mile Transit Accessible HH (All Routes)	Percent	68.3	67.2	71.3	67.2	72.5
All 0.25 Mile Transit Accessible Pop (<= 30 minute)	Percent	34.9	35.4	38.0	35.1	39.0
All 0.25 Mile Transit Accessible Emp (<= 30 minute)	Percent	50.1	49.6	45.3	46.8	42.6
All 0.25 Mile Transit Accessible HH (<= 30 minute)	Percent	34.6	35.1	38.8	34.5	40.6
All 0.25 Mile Transit Accessible Pop (<= 20 minute)	Percent	18.0	17.1	20.7	16.6	21.4
All 0.25 Mile Transit Accessible Emp (<= 20 minute)	Percent	30.4	29.0	26.1	27.3	24.1
All 0.25 Mile Transit Accessible HH (<= 20 minute)	Percent	18.0	16.9	21.4	16.3	22.6
All 0.25 Mile Transit Accessible Pop (<= 15 minute)	Percent	11.9	11.3	12.4	10.9	11.9
All 0.25 Mile Transit Accessible Emp (<= 15 minute)	Percent	16.3	15.1	13.6	14.0	12.5
All 0.25 Mile Transit Accessible HH (<= 15 minute)	Percent	10.5	9.9	11.2	9.4	10.4
All 0.25 Mile Transit Accessible Pop (<= 10 minute)	Percent	3.2	3.1	3.6	3.0	3.4
All 0.25 Mile Transit Accessible Emp (<= 10 minute)	Percent	11.7	11.0	9.9	10.2	9.1
All 0.25 Mile Transit Accessible HH (<= 10 minute)	Percent	3.5	3.4	3.9	3.2	3.6
All 0.5 Mile Transit Accessible Pop (All Routes)	Percent	88.8	88.7	89.9	88.7	90.1
All 0.5 Mile Transit Accessible Emp (All Routes)	Percent	87.5	87.4	87.9	84.9	87.3
All 0.5 Mile Transit Accessible HH (All Routes)	Percent	88.2	87.8	89.7	87.8	90.3

Table G-3: Expanded Performance Data (Continued, 4 of 5)

Performance Measure	Units	Base Year	2035 BAU	2035 SCS	2050 BAU	2050 SCS
All 0.5 Mile Transit Accessible Pop (<= 30 minute)	Percent	50.7	51.7	53.6	52.0	54.7
All 0.5 Mile Transit Accessible Emp (<= 30 minute)	Percent	62.6	61.8	58.2	58.6	55.7
All 0.5 Mile Transit Accessible HH (<= 30 minute)	Percent	50.2	51.2	54.4	51.6	56.5
All 0.5 Mile Transit Accessible Pop (<= 20 minute)	Percent	26.7	25.4	29.9	24.8	30.7
All 0.5 Mile Transit Accessible Emp (<= 20 minute)	Percent	41.1	39.7	35.5	37.4	32.9
All 0.5 Mile Transit Accessible HH (<= 20 minute)	Percent	27.6	25.8	31.4	25.1	32.8
All 0.5 Mile Transit Accessible Pop (<= 15 minute)	Percent	18.0	17.2	19.8	16.9	19.1
All 0.5 Mile Transit Accessible Emp (<= 15 minute)	Percent	25.3	24.5	21.2	22.8	19.7
All 0.5 Mile Transit Accessible HH (<= 15 minute)	Percent	17.4	16.5	19.6	16.3	18.3
All 0.5 Mile Transit Accessible Pop (<= 10 minute)	Percent	6.2	6.0	7.4	6.1	7.1
All 0.5 Mile Transit Accessible Emp (<= 10 minute)	Percent	17.4	17.1	14.5	15.8	13.5
All 0.5 Mile Transit Accessible HH (<= 10 minute)	Percent	7.6	7.2	8.9	7.5	8.2
Low Inc 0.25 Mile Transit Accessible Pop (All Routes)	Percent	80.9	79.7	83.5	80.2	84.4
Low Inc 0.25 Mile Transit Accessible Emp (All Routes)	Percent	83.7	80.7	79.6	76.8	78.5
Low Inc 0.25 Mile Transit Accessible HH (All Routes)	Percent	86.8	82.9	88.4	82.7	89.5
Low Inc 0.25 Mile Transit Accessible Pop (<= 30 minute)	Percent	48.3	49.3	52.6	47.2	54.0
Low Inc 0.25 Mile Transit Accessible Emp (<= 30 minute)	Percent	64.8	62.7	58.5	59.8	57.1
Low Inc 0.25 Mile Transit Accessible HH (<= 30 minute)	Percent	50.9	50.9	56.8	46.5	59.1
Low Inc 0.25 Mile Transit Accessible Pop (<= 20 minute)	Percent	32.1	26.2	38.7	23.6	39.3
Low Inc 0.25 Mile Transit Accessible Emp (<= 20 minute)	Percent	45.3	42.6	38.1	40.1	36.9
Low Inc 0.25 Mile Transit Accessible HH (<= 20 minute)	Percent	33.6	24.4	42.6	20.1	43.1
Low Inc 0.25 Mile Transit Accessible Pop (<= 15 minute)	Percent	26.4	21.2	27.0	19.1	25.5
Low Inc 0.25 Mile Transit Accessible Emp (<= 15 minute)	Percent	29.6	26.9	24.3	25.3	23.5
Low Inc 0.25 Mile Transit Accessible HH (<= 15 minute)	Percent	24.6	17.1	25.1	14.1	22.0
Low Inc 0.25 Mile Transit Accessible Pop (<= 10 minute)	Percent	1.1	0.9	2.5	0.8	2.3
Low Inc 0.25 Mile Transit Accessible Emp (<= 10 minute)	Percent	18.2	16.5	15.0	15.5	14.5
Low Inc 0.25 Mile Transit Accessible HH (<= 10 minute)	Percent	2.4	1.6	4.5	1.4	3.8
Low Inc 0.5 Mile Transit Accessible Pop (All Routes)	Percent	92.8	93.7	93.8	94.1	94.2
Low Inc 0.5 Mile Transit Accessible Emp (All Routes)	Percent	93.6	92.5	93.9	89.4	92.7
Low Inc 0.5 Mile Transit Accessible HH (All Routes)	Percent	97.2	97.0	97.8	96.9	98.0
Low Inc 0.5 Mile Transit Accessible Pop (<= 30 minute)	Percent	61.5	64.7	65.9	65.8	68.2
Low Inc 0.5 Mile Transit Accessible Emp (<= 30 minute)	Percent	80.8	78.1	73.6	75.7	72.2
Low Inc 0.5 Mile Transit Accessible HH (<= 30 minute)	Percent	61.3	65.4	69.1	67.1	73.5
Low Inc 0.5 Mile Transit Accessible Pop (<= 20 minute)	Percent	37.6	30.9	45.0	27.9	45.3

Table G-3: Expanded Performance Data (Continued, 5 of 5)

Performance Measure	Units	Base Year	2035 BAU	2035 SCS	2050 BAU	2050 SCS
Low Inc 0.5 Mile Transit Accessible Emp (<= 20 minute)	Percent	58.8	56.0	50.0	53.2	48.4
Low Inc 0.5 Mile Transit Accessible HH (<= 20 minute)	Percent	36.8	27.4	47.6	22.6	47.8
Low Inc 0.5 Mile Transit Accessible Pop (<= 15 minute)	Percent	34.4	28.1	37.5	25.4	35.2
Low Inc 0.5 Mile Transit Accessible Emp (<= 15 minute)	Percent	46.1	43.4	38.6	41.3	37.4
Low Inc 0.5 Mile Transit Accessible HH (<= 15 minute)	Percent	32.1	23.7	36.5	19.5	31.6
Low Inc 0.5 Mile Transit Accessible Pop (<= 10 minute)	Percent	4.4	3.8	8.5	3.4	7.9
Low Inc 0.5 Mile Transit Accessible Emp (<= 10 minute)	Percent	29.5	28.4	24.5	26.7	23.7
Low Inc 0.5 Mile Transit Accessible HH (<= 10 minute)	Percent	9.5	7.1	15.2	5.8	12.7
Average Low Income Peak Trip Time	Minutes	15.7	17.0	14.9	17.5	15.3
Peak DA Percent Work Trips < 30 minutes	Percent	88.1	88.2	89.1	88.5	89.7
Peak SR Percent Work Trips < 30 minutes	Percent	88.1	88.2	89.1	88.5	89.7
Peak Transit Percent Work Trips < 30 minutes	Percent	36.5	36.4	39.0	36.6	38.7
OffPeak DA Percent Work Trips < 30 minutes	Percent	87.0	86.1	88.2	86.1	89.0
OffPeak SR Percent Work Trips < 30 minutes	Percent	87.0	86.1	88.2	86.1	89.0
OffPeak Transit Percent Work Trips < 30 minutes	Percent	33.2	32.9	34.3	33.3	34.6
Percent of Population to Airport Amenities in 5 minutes.	Percent	52.3	53.8	51.9	54.8	52.9
Percent of Population to Beach Amenities in 5 minutes.	Percent	21.3	20.3	23.0	19.9	22.9
Percent of Population to Building Amenities in 5 minutes.	Percent	34.4	32.9	36.8	32.4	37.5
Percent of Population to College/Univ Amenities in 5 minutes.	Percent	52.8	54.0	53.9	54.4	54.1
Percent of Population to Hospital Amenities in 5 minutes.	Percent	31.0	29.7	33.5	29.0	34.2
Percent of Population to Park Amenities in 5 minutes.	Percent	80.2	80.5	81.6	80.0	82.1
Percent of Population to Post Office Amenities in 5 minutes.	Percent	25.6	24.6	27.0	24.3	26.7
Percent of Population to School Amenities in 5 minutes.	Percent	92.2	92.0	92.7	92.0	92.9
Percent of Population to all Amenities in 5 minutes.	Percent	94.2	94.4	94.7	94.4	94.9

Land Use Model & Regional GreenPrint

Protecting Resource Areas and Farmland

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

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

Agriculture Lands

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

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

Natural Resource Areas

The region's natural resource areas are illustrated on Figure H-2. The natural resource areas represent plant and animal habitat from California Department of Fish and Wildlife, California Natural Diversity Database (CNDDB). The CNDDB is part of a nation-wide network of similar programs overseen by NatureServe (formerly part of The Nature Conservancy) that provide location and natural history information on special status plants, animals, and natural communities. Also

shown is sensitive habitat in Environmentally Sensitive Habitat Overlays and Riparian Corridor Overlays adopted by the County of Santa Barbara as part of the General Plan.

Open Space

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

California State Wildlife Action Plan

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

Land Use Model Categories

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

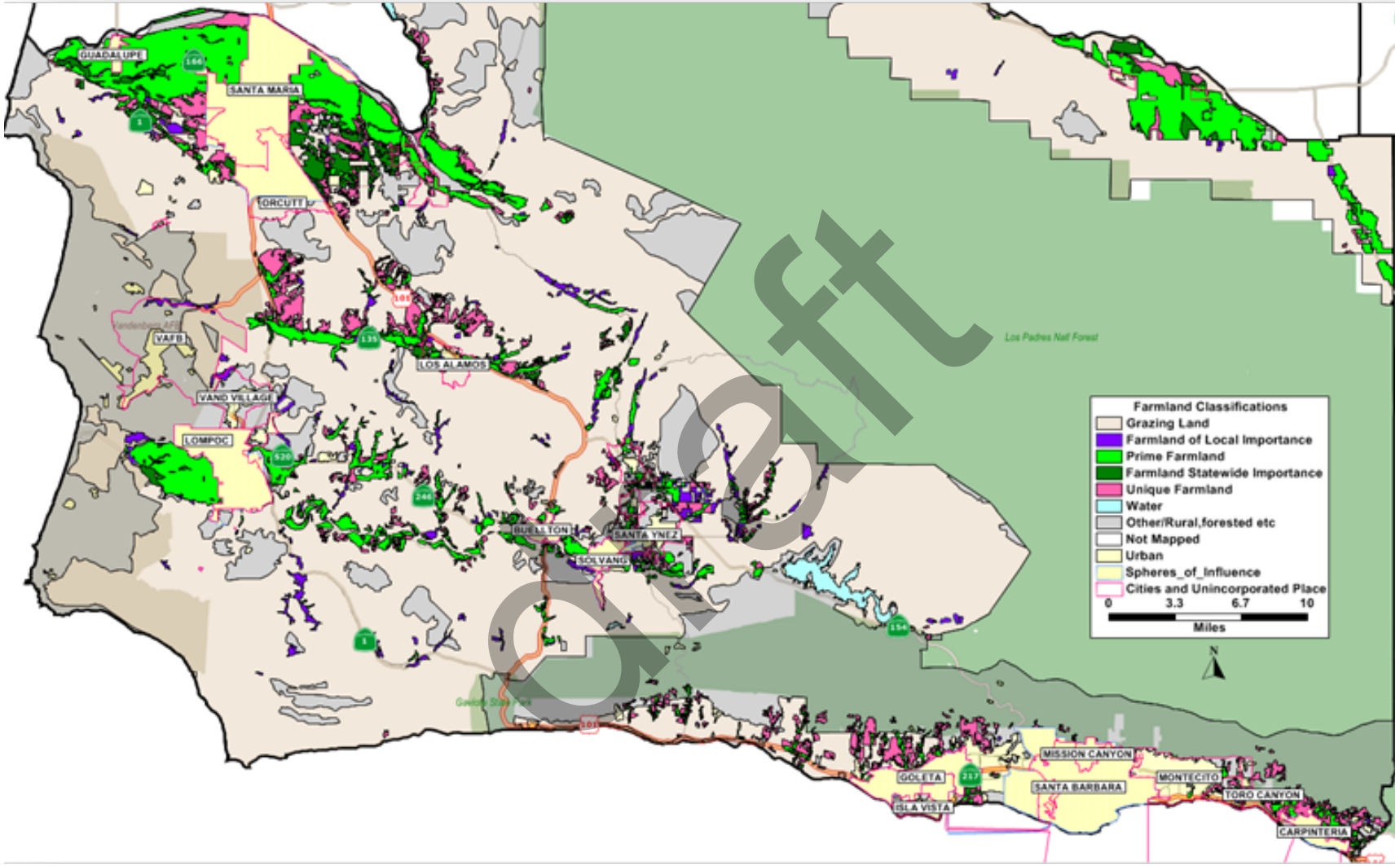
For further information regarding the land use model, please refer to the Technical Methodology.

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

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

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

Figure H-1: Agricultural Lands

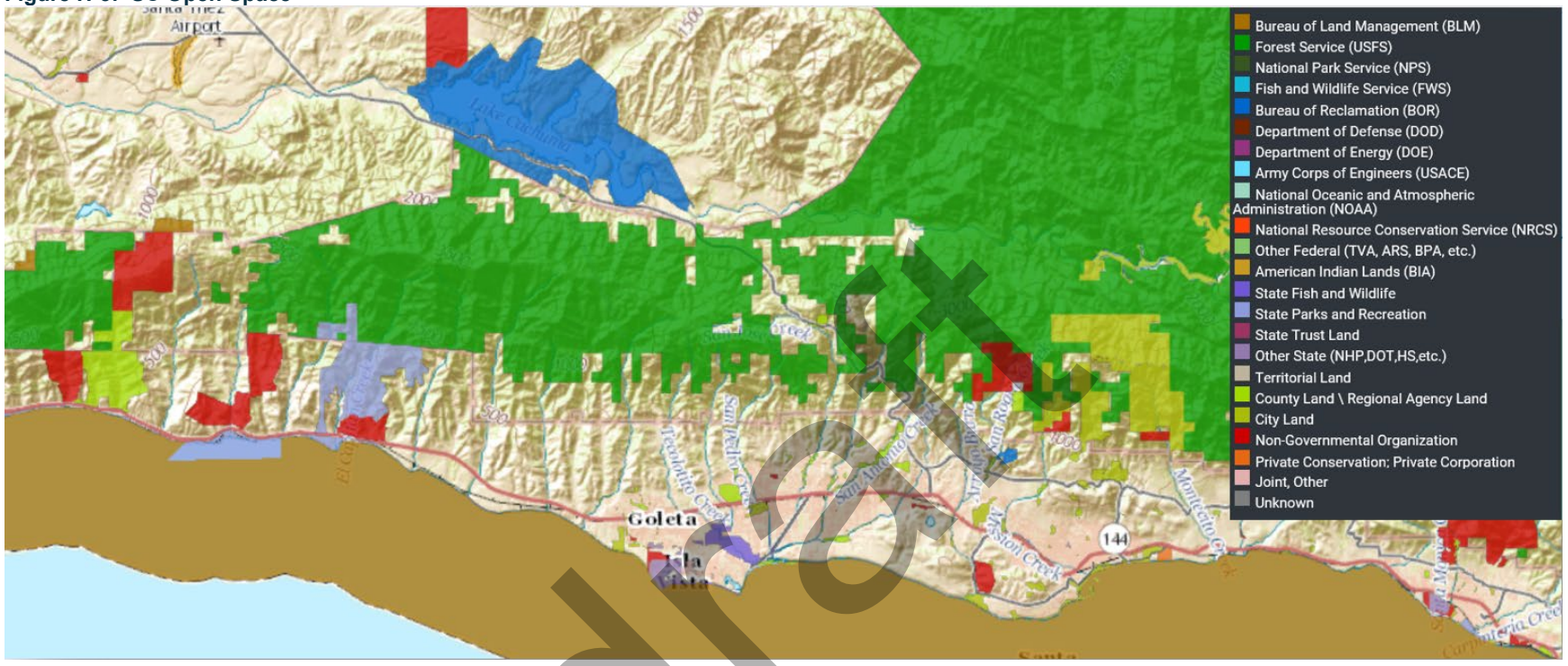


Source: California State Department of Conservation, Farmland Mapping and Monitoring Program, 2014

Figure H-2: Natural Resource Areas

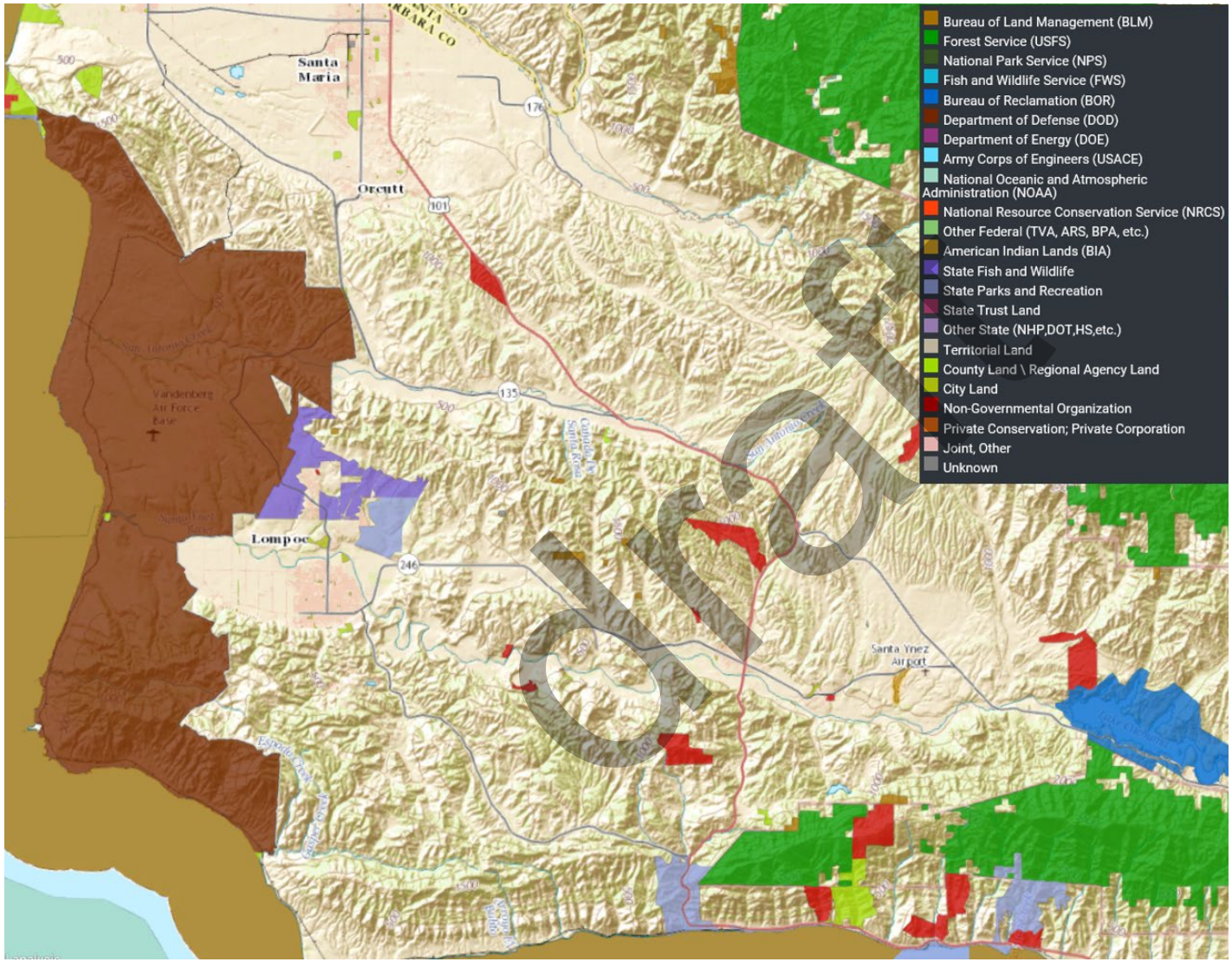
Source: California Department of Fish and Wildlife, Plant and Animal Habitat, California Natural Diversity Database. Sensitive Habitat is a representation of the Board of Supervisors adopted Environmentally Sensitive Habitat and Riparian Corridor overlays.

Figure H-3: SC Open Space



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

Figure H-4: NC Open Space



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

RTP Checklist

Appendix A: RTP Checklist

Regional Transportation Plan Checklist for MPOs
(Revised September 2023)

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

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

Date Draft RTP Completed: May 1, 2025

RTP Adoption Date: August 21, 2025

What is the Certification Date of the Environmental Document (ED)? PEIR August 17, 2021; addendum August 21, 2025

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

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

Regional Transportation Plan Contents

General	Yes/No /N/A	Page #
1. Does the RTP address no less than a 20-year planning horizon? (23 CFR 450.324(a))	Yes	ES-1
2. Does the RTP include both long-range and short-range strategies/actions? (23 CFR 450.324(b))	Yes	1-14, 2-6, 5-1
3. Does the RTP address issues specified in the policy, action and financial elements identified in California Government Code Section 65080?	Yes	1-13 - 1-19, 4-1 – 4-10, 5-1 – 5-6, Apx. D
4. Does the RTP address the 10 issues specified in the Sustainable Communities Strategy (SCS) component as identified in Government Code Sections 65080(b)(2)(B) and 65584.04(i)(1)?	Yes	

a. Identify the general location of uses, residential densities, and building intensities within the region?	Yes	2-7 – 2-14, 2-24 – 2-31, Apx. H
b. Identify areas within the region sufficient to house all the population of the region, including all economic segments of the population over the course of the planning period of the regional transportation plan taking into account net migration into the region, population growth, household formation and employment growth?	Yes	2-6 – 2-14, 2-27 – 2-36
c. Identify areas within the region sufficient to house an eight-year projection of the regional housing need for the region pursuant to Government Code Section 65584?	Yes	2-12
d. Identify a transportation network to service the transportation needs of the region?	Yes	2-14 – 2-17
e. Gather and consider the best practically available scientific information regarding resource areas and farmland in the region as defined in subdivisions (a) and (b) of Government Code Section 65080.01?	Yes	Apx. H
f. Consider the state housing goals specified in Sections 65580 and 65581?	Yes	2-13
g. Utilize the most recent planning assumptions, considering local general plans and other factors?	Yes	2-26 – 2-36, Apx. H
h. Set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by CARB?	Yes	2-7 – 2-12, 2-14 – 2-17
i. Provide consistency between the development pattern and allocation of housing units within the region (Government Code 65584.04(i)(1)?	Yes	2-12, 2-32 – 2-36
j. Allow the regional transportation plan to comply with Section 176 of the federal Clean Air Act (42 U.S.C. Section 7506)?	Yes	2-22
5. Does the RTP include Project Intent i.e. Plan Level Purpose and Need Statements?	Yes	ES-1
6. Does the RTP specify how travel demand modeling methodology, results and key assumptions were developed as part of the RTP process? (Government Code 14522.2)	Yes	2-33 – 2-34, Apx. E
7. Does the RTP contain a System Performance Report? (23 CFR 450.324 (f))	Yes	
a. Does the report include a description of the performance measures and performance targets used in assessing the performance of the transportation system?	Yes	1-18 – 1-19

b. Does the report show the progress towards achieving performance targets in comparison with the performance in previous reports?	Yes	1-8 – 1-12
c. For MPOs that voluntarily elect to develop multiple scenarios, does the report include an evaluation of how the preferred scenario has improved conditions and performance, where applicable?	Yes	2-19 – 2-36, Apx. G
d. Does the report include an evaluation of how local policies and investments have impacted costs necessary to achieve progress toward identified performance targets, where applicable?	Yes	1-13

Consultation/Cooperation

	Yes/No / N/A	Page #
1. Does the RTP contain a public involvement program that meets the requirements of Title 23, CFR 450.316(a)?	Yes	
(i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;	Yes	Apx. J
(ii) Providing timely notice and reasonable access to information about transportation issues and processes;	Yes	2-17, Apx. B
(iii) Employing visualization techniques to describe metropolitan transportation plans and TIPs;	Yes	2-17, Apx. B
(iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;	Yes	2-17, Apx. B
(v) Holding any public meetings at convenient and accessible locations and times;	Yes	Apx. B
(vi) Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;	Yes	Apx. J
(vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;	Yes	2-17, Apx. B
(viii) Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts;	N/A	

	(ix) Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and	Yes	PPP, Apx. B
	(x) Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.	Yes	PPP, Apx. B
2.	Does the RTP contain a summary, analysis, and report on the disposition of significant written and oral comments received on the draft regional transportation plan as part of the final regional transportation plan and TIP that meets the requirements of 23 CFR 450.316(a)(2), as applicable?	Yes	Apx. J
3.	Did the MPO/RTPA consult with the appropriate State and local representatives including representatives from environmental and economic communities; airport; transit; freight during the preparation of the RTP? (23 CFR 450.316(b))	Yes	Apx. B
		Yes/No / N/A	Page #
4.	Did the MPO/RTPA who has federal lands within its jurisdictional boundary involve the federal land management agencies during the preparation of the RTP? (23 CFR 450.316(d))	Yes	Apx. B
5.	Where does the RTP specify that the appropriate State and local agencies responsible for land use, natural resources, environmental protection, conservation and historic preservation consulted? (23 CFR 450.324(g))	Yes	PEIR Sec. 1.4
6.	Did the RTP include a comparison with the California State Wildlife Action Plan and (if available) inventories of natural and historic resources? (23 CFR 450.324(g)(1&2))	Yes	Apx. H
7.	Did the MPO/RTPA who has a federally recognized Native American Tribal Government(s) and/or historical and sacred sites or subsistence resources of these Tribal Governments within its jurisdictional boundary address tribal concerns in the RTP and develop the RTP in consultation with the Tribal Government(s)? (23 CFR 450.316(c))	Yes	Apx. B, PEIR Sec. 1.4
8.	Does the RTP address how the public and various specified groups were given a reasonable opportunity to comment on the plan using the participation plan developed under 23 CFR part 450.316(a)? (23 CFR 450.316(a)(i))	Yes	PPP, Apx. B
9.	Does the RTP contain a discussion describing the private sector involvement efforts that were used during the development of the plan? (23 CFR 450.316(a))	Yes	PPP, Apx. B

10.	Does the RTP contain a discussion describing the coordination efforts with regional air quality planning authorities? (23 CFR 450.316(a)(2)) (MPO nonattainment and maintenance areas only)	N/A	
11.	Is the RTP coordinated and consistent with the Public Transit-Human Services Transportation Plan? (23 CFR 450.306(h))	Yes	1-32 – 1-35
12.	Were the draft and adopted RTP posted on the Internet? (23 CFR 450.324(k))	Yes	Apx. J
13.	Did the RTP explain how consultation occurred with locally elected officials? (Government Code 65080(D))	Yes	2-17
14.	Did the RTP outline the public participation process for the sustainable communities strategy? (Government Code 65080(E))	Yes	2-17, Apx. B
15.	Was the RTP adopted on the estimated date provided in writing to State Department of Housing and Community Development to determine the Regional Housing Need Allocation and planning period (start and end date) and align the local government housing element planning period (start and end date) and housing element adoption due date 18 months from RTP adoption date? (Government Code 65588(e)(5))	Yes	2-12

Title VI and Environmental Justice

1.	Does the public participation plan describe how the MPO will seek out and consider the needs of those traditionally underserved by existing transportation system, such as low-income and minority households, who may face challenges accessing employment and other services? (23 CFR 450.316 (a)(1)(vii))	Yes	2-17
2.	Has the MPO conducted a Title VI analysis that meets the legal requirements described in Section 4.2?	Yes	3-1, Apx. F
3.	Has the MPO conducted an Environmental Justice analysis that meets the legal requirements described in Section 4.2?	Yes	3-1, Apx. F

Modal Discussion

		Yes/No / N/A	Page #
1.	Does the RTP discuss intermodal and connectivity issues?	Yes	1-19 – 1-37, 5-1, 5-15
2.	Does the RTP include a discussion of highways?	Yes	1-19 – 1-26, 5-3 – 5-4,

3. Does the RTP include a discussion of mass transportation?	Yes	1- 28 – 1-32, 5-14
4. Does the RTP include a discussion of the regional airport system?	Yes	1-35 – 1-37, 5-15 – 5-16
5. Does the RTP include a discussion of regional pedestrian needs?	Yes	1-32 – 1-35, 5-7 – 5-13
6. Does the RTP include a discussion of regional bicycle needs?	Yes	1-32 – 1-35, 5-7 – 5-13
7. Does the RTP address the California Coastal Trail? (Government Code 65080.1) (For MPOs located along the coast only)	Yes	1-33, 5-8 – 5-9
8. Does the RTP include a discussion of rail transportation?	Yes	5-14 – 5-15
9. Does the RTP include a discussion of maritime transportation (if appropriate)?	Yes	1-38, 5-16
10. Does the RTP include a discussion of goods movement?	Yes	1-37 – 1-38

Programming/Operations

	Yes/No / N/A	Page #
1. Is the RTP consistent (to the maximum extent practicable) with the development of the regional ITS architecture? (23 CFR 450.306(g))	Yes	5-17 – 5-18
2. Does the RTP identify the objective criteria used for measuring the performance of the transportation system?	Yes	1-13 – 1-19,
3. Does the RTP contain a list of un-constrained projects?	Yes	5-1 – 5-2, Apx. A

Financial

	Yes/No / N/A	Page #
1. Does the RTP include a financial plan that meets the requirements identified in 23 CFR part 450.324(f)(11)?	Yes	4-4 – 4-7
2. Does the RTP contain a consistency statement between the first 4 years of the fund estimate and the 4-year STIP fund estimate? (65080(b)(4)(A))	Yes	4-9
3. Do the projected revenues in the RTP reflect Fiscal Constraint? (23 CFR part 450.324(f)(11)(ii))	Yes	4-8
4. Does the RTP contain a list of financially constrained projects? Any regionally significant projects should be identified. (Government Code 65080(4)(A))	Yes	5-1, Apx. A
5. Do the cost estimates for implementing the projects identified in the RTP reflect "year of expenditure dollars" to reflect inflation rates? (23 CFR part 450.324(f)(11)(iv))	Yes	4-2

6. After 12/11/07, does the RTP contain estimates of costs and revenue sources that are reasonably expected to be available to operate and maintain the freeways, highway and transit within the region? (23 CFR 450.324(f)(11)(i))	Yes	4-3 – 4-7
7. Does the RTP contain a statement regarding consistency between the projects in the RTP and the ITIP? (2016 STIP Guidelines Section 33)	Yes	4-9
8. Does the RTP contain a statement regarding consistency between the projects in the RTP and the RTIP? (2016 STIP Guidelines Section 19)	Yes	4-9
9. Does the RTP address the specific financial strategies required to ensure the identified TCMs from the SIP can be implemented? (23 CFR part 450.324(f)(11)(vi) (nonattainment and maintenance MPOs only)	N/A	
<u>Environmental</u>	Yes/No / N/A	Page #
1. Did the MPO/RTPA prepare an EIR or a program EIR for the RTP in accordance with CEQA guidelines?	Yes	See PEIR
2. Does the RTP contain a list of projects specifically identified as TCMs, if applicable?	N/A	
3. Does the RTP contain a discussion of SIP conformity, if applicable?	N/A	
4. Does the RTP specify mitigation activities? (23 CFR part 450.324(f)(10))	Yes	2-32
5. Where does the EIR address mitigation activities?	Yes	PIER Table ES-1
6. Did the MPO/RTPA prepare a Negative Declaration or a Mitigated Negative Declaration for the RTP in accordance with CEQA guidelines?	No	See PEIR
7. Does the RTP specify the TCMs to be implemented in the region? (federal nonattainment and maintenance areas only)	N/A	

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

_____ _____

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

Marjie Kirn	Executive Director
Print Name	Title

Draft Document Comments and Responses

To be included in final document.

Adopting Resolution

A RESOLUTION OF THE SANTA BARBARA

COUNTY ASSOCIATION OF GOVERNMENTS

ADOPTION OF CONNECTED 2050 (2025) REGIONAL TRANSPORTATION PLAN AND SUSTAINABLE COMMUNITIES STRATEGY FOR SANTA BARBARA COUNTY	RESOLUTION NO. 25-XX

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

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

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

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

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

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

WHEREAS SBCAG, through the conduct of a continuing, cooperative, and comprehensive multimodal transportation planning process, has prepared Connected 2050 (2025), a Regional Transportation Plan (RTP) & Sustainable Communities Strategy (SCS) for Santa Barbara County (Connected 2050) to update the Connected 2050 (2021) RTP & SCS adopted by SBCAG in August 2021; and

WHEREAS Connected 2050 (2025) has been prepared in conformance with all applicable federal and State requirements; and

WHEREAS Connected 2050 (2025) has been prepared in cooperation with federal, State and local government agencies, including local governments in Santa Barbara County, transit operators, Caltrans, the Air Pollution Control District, and the Santa Ynez Band of Chumash Indians; and

WHEREAS Connected 2050 (2025) is financially constrained and funds are needed to implement the RTP; and

WHEREAS Connected 2050 (2025) is not required to demonstrate transportation conformity with the State Implementation Plan (SIP) because Santa Barbara County is designated as an attainment/unclassified area for the federal 8-hour ozone standard; and

WHEREAS Connected 2050 (2025) is subject to the California Environmental Quality Act (CEQA) and an addendum to Connected 2050 (2021) Programmatic Environmental Impact Report (PEIR) was prepared for Connected 2050 (2025); and

WHEREAS electronic copies of the Draft Connected 2050 (2025) were made available and members of the public were given a reasonable opportunity to review the draft documents and provide input and comment on the documents; and

WHEREAS pursuant to CEQA Guidelines section 15163, SBCAG considered the PEIR for Connected 2050 (2021) and prepared an addendum to the PEIR for Connected 2050 (2025); and

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

NOW, THEREFORE, BE IT RESOLVED that the SBCAG Board of Directors finds that Connected 2050 (2025) was developed in accordance with public involvement procedures specified by federal law as expressed locally in the SBCAG Public Participation Plan adopted by SBCAG on August 20, 2015; and

BE IT FURTHER RESOLVED that the SBCAG Board of Directors finds that Connected 2050 (2025) was developed in accordance with public involvement procedures specified by State law as expressed locally in the Regional Transportation Plan & Sustainable Communities Strategy Public Participation Plan adopted by SBCAG on November 16, 2023; and

BE IT FURTHER RESOLVED that the Board reviewed the responses to comments received from the public and interested agencies on both Connected 2050 (2025) and the addendum to the PEIR and adopts those responses to comments as findings of this Board; and

BE IT FURTHER RESOLVED that the CEQA Findings and Statement of Overriding Considerations and the Mitigation Monitoring and Reporting Program are hereby adopted in Resolution 25-XX; and

BE IT FURTHER RESOLVED that Connected 2050 (2025) addresses requirements prescribed in State and federal law; and

BE IT FURTHER RESOLVED that Connected 2050 (2025) complies with the 2024 Regional Transportation Guidelines adopted by the California Transportation Commission; and

BE IT FURTHER RESOLVED that Connected 2050 (2025) is the applicable transportation plan for SBCAG under State and federal law and supersedes all preceding RTP-SCSs and RTP-SCS amendments; and

BE IT FURTHER RESOLVED that the SBCAG Board of Directors does hereby adopt the Connected 2050 (2025) RTP-SCS.

(Signatures on following page.)

PASSED AND ADOPTED this 21st day of August 2025 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

Marjie Kirn
Executive Director
Santa Barbara County
Association of Governments

Randy Rowse, Chair

APPROVED AS TO FORM:
Rachel Van Mullem
County Counsel

Deputy County Counsel

SBCAG

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS

260 N. San Antonio Road, Suite B
Santa Barbara, CA 93110
P: 805-961-8900
E: info@sbcag.org